

HONEYBOURNE PARISH COUNCIL**Minutes of the Full Council Meeting**

held at Honeybourne Village Hall, Harvest Close, Honeybourne WR11 7RH
on Tuesday 14th July 2026 at 7:15pm

Members present: Cllrs H Jobes (Chair), B Dubb (Vice-Chair), A Attridge, C Clear, G Clelland, A Mathias, J Mellor and S Walsh

In attendance: Parish Clerk, Linda Stanton
County/District Cllr H Robson (arrive 7:30 pm – departed 8:00pm)
2 members of public

Prior to the meeting, National Gas gave a presentation on the West Import Resilience project at 6:30pm.

26/751 Apologies

Apologies were received and accepted from the following members:

Councillor	Reason
S Sidwell	Personal

26/752 Declarations of Interest

Councillors were reminded that to ensure transparency and retain public confidence in the council's decisions they are required to —

- Keep their Register of Interests form up to date;
- Declare any Disclosable Pecuniary Interests (DPI) and any Other Disclosable Interests (ODI) in agenda items and the nature of those interests.

The following declarations of interest were made:

Cllr	Item	Interest
H Jobes	26/759 (a) – Schedule of payments: Payment to HAGA	DPI – plot holder
H Jobes	26/766- Matters relating to the management of the allotment site	DPI – plot holder
B Dubb	26/759 (a) – Schedule of payments: Payment to HAGA	DPI – plot holder
B Dubb	26/766- Matters relating to the management of the allotment site	DPI – plot holder
G Clelland	26/759(a) – Schedule of payments: payment to Limebridge Rural Services	ODI – personal friend
G Clelland	26/759(c) – Quotation to replace oak gate post at St Ecgwins church, Honeybourne	ODI- personal friend
J Mellor	26/759 (a) – Schedule of payments: Payment to HAGA	DPI – plot holder
J Mellor	26/766- Matters relating to the management of the allotment site	DPI – plot holder

26/753 To consider any dispensations

There were no requests for dispensation.

26/754 Open Session

- Members of the Public.

- i. Under Open Session, Cllr Attridge asked whether any issues had arisen since the Council established the allotment management arrangements. Cllrs Jobes and Dubb responded briefly. It was noted that both Cllr Jobes and Cllr Dubb had each declared a disclosable pecuniary interest as allotment plot holders, and that both would take no further part in the discussion of, or vote on, allotment management matters later in the meeting (Minute 26/766).
- b) Supporting organisations, e.g. South Worcestershire Policing Team.
None present.
- c) Worcestershire County Councillor — H Robson
Cllr Robson arrived at 7:30 pm, after the meeting had started. She gave a report on planning matters and casework she had been dealing with, and confirmed she had also emailed a written report to the Clerk for circulation to members. **(Appendix 1 page 670)**
A question was raised by Cllr Clelland to Cllr Robson regarding party political matters.
Cllr Clear raised concerns regarding the standard of recent footway resurfacing works on Dudley Road, reporting visible cracking, and asked that Cllr Robson arrange for County Highways to inspect the works.
- d) District Councillors — Cllrs J Ciotti & H Robson
Cllr Ciotti was not present but had submitted a written report in advance, which had been circulated to Councillors. **(Appendix 2 page 670)**
Cllr Robson had no further update to add in her capacity as District Councillor.

26/755 Adoption of Minutes of Previous Meeting

The minutes of the Full Council Meeting held on 9th June 2026 were presented for adoption.

Resolved:

That the minutes of the Full Council Meeting held on 9th June 2026 be approved as an accurate record and signed by the Chairman.

26/756 Chairman's Report (for information only)

The Chairman gave a verbal update on the Call for Sites process, including how sites are being identified and the next steps ahead of the Steering Group meeting on 16th July 2026 **(Appendix 3 pages 671 -672)**.

Noted:

That the Chairman's report be noted

26/757 Parish Clerk's Report (for information only)

The Clerk presented her report. Members noted the updates on ongoing matters as follows:

Item	Subject	Update
a)	Wychavon District Council — Section 62A Designation	Wychavon District Council became subject to Section 62A designation (Planning and Compulsory Purchase Act 2004) with effect from 15th June 2026, following a planning appeal overturn rate exceeding the threshold set by Government. The Clerk emailed councillors and NDP Review Steering Group members setting out the implications for Honeybourne, drawing on advice from the Planning Consultant.
b)	Neighbourhood Development Plan Review — Call for Sites Methodology	The Planning Consultant is progressing the Call for Sites Methodology document, taking into account feedback received from Wychavon District Council's Neighbourhood Team. The Steering Group will consider the document further at its meeting of 16th July 2026, under delegated authority approved by Full Council on 9th June 2026.
c)	OS Mapping Licence	Following the discovery that the Council's Ordnance Survey mapping licence had lapsed and remained registered in the name of a previous Clerk, this has now been fully resolved. The Council's Public Sector Geospatial Agreement (PSGA) has been re-registered with the Clerk as

		Principal Contact, and access to OS Data Hub mapping has been restored. There is no cost to the Council associated with this licence, as PSGA membership is provided centrally for local authorities.
d)	Allotment Vacancies — Neighbouring Parish Councils	The Clerk has contacted neighbouring Parish Councils to advise that Honeybourne has vacant allotment plots available, and has asked that any enquiries be passed on in the event their own allotment sites are fully occupied.
e)	Resident Noise Complaint	A resident raised concerns regarding excessive vehicle noise during night hours. The Clerk advised that the Parish Council has no enforcement powers over vehicle noise on the public highway, and signposted the resident to West Mercia Police (101 or online reporting), including information about the Safer Neighbourhood Team's recent presence in the village for residents to raise concerns directly.
f)	Member of the Public Enquiry — Historic Post Office Location	Received and responded to an enquiry from a member of the public regarding the historic location of the village post office, referenced on their birth certificate.
g)	Honeybourne Village Fete — 18th July 2026	Insurance, risk assessment, and temporary event licence documentation have been received from the organiser for the Village Fete, taking place on 18th July 2026 from 11am to 3pm. The Road Closure Order remains outstanding and is being followed up with the organiser. Councillors are welcome to attend in support of this community event.

Cllr Clear asked about the resident noise complaint referred to at item (e). The Clerk confirmed that the matter had been signposted to the resident to report directly to West Mercia Police, and that this was not a matter within the Council's powers to investigate or resolve.

Noted:

That the Clerk's Report be noted.

26/758 Correspondence and Circulations Received

Item	Correspondent	Summary
a)	Wychavon District Council — Member Conduct Committee	Social Media Guidance for Councillors circulated to all Town and Parish Councillors, covering the Code of Conduct, defamation, data protection, and safe use of social media accounts.
b)	West Mercia Police	Monthly Fraud Bulletin — June 2026, circulated to members for information.
c)	Wychavon District Council (Engagement Officer)	Notification of a Parish and Town Council event on Thursday 24th September 2026, 6-8pm at The Civic Centre, Pershore, covering updates on Local Government Reorganisation and a range of environment-based funding opportunities, including the Local Nature Recovery Strategy, Natural Networks grant, Community Building Energy Resilience grant, and active travel funding. Further details, including the programme and booking arrangements, to follow in due course.

Noted:

That the correspondence be noted.

26/759 Finance

a) Schedule of Payments — July 2026

The Clerk presented the schedule of payments for July 2026.

Invoice no	Payment Method	Supplier	Description	Net £	VAT £	Gross £
808867191	Direct Debit	British Gas	Pavilion power and heating	68.57	3.42	71.99
M011 GN	BACS	British Telecom	Regular charge (1st–30th June 2026)	36.95	7.39	44.34
INV12740936	Direct Debit	Water Plus	Pavilion water	16.71	—	16.71

486300777	Direct Debit	Lloyds Bank	Accounts Maintenance Fee — Community Account xxxxx608 (10th Apr–9th May 2026)	6.35	—	6.35
IVO04532545	Direct Debit	SSE Energy Solution	Unmetered footway lighting	100.76	20.15	120.91
June	BACS	J Hyde	Handyman work	214.48	—	214.48
June	BACS	J Hyde	Lengthsman work	192.85	—	192.85
SI-10805	BACS	Security 4 Systems	Monthly IT Support	77.50	—	77.50
Tax month 4	BACS	Worcestershire Pension	Pension	788.72	—	788.72
Tax month 4	BACS	Staff salary	Staff salary	2,371.29	—	2,371.29
—	BACS	Staff Mileage Claim	2nd March–23rd June 2026 — 773.4 miles	348.03	—	348.03
3828	BACS	Limebridge Rural Services	Grounds maintenance; mowing of allotment	1,570.00	314.00	1,884.00
SIN157054/05	BACS	Fairview Trading	Handyman work — treated timber, lock, woodscrews & welded link chain	40.01	8.00	48.01
SI-466	BACS	Andrea Pellegram Ltd	NDP Review — May & June: site allocation method, meeting, emails, calls	2,440.00	488.00	2,928.00
26001	BACS	Aries Entertainment	Christmas event — 4th Dec 2026: ride and entertainer for children	1,650.00	330.00	1,980.00
—	BACS	HAGA	Allotment subscriptions — plots 211 & 405	15.00	—	15.00
203-8080091-422590	BACS	Trevor Askew	Reimbursement — Makita 1984-9 replacement plastic blades for PROW	19.99	—	19.99
Clp0432386	BACS	Wychavon District Council	Annual charge for emptying 4 bins — The Leys, Brickwalk & crossroad by Gate Inn, Station Road (twice weekly)	400.48	80.10	480.58
Pre-paid Debit card						
Invoice/Receipt No	Date	Supplier	Description	Net £	VAT £	Gross £
IEN202603363125-94	26th June 2026	Adobe Systems	Software subscription	16.64	3.33	19.97
344221982026-07-05	4th July 2026	Lebara	Mobile phone	4.17	0.83	5.00
Resolved: That the payments listed in the schedule of payments for July to be approved. (4 For and Abstention 4)						

Cllrs H Jobses, B Dubb, G Clelland and J Mellor having declared a disclosable interest, took no part in the discussion and abstained from the vote.

b) Bank Reconciliation — June 2026

Bank Reconciliation at 30/06/2026		
Cash in Hand 01/04/2026		117,618.46
ADD		
Receipts 01/04/2026 – 30/06/2026		104,187.46
		221,805.92
SUBTRACT		
Payments 01/04/2026 – 30/06/2026		80,056.15
Cash in Hand 30/06/2026 (per Cash Book) A		141,749.77
Cash in hand per Bank Statements		
Petty Cash 30/06/2026	0.00	

Lloyds Business Bank Instant 30/06/2026	135,434.23	
Lloyds Treasurers Account 30/06/2026	6,000.30	
Prepaid Debit Card Equals 30/06/2026	315.24	141,749.77
Less unrepresented payments		
Plus unrepresented receipts		
Adjusted Bank Balance B		141,749.77
A = B Checks out OK		
Resolved: That the bank reconciliation for June 2026 be approved		

c) Budget Monitoring — 2026/27

Noted:

That the current budget monitoring position against the approved 2026/27 budget be noted.

d) For Noting — VAT Reclaim (Form VAT126)

Noted:

That the quarterly VAT reclaim of £10,138.40 for the period 1st April to 30th June 2026 be noted.

e) For Noting — SSE Energy Solutions Refund

Noted:

That the SSE Energy Solutions refund of £3,240.44, covering the period 1st August 2025 to 30th April 2026, arising from correction of an inventory discrepancy, be noted.

f) Delegated Authority — August 2026 Recess

Resolved:

That the Clerk be given delegated authority to progress all ongoing matters and projects, authorise all regular payments, and incur expenditure in line with the Council's agreed budget during August 2026, in consultation with the Chairman on any major issues, with a record reported to members in September 2026.

g) Business Plan — For Noting

Cllr Dubb requested that the Business Plan be amended to make clear the Council's responsibility for the maintenance and administration of the cemetery, followed by reference to the June 2026 capacity survey. The Clerk confirmed the document will be amended accordingly.

Noted:

That the Business Plan, consolidating the Forward Plan/Action Plan and the Three-Year Financial Forecast and 2026/27 Budget, be noted, subject to the amendment above.

h) Churchyard Gates — Oak Post Replacement

The Clerk explained that the churchyard gates at St Ecgwins had been dragging on the ground for some time, making them difficult to open and close, and that although the gates had been temporarily raised using washers, the posts had rotted and required replacement. The Clerk advised that the contractor had confirmed that the existing posts would need to be dug out and new posts installed to allow the gates to be re-hung at a higher level clear of the ground, and that this involved a greater amount of labour due to the depth of excavation required.

Cllr Clelland, having earlier declared an interest, took no part in the vote.

Resolved:

That the quotation of £885.00 plus VAT for the replacement of the oak posts at the churchyard gates, St Ecgwins Churchyard, to include all materials and labour, be approved. (7 For, 1 Abstention)

26/760 Committee and Working Group Reports

a) NDP Review Steering Group — Minutes of 2nd June 2026

Noted:

That the minutes of the NDP Review Steering Group meeting of 2nd June 2026 be noted.

26/761 Neighbourhood Development Plan Review

Members considered the Background Document for the Neighbourhood Development Plan Review, circulated to Councillors in advance with comments invited by 3rd July 2026.

Resolved:

That the Background Document for the Neighbourhood Development Plan Review be approved.

26/762 Governance — Readoption of Policies

Members considered the readoption of the following policies, circulated on 3rd July 2026 for advance reading, the Clerk confirming all had been reviewed with no legislative changes affecting content and the only amendment being a standardised header:

I. Dignity at Work Policy II. Disciplinary Policy and Procedure III. Equality and Diversity Policy IV. Grievance Policy and Procedure V. Homeworking Policy VI. HPC Vexatious Policy VII. IT Policy VIII. Lone Working Policy IX. Member/Officer Protocol X. Social Media Policy

Resolved:

That the above policies be readopted as a group.

26/763 Environment and Community Wellbeing

For Noting — Members noted the Clerk and Handyman's survey of vacant areas within the cemetery, indicating capacity as of June 2026 for at least 250 burial plots and 120 ashes plots, with further areas remaining available.

Noted:

That the cemetery capacity survey be noted.

26/764 South Warwickshire Local Plan — Regulation 19 Consultation

Members considered the proposed representation to the South Warwickshire Local Plan (SWLP) Regulation 19 Publication consultation, together with the Supplementary Note, regarding cross-boundary highway impacts on roads towards Honeybourne arising from the Long Marston Airfield and Bidford-on-Avon developments. Members noted that the consultation period had now been confirmed as Tuesday 21st July to Tuesday 8th September 2026.

It was agreed that Councillors would review the report and Supplementary Note and notify the Clerk of any proposed amendments by 21st July 2026. In the absence of any comments received by that date, the Clerk would proceed to submit the representation as presented, under the delegated authority previously agreed.

Resolved:

That the proposed representation to the South Warwickshire Local Plan Regulation 19 Publication consultation, and the Supplementary Note, be approved for submission once the consultation opens, subject to any final amendments notified to the Clerk by Councillors by 21st July 2026; and that the delegated authority to the Clerk and Chairman extends to submission of the representation as amended, without need to await the 8th September 2026 Full Council meeting.

26/765 Planning**a) Members to respond to planning applications**

No applications currently required a Council response.

b) For Noting — Planning Decisions

WDC Ref	Site Address	Proposal	Decision
W/26/01259/DEM	Land at OS 1026 4295, Gloster Ades Road,	Prior Approval for demolition of five buildings	Not a refusal, and not a grant of permission as such — Wychavon decided no conditions were needed on the

	Honeybourne (Honeybourne Airfield)		method of demolition or site restoration, so the work may proceed as permitted development
W/26/00457/HP	Baylis Hill, Stratford Road, Honeybourne	Replacement outbuilding forming garage with room above for ancillary use	Approved 24th June 2026, subject to conditions
W/25/01046/LB	Ashwins Farm, 29 School Street, Honeybourne	Various external works incl. replacement roof coverings and windows	Listed Building Consent approved 30th June 2026, subject to conditions
Noted: That the planning decisions be noted.			

26/766 Exclusion of Press and Public

In accordance with the Public Bodies (Admission to Meetings) Act 1960, s1(2), it was proposed that the public and press be excluded from the meeting to allow for discussion of confidential matters relating to items for which publication would be prejudicial to the public interest.

Resolved:

That the public and press be excluded from the meeting for the following item.

The member of the public left the meeting at 7:55pm prior to the commencement of the confidential session. Cllrs Jobes, Cllr Dubb and Mellor declared a disclosable pecuniary interest as allotment plot holders and withdrew from the meeting for the duration of this item and for the remainder of the meeting. Cllr Attridge took the chair for the remainder of the meeting.

i) Allotment site management — Members considered a confidential matter relating to the management of the allotment site and gave the Clerk direction.

26/767 Items for Next Meeting

Members were reminded to notify the Clerk of items for discussion at the next council meeting by 15th August 2026.

26/768 Date and Venue of Next Meeting

The next Parish Council meeting was confirmed as Tuesday 8th September 2026 at 7:15pm at Honeybourne Village Hall, Harvest Close, Honeybourne (the Council does not meet in August due to summer recess).

Meeting concluded at 8:30pm

Signed: Date:
Chairman, Honeybourne Parish Council

Council Members:

H Jobes (Chairman), B Dubb (Vice-Chair), A Attridge, C Clear, G Clelland, A Mathias,
J Mellor, S Sidwell and S Walsh

Appendix 1

County Cllr H Robson report July 2026 Monthly Parish Council Report

This month I have been dealing with a lot of casework that include planning issues and enforcement cases, highway concerns relating to road surfaces, potholes and change to speed limits, along with housing problems. Meeting developers and concerned residents, checking in on long running issues with council officers and discussing new issues with both residents and officers.

I have also visited Littletons tennis & pickleball club to celebrate the opening of their improved pickleball courts and to view their new kit that was purchased with divisional fund money.

Visited Cleeve Prior Strawberry Teas afternoon event run by the church, Offenham Wake and met with the local neighbourhood police team

Formal council meetings included Hereford & Worcester annual fire authority meeting, Wychavon planning committee, Wychavon full council, Worcestershire Standards & ethics panel

County Divisional fund so far has been allocated to Honeybourne Village Hall, Honeybourne allotments association and Vale Landscape heritage trust, with pending applications for Pebworth Parish Council and Freedom Day Centre. There is still plenty of time and fund available for other community projects please email me.

Appendix 2

District Cllr J Ciotti Report July 2026 Report to Parish Councils from Wychavon District Councillors

First phase of £5 million Wychavon Support Fund: supporting

- Wellness
- Business
- Families
- Communities

Details will follow over the next few weeks but the headlines are: Free swimming for under 16s and over 60s. Free learn to swim for all. Worcester on Demand service reduced fares. Free parking 1 hour in Town centres. Extra help for families facing financial hardship who are not currently on benefits. Speech and language help for children. New Ward budgets for small scale community projects.

- Government Crisis and Resilience Fund: this will replace the Household Support Fund and will be led by Worcestershire County Council.
- Pershore Charity Shop Trail: to encourage the public to support these charities by visiting the shops, also to increase sustainable consumption, supported by Wychavon.
- Women's Homelessness: Wychavon is supporting the Women's Rough Sleeping Census with the aim of improving our understanding of women's experiences of rough sleeping and hidden homelessness across the District. Please share this information with any relevant organisations that you know of. There will be an online drop-in in September. www.womensaid.org/womens-rough-sleeping-census/
- Hampton Bridge: this long awaited project is progressing in line with the programme and the piling will soon be completed on both sides of the river. When the bridge spans are lifted into place the river will be temporarily closed by agreement with the Avon Navigation Trust. There will be drone footage online but visits to the site for councillors and schools can also be arranged. Contact rebecca.harrison@wychavon.gov.uk
- Kings Birthday 2027 Honours Round: Nominations to be submitted as early as possible before September 11th 2026.

Many District Council activities including Committee Meetings that are not essential are paused for the month of August. This also applies to Parish Councils so best wishes for the summer break

and I look forward to serving you again in September.

Appendix 3

Call for Sites — How the Process Works

Key points

- The Neighbourhood Plan Review requires a Call for Sites. Full Council approved this process and the Selection Methodology on 9 June 2026 (minute 26/745(c)), and delegated authority to the NDP Review Steering Group to approve the final Call for Sites documents at its meeting on 16 July.
- As a first step, the planning consultant (Nick Pellegram, Andrea Pellegram Ltd) has used Land Registry data, a standard, public source, to identify a pool of sites likely to pass the initial 'Stage 1' sift of the agreed methodology.
- Being on this list is not an invitation and does not mean a site is suitable or will be allocated. It only means the site is not ruled out at the earliest stage. Any qualifying parcel in the parish could appear.
- This applies equally to everyone, including councillors. No landowner, including any councillor, has been contacted or asked in advance whether they want their land included.
- Landowners identified are not "chosen" by the Steering Group. Everyone identified receives the same notification letter, inviting them to make a formal submission if they wish. The Steering Group's actual decision-making (choosing preferred sites) happens much later, only once real submissions have been assessed.
- Councillors are reminded, as always, to declare any interest in land that may fall within the Call for Sites pool, and to withdraw from the relevant discussion and decision. This applies equally to the Steering Group's non-councillor members.

Background: how we got here

On 9 June 2026 (minute 26/745(c)), Full Council:

- Approved the Call for Sites Methodology;
- Authorised the Planning Consultant to proceed with the Call for Sites consultation;
- Delegated authority to the NDP Review Steering Group to consider and approve the Call for Sites document (methodology, landowner letter, website text, and consultation dates) at its meeting on 16 July 2026;
- Further delegated authority to the Clerk, in consultation with the Steering Group Chair, to publish the approved document and take further steps within the approved methodology and budget;
- Agreed that the exercise of this delegated authority will be reported back to Full Council for ratification in September 2026.

How the Call for Sites process works, step by step

- Identification: The consultant uses Land Registry data to identify a pool of sites likely to pass the initial sift (Stage 1) of the agreed methodology. This is what is happening now.
- Notification: Everyone identified is sent the same landowner notification letter, inviting them to formally submit their site for consideration if they wish. No one is asked in advance, and no one is excluded from this step.
- Formal submission and detailed assessment (Stage 2): Landowners who choose to respond submit further information. Each submitted site is then assessed in detail against planning, environmental, landscape and deliverability criteria.
- Steering Group review (Stage 3): The Steering Group considers the assessed sites and identifies preferred options to take forward. This is the first point at which the Steering Group is actually choosing anything.
- Community consultation (Stage 4): The preferred options are consulted on publicly.
- Final selection (Stage 5): The Steering Group considers consultation feedback and identifies the preferred allocation site(s), with reasons documented. This feeds into the draft Neighbourhood Plan, which is itself later subject to formal Regulation 14 consultation before submission to Wychavon District Council.

• Why is Honeybourne carrying out its own Call for Sites?

- At the recent Wychavon Area AGM, Andy Ford (Wychavon District Council's Neighbourhood Plan officer) advised that parish and town councils preparing or reviewing a Neighbourhood Plan are encouraged to allocate housing sites themselves, rather than leave this to the District.
- Wychavon works jointly with Malvern Hills District Council and Worcester City Council as 'the South Worcestershire Councils'. These three councils adopted a new Local Plan, the South Worcestershire Development Plan Review 2021–2041, on 26 March 2026. The same three councils have also just begun work on a further, later Local Plan (the South Worcestershire Local Plan, or SWLP), though this is at a very early stage, with no concrete proposals expected before late 2027/early 2028.
- If asked why Honeybourne needs to allocate its own sites when the District is already doing so elsewhere, two points may help:
- Protection from speculative development: if our Neighbourhood Plan does not itself allocate suitable sites to meet any future housing requirement, it is more vulnerable to speculative planning applications on sites the community has not chosen. Choosing our own sites through a robust, evidence-led process gives the Parish Council more control over where development goes, rather than leaving this to appeals.
- Government housing pressure: the Government has a national target to build 1.5 million new homes over this Parliament, and reinstated mandatory local housing targets through the December 2024 NPPF. The Call for Sites is part of building the evidence base for Honeybourne to respond to this.

There are two main reasons why Honeybourne is choosing to allocate its own sites, even though the District is already doing so elsewhere:

- Protection from speculative development: if our Neighbourhood Plan does not itself allocate suitable sites to meet any future housing requirement, it is more vulnerable to speculative planning applications on sites the community has not chosen. Choosing our own sites through a robust, evidence-led process gives the Parish Council more control over where development goes, rather than leaving this to appeals.
- Government housing pressure: the Government has a national target to build 1.5 million new homes over this Parliament, and reinstated mandatory local housing targets through the December 2024 NPPF. The Call for Sites is part of building the evidence base for Honeybourne to respond to this.

For context, Wychavon has confirmed Honeybourne's current housing requirement is zero. However, the new Local Plan process is expected to reassess housing need in due course, and preparing our own evidence base now means the Neighbourhood Plan is ready to respond on our own terms rather than reacting under pressure later.

Timing

The Steering Group meets on 16 July 2026 to review and, if content, approve the methodology, landowner letter, website text and consultation dates. Only after that meeting, and once any amendments arising from it have been made, will the Planning Consultant issue the landowner notification letters and open the public Call for Sites consultation.

Invoice no	Payment Method	Supplier	Description	Net £	Vat £	Gross £
808899387	Direct Debit	British Gas	Pavilion power and heating	65.17	3.25	68.42
M015	Standing Order	British Telecom	Regular charge (1 st July –31 st July 2026)	36.95	7.39	44.34
INV127997124	Direct Debit	Water Plus	Pavilion water	11.08	-	11.08
488739901	Direct Debit	Lloyds Bank	Accounts Maintenance Fee for PC – Community Account no: xxxxx608 (10 th May - 9 th June 2026)	4.25	-	4.25
IVO04638743	Direct Debit	SSE Energy Solution	Unmetered footway lighting	86.21	17.24	103.45
CLP0435878	BACS	Wychavon District Council	Annual emptying of dog bin - Grange Farm Drive – PC noticeboard	100.00	20.00	120.00
SB20260187	BACS	PKF LittlejohnLLP	External Audit fee -review of AGAR for year ending 31 st March 2026	420.00	84.00	504.00
July	BACS	J Hyde	Handyman work	241.00	-	241.00
July	BACS	J Hyde	Lengthsman work	158.70	-	158.70
SI- 10840	BACS	Security 4 Systems	Monthly IT Support	77.50	-	77.50
Tax month 5	BACS	Worcestershire Pension	Pension	788.72	-	788.72
Tax month 5	BACS	Staff salary	Staff salary	2371.29	-	2371.29
Tax month 5	BACS	HMRC	HMRC	957.53	-	957.53
3860	BACS	Limebridge Rural Services	• Grounds Maintenance • Removed 3 dead trees at churchyard • Back filled ground shrinkage at the Leys	2225.00	445.00	2670.00
SIN158592	BACS	Fairview Trading	Brush and sandpaper	4.88	0.98	5.86
SIN158784	BACS	Fairview Trading	Everbuild Professional Sealant Gun Soudal Fix All High Tack White 290ml	12.87	2.57	15.44
SI-479	BACS	Andrea Pellegram Ltd	Work in July to prepare the call for sites (CFS) including CFS letter, website text, identify landowner contacts, obtain land registry titles, /calls/meetings with HPC, emails and calls with Wychavon DC on housing requirement and CFS.	1400.00	280.00	1680.00
6190405937	BACS	Lyreco	Printer inks and stationery	476.06	95.21	571.27
1/26	BACS	*Dawn Lodge Associates- Quantity Surveyors	Professional fee	750.00	150.00	900.00
LCO01652	BACS	Clear Insurance	Insurance premium £1880.73 Insurance premium tax £225.69 Admin fee £55.00	1880.73	-	2161.42
Equal pre-paid debit card						
Invoice/ Receipt No	Date	Supplier	Description	Net £	Vat £	Gross £

Schedule of payments –August 2026

367828	15 th Jul 2026	The Thatched Tavern	Refreshments for councillors	91.67	18.33	110.00
CG1460	20 th July 2026	Village Hall	Refreshments for councillors	31.50	-	31.50
IEN2026042501 140	26 th Jul 2026	Adobe Systems	Subscription	16.64	3.33	19.97
	4 th August 2026	Lebara	Mobile phone	4.17	0.83	5.00

***Dawn Lodge Associates – Reinstatement valuation survey (Pavilion)**

Quantity surveyor's fee for the triennial reinstatement cost assessment of the Pavilion, undertaken to establish the current rebuild cost for insurance purposes (buildings sum insured).

Honeybourne Parish Council

Prepared by: _____

Date: _____

Name and Role (Clerk/RFO etc)

Approved by: _____

Date: _____

Name and Role (RFO/Chair of Finance etc)

A	Bank Reconciliation at 31/07/2026		
	Cash in Hand 01/04/2026		117,618.46
	ADD Receipts 01/04/2026 - 31/07/2026		120,630.23
	SUBTRACT Payments 01/04/2026 - 31/07/2026		94,402.10
	Cash in Hand 31/07/2026 (per Cash Book)		143,846.59
B	Cash in hand per Bank Statements		
	Petty Cash 31/07/2026	0.00	
	Lloyds Business Bank Instant 31/07/2026	135,501.02	
	Lloyds Treasurers Account 31/07/2026	8,196.80	
	Prepaid Debit Card Equals 31/07/2026	148.77	
			143,846.59
	Less unrepresented payments		
			143,846.59
	Plus unrepresented receipts		
	Adjusted Bank Balance		143,846.59
	A = B Checks out OK		

Honeybourne Parish Council

Prepared by: _____

Date: _____

Name and Role (Clerk/RFO etc)

Approved by: _____

Date: _____

Name and Role (RFO/Chair of Finance etc)

A	Bank Reconciliation at 31/08/2026		
	Cash in Hand 01/04/2026		117,618.46
	ADD Receipts 01/04/2026 - 31/08/2026		120,910.91
	SUBTRACT Payments 01/04/2026 - 31/08/2026		238,529.37
			106,315.77
	Cash in Hand 31/08/2026 (per Cash Book)		132,213.60
B	Cash in hand per Bank Statements		
	Petty Cash 31/08/2026	0.00	
	Lloyds Business Bank Instant 31/08/2026	125,572.13	
	Lloyds Treasurers Account 31/08/2026	6,517.81	
	Prepaid Debit Card Equals 31/08/2026	123.66	
			132,213.60
	Less unrepresented payments		
			132,213.60
	Plus unrepresented receipts		
	Adjusted Bank Balance		132,213.60
	A = B Checks out OK		

Street Lighting Electricity Supply Contract — Report on Exercise of Delegated Authority

(Minute 26/747)

Purpose

To report to Full Council, for ratification, the acceptance of a new electricity supply contract for the Council's unmetered street lighting, exercised under delegated authority.

Summary of Annual Cost Comparison (excluding VAT)

Supplier	Estimated Annual Cost
West Mercia Energy (accepted)	£1,862
ESPO / Total Energies (comparator, received after signature)	£1,999 – £2,006
SSE (benchmark, 24-month)	£2,127

West Mercia Energy remains the most cost-effective option.

Background

The Council's previous contract with SSE Energy Solutions for the unmetered street lighting supply (MPAN 1490080003300) expired 31st January 2027. At the meeting of 9th June 2026, Full Council resolved (Minute 26/747) to delegate authority to the Clerk, in consultation with the Chairman, to obtain and accept the most competitive quote from a suitable supplier for this contract, with the decision to be reported to Full Council for ratification at the next available meeting.

Following enquiries with several suppliers and brokers, a 24-month fixed-term contract was accepted with West Mercia Energy (WME), a public-sector energy procurement body owned jointly by Shropshire Council, Worcestershire County Council, Telford & Wrekin Council, and Herefordshire Council. WME already supplies a number of other town and parish councils, as well as Wychavon District Council. As WME procures energy on behalf of a large number of councils, they are also able to secure more competitive wholesale rates than the Council could obtain alone.

The contract is estimated to cost approximately £1,742 per year (excluding VAT) for energy and standing charges, fully inclusive of WME's management fee. In addition, a Meter Administrator charge of £120 per year (confirmed by WME's supplier) applies to unmetered supplies of this type, giving a total estimated annual cost of approximately £1,862 (excluding VAT). The Meter Administrator is a distinct, technical role separate from WME's contract and billing management: it involves maintaining the certified inventory record of the Council's street lighting assets (numbers, wattages and connected load) with National Grid, which is what determines the charge for a supply with no meter. This is a mandatory function for any unmetered supply, regardless of chosen energy supplier, and is typically incorporated within the unit rate rather than itemised separately; as part of due diligence, a direct quote for Meter Administrator services was obtained for comparison (Power Data Associates, indicative annual fee of approximately £3,740 for a single MPAN), confirming that the arrangement offered via the electricity supplier represents significantly better value for a council of this scale. SSE were only able to offer a 12-month renewal and could not match the Council's requirement for multi-year budget certainty.

For comparison, an indicative 24-month benchmark rate was separately obtained for SSE, giving an estimated annual cost of approximately £2,127 (excluding VAT). This benchmark was obtained via a broker enquiry only, for comparison purposes, and was not pursued as a contractable option, as the broker concerned had provided inconsistent information during a separate quotation process and is not considered a reliable route for the Council to contract through. WME's rate was therefore found to be marginally lower than this benchmark, in addition to being the only option able to offer the fixed 24-month term required directly and reliably.

The quoted rate does not include the Climate Change Levy (CCL), a statutory HMRC tax collected by suppliers on business energy use, which is passed through at cost in addition to the unit rate. Although the

Council's own consumption falls below the individual de minimis exemption threshold, this does not apply here as CCL is assessed at portfolio level for supplies purchased through WME, in line with industry rules for unmetered supplies. At the current CCL rate of £0.00801 per kWh (rising to £0.00827 per kWh from 1 April 2027), this is estimated to add approximately £45 per year to the cost of the contract. CCL is a mandatory tax with no relief available to the Council, as reduced rates only apply to specific energy-intensive sectors under a Climate Change Agreement, which is not applicable to Council operations.

The Council has experienced billing and procurement difficulties with this supply over the past year, including a billing error by SSE, arising from an outdated inventory record held by the industry body responsible for unmetered supplies. This was actively pursued by the Clerk as soon as it was identified; however, resolution took some time, as SSE did not initially identify which body was responsible for correcting the record, and this was only established once the Clerk obtained the supply's UMS certificate, confirming the National Grid Unmetered Supplies team as the responsible party. The matter was then resolved directly with the network operator and SSE, with a full refund received, as reported to Full Council on 14th July 2026. Separately, issues were also encountered with a previous energy broker. WME, as a government procurement body, was chosen in part to provide greater assurance around the switching process and to reduce the risk of similar issues recurring. WME also provide a fully managed service, covering billing and supplier liaison, at no additional cost beyond the quoted rate — appropriate given the Council's limited in-house capacity to manage this directly. By contrast, the SSE benchmark rate used for comparison does not include any equivalent management service, and would require the Clerk to manage the account, billing, and any supplier queries directly.

Obtaining quotes for this supply proved considerably more difficult than anticipated. Several direct suppliers declined to provide a quote at all, as the small scale and unmetered nature of the supply was not attractive to them. Enquiries were also made through the ESPO procurement framework, another public-sector procurement body (used, among others, by Warwickshire-area councils); however, a comparable quote could not be obtained through this route within the Council's required timeframe. WME, as a public-sector procurement body already familiar with unmetered supplies of this type, was ultimately the most reliable route available to secure a competitive, multi-year fixed-term contract.

Further Comparator Received Following Contract Signature

Subsequent to the acceptance of the WME contract, a further quotation was received from Total Energies via the ESPO framework, for a 24-month fixed-term contract from 1 February 2027 (excluding VAT and CCL). This was reviewed for due diligence purposes to confirm the value of the decision already taken.

The ESPO/Total Energies quote gave an estimated annual cost of approximately £1,999 (non-green tariff) to £2,006 (green tariff), compared with the WME contract's estimated annual cost of approximately £1,862, inclusive of the Meter Administrator charge. Although the ESPO quote's unit rates were marginally lower than WME's, this was outweighed by a substantially higher standing charge (approximately £477 per year, compared with £244 per year under WME). WME therefore remains the more cost-effective option by approximately £137 to £144 per year.

In addition, the ESPO/Total Energies offer did not include an ongoing billing or supplier-liaison management service, which would have required the Clerk to manage the account and any supplier queries directly. This is in contrast to the WME contract, which includes a fully managed service at no additional cost. This further quotation is retained on file as additional evidence supporting the original decision.

Recommendation

That Full Council ratifies the Clerk's decision, taken under delegated authority in consultation with the Chairman, to accept a 24-month fixed electricity supply contract with West Mercia Energy for the unmetered street lighting supply, commencing 1 February 2027, at a total estimated annual cost of £1,862 (excluding VAT, including the confirmed Meter Administrator charge), compared with an indicative benchmark SSE rate of £2,127 per year for an equivalent term, and a subsequently received ESPO/Total Energies comparator rate of approximately £1,999 to £2,006 per year for an equivalent term.

ED2: Vision and Objectives

Honeybourne Neighbourhood Plan

Version 1: For Parish Council comment

August 2026



Andrea Pellegram Ltd.

Prepared by
Nick Pellegram MRTPI
On behalf of
Honeybourne Parish Council

1. Introduction

- 1.1 This document is prepared on behalf of Honeybourne Parish Council (HPC) to support its review of the Honeybourne Neighbourhood Plan (HNP), adopted in 2020.
- 1.2 Following engagement with the local community (EDX) and a baseline assessment of the neighbourhood area (ED1), this document is prepared to explain how the vision and objectives have been updated for the draft HNP.

Legal requirements

- 1.3 Neighbourhood plans are legally required to contribute to the achievement of sustainable development. Sustainable development is defined in paragraph 17 of the NPPF, and can be split into social, economic, and environmental dimensions.
- 1.4 Neighbourhood plans are legally required to consider how it can be designed to support the mitigation of, and adaptation to, climate change, in accordance with Policy CC1 of the NPPF, and support implementation of the relevant Local Nature Recovery Strategy, in accordance with Policy N1 of the NPPF.

Vision

- 1.5 Existing vision in the made HNP (adopted 2020):

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.

1.6 Overall, the existing vision is considered an accurate representation of the findings of EDX and ED1. However, with regard to the guidance noted in paragraphs 1.3-1.8 above, and the findings of EDX and ED1, it could be improved/updated in a number of ways:

- To state when the vision will be achieved by (i.e. the end of the plan period)
- It does not mention a few aims in the existing plan, such as development in the right places, deliver needed housing types, or the economy.
- It could reference “connecting”, as well as “protecting” and “enhancing” the natural environment, in line with the new Local Nature Recovery agenda.
- It could add locally specific environmental aims such as native tree species or traditional orchards, or the better integration of nature within development.
- It could address the challenge of climate change and identify ways that this will be achieved, including through nature recovery.
- Walking safety could be a more prominent concern as highlighted by ED1.

1.7 The steering group also discussed the vision and provided the following comments:

- Change “By 2049” to “By the end of the plan period”.
- Retain the description of Honeybourne as a rural village.
- Amend the infrastructure sentence in the second vision paragraph to ‘provide improvements’, rather than ‘provide or improve’.
- Retain “people of all ages” in the third paragraph.

1.8 Proposed changes to the draft HNP vision (for parish council comment):

By the end of the plan period, Honeybourne's will be a safe, welcoming and thriving rural village, valued for its distinctive character and landscape setting. Its principal approaches and gateways will reflect and reinforce this rural character. and Its natural environment will ~~should be maintained and where possible~~ protected, enhanced and better connected, with improved access for the community's enjoyment and appreciation of these assets, and delivered in a way that is sensitive to native species.

New development will be in the most appropriate locations and sensitively integrated into the existing settlement and ~~contribute positively to its immediate~~ surroundings. Any provision will meet identified local needs and provide necessary improvements to ~~without detriment to the~~ facilities, services and infrastructure in the parish. Nature and climate resilience will be integrated into the design of new development.

~~Honeybourne will be a safe and welcoming place for everyone with~~ People of all ages will be able to move safely and conveniently around the village and 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.

Objectives

Existing Objective	Agreed updates
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.	Objective 1 and 2 are treated as a single objective in the above diagram. They both focus on design, and do not mention housing that meets local needs. This suggests that objective 1 and 2 should be merged and a new objective could be added to cover the objective to allocate housing and require developments to meet local needs supported by the necessary infrastructure.
2. To conserve and enhance heritage assets and improve features which contribute to the local character and distinctiveness of the area.	See above comment. Retain the proposed focus on the historic environment, distinctive architecture, local materials, building forms and traditions.
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.	Refocus the objective to reflect Local Nature Recovery, ecological connectivity, and embedding nature into the design of new developments. Move footpaths into objective 4 and open spaces into objective 5.
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.	Could add reference to safety and convenience which is a highlighted concern from engagement. The Steering Group also suggested adding "attractive" to the qualities sought for connections.
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.	Employment is not referenced in the existing objectives and it was agreed that it should be included here.
Suggested new objective: Climate resilience	Agreed to introduce this objective as a 'golden thread' running through the plan's objectives/policies.

1.9 Suggested re-wording of objectives:

Objective
1. To meet identified housing needs, by directing development to the most appropriate locations, delivering the right mix of housing, and being supported by the necessary infrastructure.
2. To conserve and enhance Honeybourne's historic environment, distinctive local architecture, and rural landscape character, including at its principal approaches and gateways into the village, by securing well-designed development that responds positively to its context, including reflects local materials, forms and building traditions.
3. To protect, enhance and connect Honeybourne's natural environment, supporting the implementation of the Local Nature Recovery Strategy and integrating nature recovery into new development, with particular emphasis on native species and traditional orchards.
4. To maintain and improve safe, attractive, and convenient connections within the parish and further afield, prioritising walking, cycling, rail and bus travel and reducing congestion and the reliance on the private motorcar.
5. To protect valued community facilities and local services, and support new or improved facilities, services and employment opportunities where it would meet identified needs, to help strengthen the local economy and foster a strong sense of community.
6. To ensure that all development contributes to reducing greenhouse-gas emissions and adapting to climate change, as appropriate.

Record of Processing Activities (ROPA)

Date adopted:

Minute Number:

Date of next review: [12 months from adoption, or sooner if processing changes]

Honeybourne Parish Council

This Record of Processing Activities is maintained by the Data Protection Lead (Parish Clerk) in accordance with Article 30 UK GDPR and section 5.2 of the Council's Data Protection Policy. It is reviewed annually and updated whenever a new processing activity begins or an existing activity materially changes.

Standing practice: when reporting enquiries, complaints or similar matters to Full Council (for example within the Clerk's Report), the Clerk does not name the individuals involved. Only the substance of the matter, the action taken, and the body or person it was referred to are reported, so as to minimise the personal data appearing in public agendas and minutes.

Processing Activity	Purpose	Categories of Data Subjects	Categories of Personal Data	Lawful Basis (Art 6)	Art 9 Condition (if applicable)	Recipients / Shared With	Retention Period	Security Measures
Staff employment & payroll	Recruitment, contracts, payroll, PAYE/NI, pension, appraisal, sickness/absence records	Employees (Clerk/RFO)	Name, address, DOB, NI number, bank details, salary/SCP, hours, sickness records, appraisal notes	Legal obligation; contract	None routinely (health data limited to absence management – legitimate interests + employment law condition)	HMRC, pension provider, payroll software provider (processor)	Personnel files: employment + 6 years. Wage/salary records: 6 years. Income tax/NI records: min. 3 years after relevant tax year. Pension records: until individual reaches age 67	Password-protected files; access restricted to Clerk/RFO only (Chair does not hold payroll or HMRC details); P30 held as the supporting record for the payments schedule
Councillor records	Register of interests, contact details, attendance, training records	Councillors	Name, contact details, DPI declarations (including home address, held but redacted before publication), training attended	Legal obligation; public task	Political opinions may appear incidentally in DPI – not sought or processed for its own sake	DPI forms held by HPC and also submitted to Wychavon District Council (monitoring officer authority); HPC publishes the register on its own website with home addresses redacted, and the register is also published on Wychavon's website. From 29 June 2026, home	Meeting attendance records: 6 years. DPI records (HPC's own copy, including unredacted address): not deleted on resignation – recommend retaining for departure + 6 years, consistent with the "duration of office/employment + 6 years" pattern	Unredacted DPI forms held securely (paper/password-protected); only the redacted version (address removed) is published; access to unredacted originals restricted to Clerk

Processing Activity	Purpose	Categories of Data Subjects	Categories of Personal Data	Lawful Basis (Art 6)	Art 9 Condition (if applicable)	Recipients / Shared With	Retention Period	Security Measures
						addresses must be withheld from the published register under s.32A Localism Act 2011 (inserted by s.65 English Devolution and Community Empowerment Act 2026), unless a councillor requests their address be published	used elsewhere in the Retention Schedule (to be formally confirmed with Council rather than assumed). Wychavon's copy is retained under its own retention practice, outside HPC's control	
Financial administration	Invoicing, payments, VAT, contractor/supplier records, bank reconciliation	Contractors, suppliers, residents (e.g. allotment/cemetery fees)	Name, address, bank details, invoice history	Legal obligation; contract	N/A	Bank, internal auditor, external auditor	Accounting transactions: 6 years plus current year. Payment vouchers (copy invoices): 12 years. Cheque payment listing: 6 years. Bank statements: 6 years	Password-protected accounting software; paper records in locked storage
Cemetery & Garden of Remembrance administration	Grant of exclusive rights of burial, memorial applications, grave transmissions	Residents, families of the deceased	Name, address, relationship to deceased, grave details	Public task; legal obligation	N/A (deceased persons are not 'data subjects' under UK GDPR, but living relatives' data is)	Not routinely shared externally	Indefinitely (register of burials, register of purchased graves, memorials, disposal certificates, and Grant of Exclusive Right of Burial certificates all retained indefinitely)	Locked filing cabinet; register access restricted to Clerk
Allotment administration	Licence agreements, waiting list, plot allocation, rent collection	Allotment tenants and applicants	Name, address, contact details, payment records	Contract; legal obligation	N/A	Not routinely shared externally, except with HAGA (Honeybourne	Tenancy agreements: duration of tenancy + 6 years. Tenancy correspondence: 6	Password-protected spreadsheet; restricted access

Processing Activity	Purpose	Categories of Data Subjects	Categories of Personal Data	Lawful Basis (Art 6)	Art 9 Condition (if applicable)	Recipients / Shared With	Retention Period	Security Measures
						Allotment and Garden Association) Chair and Treasurer regarding prospective or departing plot holders – shared only after obtaining the individual's consent	years. Waiting list records: 2 years after removal from list. Register and plans: indefinitely	
Planning & correspondence with residents	Consultation responses, complaints (e.g. noise, highways), general enquiries	Residents, members of the public	Name, address, contact details, nature of complaint/enquiry	Public task; legitimate interests	Health data may occasionally be volunteered in complaints – not sought; minimised where possible	Referring authorities where relevant (e.g. Worcestershire Regulatory Services, Wychavon), as set out in the Council's Privacy Notice; the individual's consent is sought before their details are forwarded to a referring authority	Planning correspondence: 6 years (recommendations retained indefinitely in minutes; refused applications retained until the appeal period expires). General correspondence: 6 years	Email and paper records handled per Data Protection Policy Appendix A
Subject Access Requests & DP rights requests	Receiving, verifying and responding to SARs and other data subject rights requests	Any data subject making a request	Identity verification details, and the personal data requested	Legal obligation	N/A	Not shared externally except where legally required	No separate period specified for SARs in the Retention Schedule – FOI requests/responses (closest analogous category) are retained 6 years; recommend aligning SAR records to the same period	Recorded in Data Breach/SAR log; access restricted to DPL

Processing Activity	Purpose	Categories of Data Subjects	Categories of Personal Data	Lawful Basis (Art 6)	Art 9 Condition (if applicable)	Recipients / Shared With	Retention Period	Security Measures
Website & digital communications	Newsletter distribution, website contact forms, publication of minutes/agendas	Residents, subscribers, contractors (e.g. website contractor)	Name, email address, content of enquiries	Consent (newsletter); public task (minutes/agendas)	N/A	Website contractor (processor); newsletter platform (processor)	Website contact form submissions: 2 years. General/electronic correspondence: 6 years	Processor agreements in place; password-protected admin access
CCTV – Pavilion	Security of Council premises and equipment; crime prevention and detection	Anyone entering camera view (members of the public, hirers, contractors, staff)	Video footage/images	Legitimate interests; public task (protection of Council property)	N/A	Not shared routinely; disclosed only to the police, and only on request	Footage automatically deleted after 30 days	Recorder kept in a locked location and password-protected; access restricted to the Clerk, who does not monitor footage routinely

Honeybourne Parish Council

South Warwickshire Local Plan – Regulation 19 Consultation Representations as Submitted – Confirmation to Councillors

Covering note

Further to Minute 26/764 (Full Council, 14 July 2026), this note confirms that the Council's representation to the South Warwickshire Local Plan Regulation 19 Publication consultation has now been submitted, and sets out the text of each of the four submissions in full for the record.

In line with Minute 26/764, and with no further amendments notified by the 21 July deadline, the representation was submitted as previously circulated, under the delegated authority agreed at that meeting.

The consultation portal (OpusConsult) required the representation to be submitted separately against each of the four relevant policies and proposals, rather than as one combined document. All four were submitted on the evening, 21 July 2026, between 19:56 and 20:56. Each makes the same core case – that the Plan's evidence base does not assess the cross-boundary highway impact on Honeybourne of two separate, unassessed corridors (Campden Road/B4035 via Aston Subedge, and Honeybourne Road/B4085 via Bidford-on-Avon) – and each cross-refers to the other three so the connection is clear to the Planning Inspector. None of the four representations object to the principle or amount of housing proposed at Long Marston Airfield or Bidford-on-Avon, as this is outside the scope of a Regulation 19 representation.

Section commented on	Page	Portal ref. (ID)	Time submitted
Policy ID.3 (Infrastructure Protection)	154	109176	19:56
Policy ID.4 (Stratford-upon-Avon Bypass)	156	109177	20:07
Proposal LMA (Long Marston Airfield New Community)	331	109179	20:24
Proposal BID.1 (Bidford-on-Avon)	339	109182	20:56

Automated acknowledgement emails have been received from South Warwickshire Local Plan (warwickdc@oc2.uk) for all four submissions and are retained on file. This completes the action required under Minute 26/764. Confirmation of the submission will be brought to the Full Council meeting on 8 September 2026 for ratification. The full text of each submission, exactly as submitted, follows below.

1. Policy ID.3 (Infrastructure Protection) — page 154, ID 109176

Type: Object

Legally compliant? Yes

Sound? No

Complies with the duty to co-operate? No

Wish to appear at examination? No

Representation Summary:

Honeybourne Parish Council objects to Policy ID.3. Two schemes generate traffic into Honeybourne with no cross-boundary highway assessment: the Stratford Bypass corridor (Policy ID.4) connects via Campden Road/B4035 into the village; and the new BID.1 bridge (Policy ID.3, Part D) would materially increase capacity on the B4085/Honeybourne Road corridor, currently constrained by Bidford Bridge's 10-tonne weight limit. Neither impact is assessed. Worcestershire County Council and Wychavon District Council raised this at Regulation 18 stage; it remains unresolved. Not justified, not effective, and inconsistent with NPPF effective co-operation (paras 24-28).

Change to plan:

That Policy ID.3 and the Infrastructure Delivery Plan be amended to include an assessment of cross-boundary highway impacts on the Worcestershire road network arising from both the Campden Road corridor and the Honeybourne Road/B4085 corridor, with appropriate interim mitigation identified pending delivery of the Stratford-upon-Avon Bypass and the BID.1 river crossing.

Full text:

Honeybourne Parish Council (Wychavon District, Worcestershire) objects to Policy ID.3 insofar as it fails to assess cross-boundary highway impacts on Honeybourne arising from two separate schemes. First, the Stratford-upon-Avon Bypass corridor safeguarded under Policy ID.4 (addressed in our separate representation on that policy) terminates at the B4632 Campden Road, which continues as a through-route via Aston Subedge and the B4035 into Honeybourne. No assessment of consequential or displaced traffic on this route, or on the wider Worcestershire network, is presented in Policy ID.3 or its supporting evidence. Second, Policy ID.3 Part D newly proposes: "BID.1 - Delivery of a link between B439 Stratford Road, and B4085 Honeybourne Road, through BID.1. This link will include the proposed new bridge and is intended to reduce traffic through the village centre and over the existing Bidford Bridge." The B4085 continues into Worcestershire as Honeybourne Road - described by Warwickshire County Council as "a key Vale of Evesham traffic route regularly used by residents and commuters from both Warwickshire and Worcestershire." The existing Bidford Bridge carries a 10-tonne weight limit to protect its Grade I listed fabric; an unrestricted new bridge at BID.1 would materially increase, not merely redistribute, traffic capacity on this corridor into Honeybourne. AECOM's Concept Masterplan Report for this site (May 2026) confirms a new river crossing is anticipated but describes it only as a "potential requirement... subject to consideration of bridge/river crossing constraints" - not a confirmed, located or assessed scheme. Neither corridor's cross-boundary impact is assessed in the Plan's evidence base. Worcestershire County Council and Wychavon District Council both raised materially similar concerns in their Duty to Co-operate responses to the Regulation 18 Preferred Options consultation; the SWLP's own Statement of Compliance confirms these remain "ongoing" at Publication stage. We consider Policy ID.3 is not justified or effective in this respect, and that the evidence base does not demonstrate the effective co-operation required by the National Planning Policy Framework (2024), paragraphs 24-28, notwithstanding the abolition of the formal statutory Duty to Co-operate in early 2026. This representation should be read alongside our related representations on Policy ID.4, Proposal LMA and Proposal BID.1, which together set out a single case concerning unassessed cross-boundary highway impact on Honeybourne.

2. Policy ID.4 (Stratford-upon-Avon Bypass) — page 156, ID 109177

Type: Object

Legally compliant? Yes

Sound? No

Complies with the duty to co-operate? No

Wish to appear at examination? No

Representation Summary:

Honeybourne Parish Council objects to Policy ID.4. The Stratford-upon-Avon Bypass, required to deliver Proposal LMA (10,300 homes), safeguards a corridor terminating at Campden Road - which continues via Aston Subedge/B4035 into Honeybourne. No cross-boundary impact assessment is provided for this connected route. LMA's core phases are not tied to Bypass delivery, and Honeybourne's only mitigation is unfunded rail safeguarding. Worcestershire County Council and Wychavon District Council raised this at Regulation 18 stage; it remains unresolved. Not justified, not effective, and inconsistent with NPPF effective co-operation (paras 24-28).

Change to plan:

That Policy ID.4 and the Infrastructure Delivery Plan be amended to include an assessment of cross-boundary highway impacts on the Worcestershire road network via the Campden Road corridor, with interim mitigation identified pending Bypass delivery.

Full text:

Honeybourne Parish Council (Wychavon District, Worcestershire) objects to Policy ID.4. The parish, though outside the SWLP area, is directly affected by the scale of growth proposed at Long Marston Airfield (Proposal LMA: minimum 10,300 homes, at least 4,500 by 2050) and by the transport provisions intended to support it. Policy ID.4 safeguards a corridor for the Stratford-upon-Avon Bypass, which the policy justification confirms is required to deliver Proposal LMA. The corridor terminates at the B4632 Campden Road south of Clifford Chambers, within Warwickshire. Campden Road continues as a single, continuously-named road towards Chipping Campden; the direct road connection into Honeybourne branches off this corridor at Aston Subedge via the B4035, continuing as Honeybourne Road and then Weston Road into the village. The Bypass does not extend into, or provide any assessed mitigation for, this connected route, despite Campden Road forming the only through-route linking Long Marston/Stratford traffic to the roads serving Honeybourne. The Policy ID.4 justification itself acknowledges that "highway modelling has shown that there is insufficient capacity for further significant development south of Stratford-upon-Avon town." No equivalent assessment is presented of consequential or displaced traffic impacts on the Worcestershire road network. Proposal LMA, Section F (Access, Highways and Public Transport) addresses connectivity to Honeybourne solely through safeguarding land for restoration of the former heavy rail line between Honeybourne and Stratford-upon-Avon (consistent with Policy ID.3). This is a long-term, unfunded aspiration; no interim road-based mitigation is identified. Proposal LMA, Section B (Timescale) further confirms that core phases (500 dwellings) are not dependent on Bypass delivery, and that development across the wider site may proceed sooner than the Bypass opening (anticipated 2035) if the Highways Authority is satisfied - leaving open the possibility of substantial development proceeding in advance of the principal highway mitigation being in place. Worcestershire County Council and Wychavon District Council, in their Duty to Co-operate responses to the Regulation 18 Preferred Options consultation, each raised materially similar concerns regarding cross-boundary trip rates and pressure on roads and station car parking around Honeybourne. The SWLP's own Statement of Compliance confirms these matters remain "ongoing" at Publication stage. We consider the Plan is not justified or effective in this respect, as the evidence base does not demonstrate that cross-boundary highway impacts arising from Proposal LMA have been adequately assessed or mitigated, contrary to the National Planning Policy Framework's requirement for effective co-operation between authorities (NPPF (2024), paragraphs 24-28). This

representation should be read alongside our related representations on Policy ID.3, Proposal LMA and Proposal BID.1.

3. Proposal LMA (Long Marston Airfield New Community) — page 331, ID 109179

Type: Object

Legally compliant? Yes

Sound? No

Complies with the duty to co-operate? No

Wish to appear at examination? No

Representation Summary:

Honeybourne Parish Council objects to Proposal LMA. Its transport mitigation for Honeybourne relies solely on unfunded rail line restoration; no interim road mitigation is identified. Core phases are not tied to the Stratford Bypass, which itself provides no assessed mitigation for the connected Campden Road/B4035 corridor into Honeybourne. This compounds with Proposal BID.1's unassessed new river crossing, generating a second unassessed route into the village. Worcestershire County Council and Wychavon District Council raised this at Regulation 18 stage; unresolved. Not justified, not effective, inconsistent with NPPF effective co-operation (paras 24-28). Does not object to housing quantum.

Change to plan:

That Proposal LMA (Section F) be amended to include assessed interim road-based mitigation for the Campden Road/Honeybourne Road corridor, pending delivery of the Stratford-upon-Avon Bypass and any rail-based solution.

Full text:

Honeybourne Parish Council (Wychavon District, Worcestershire) objects to Proposal LMA. The parish is directly affected by the scale of growth proposed at Long Marston Airfield: a minimum of 10,300 homes, with at least 4,500 to be delivered by 2050, together with the transport provisions intended to support this new settlement. Proposal LMA, Section F (Access, Highways and Public Transport Requirements) addresses connectivity to Honeybourne solely through safeguarding land for restoration of the former Stratford-Honeybourne heavy rail line, consistent with Policy ID.3. This is a long-term and currently unfunded aspiration. No interim, road-based mitigation is identified for Honeybourne or the connecting rural lanes in the meantime. Proposal LMA, Section B (Timescale) confirms that core phases of development (Phase 1A/1B, 500 dwellings) are not dependent on delivery of the Stratford-upon-Avon Bypass (Policy ID.4), and that development across the wider site may proceed sooner than the Bypass opening (anticipated 2035) "if it can be demonstrated to the satisfaction of the Highways Authority." This leaves open the possibility of substantial development proceeding in advance of the principal highway mitigation being in place, with no corresponding safeguard for the Worcestershire road network. The Bypass corridor itself (Policy ID.4, addressed in our separate representation) terminates at the B4632 Campden Road, which continues as the only through-route linking Long Marston/Stratford traffic to the roads serving Honeybourne via Aston Subedge and the B4035. No assessment of this connected route's cross-boundary impact is presented anywhere in the evidence supporting Proposal LMA. This is compounded by the cumulative effect of growth proposed elsewhere in the Plan: Proposal BID.1 (Bidford-on-Avon, addressed in our separate representation) proposes a new, unrestricted river crossing generating a second direct road connection into Honeybourne via the B4085. Two separate strategic allocations therefore generate traffic converging on Honeybourne via two separate, unassessed corridors - a pattern in the evidence base, not an isolated gap. Worcestershire County Council and Wychavon District Council both raised materially similar concerns in their Duty to Co-operate responses to the Regulation 18 Preferred Options consultation regarding Long Marston Airfield's impact on the Vale of Evesham road network; the SWLP's own Statement of Compliance confirms these remain unresolved at Publication stage. We consider Proposal LMA is not justified or effective in this respect, contrary to the National Planning Policy Framework's requirement for effective co-operation between authorities (NPPF (2024), paragraphs 24-28). For the avoidance of doubt,

this representation does not object to the principle or quantum of housing proposed at Long Marston Airfield, which is outside the scope of a Regulation 19 representation. This representation should be read alongside our related representations on Policy ID.3, Policy ID.4 and Proposal BID.1.

4. Proposal BID.1 (Bidford-on-Avon) — page 339, ID 109182

Type: Object

Legally compliant? Yes

Sound? No

Complies with the duty to co-operate? No

Wish to appear at examination? No

Representation Summary:

Honeybourne Parish Council objects to Proposal BID.1. A new highway scheme (Policy ID.3, Part D) proposes an unrestricted bridge on the B4085/Honeybourne Road corridor, replacing the existing Bidford Bridge's 10-tonne weight limit and materially increasing traffic capacity into Honeybourne. AECOM's own evidence confirms a river crossing is anticipated but only tentatively, not confirmed or assessed. No cross-boundary impact assessment exists. This compounds with the separate, unassessed Campden Road/B4035 corridor linked to Proposal LMA. Not justified, not effective, inconsistent with NPPF effective co-operation (paras 24-28). Does not object to housing quantum.

Change to plan:

That Proposal BID.1 and Policy ID.3 be amended to include an assessment of the cross-boundary highway impact of the Honeybourne Road/B4085 corridor and the precise location and design of the proposed new river crossing, with appropriate mitigation identified.

Full text:

Honeybourne Parish Council (Wychavon District, Worcestershire) objects to Proposal BID.1. The parish is directly affected by the scale of growth proposed at Bidford-on-Avon (minimum 2,225 dwellings) and by the associated highway scheme intended to support it. The Publication Version proposes a new highway scheme under Policy ID.3 (Infrastructure Protection), Part D: "Delivery of a link between B439 Stratford Road, and B4085 Honeybourne Road, through BID.1. This link will include the proposed new bridge and is intended to reduce traffic through the village centre and over the existing Bidford Bridge." The B4085 Honeybourne Road continues into Worcestershire as a through-route into Honeybourne, and is described by Warwickshire County Council as "a key Vale of Evesham traffic route regularly used by residents and commuters from both Warwickshire and Worcestershire." Warwickshire County Council's own published information confirms the existing Bidford Bridge - a Grade I listed, scheduled structure - carries a 10-tonne weight limit (emergency and public vehicles exempt), imposed to protect the historic fabric from heavy vehicles. A new, unrestricted BID.1 bridge would therefore materially increase the traffic capacity of this route into Honeybourne, rather than simply redistributing existing traffic away from the village centre as the policy wording suggests. AECOM's Concept Masterplan Report for this site (May 2026), the technical evidence underlying Proposal BID.1, confirms in Section 3.1 a "potential requirement for a single link road... as well as consideration of bridge/river crossing constraints." This confirms that a new river crossing is genuinely anticipated in the Council's own site-specific technical evidence, but only in tentative terms - not as a confirmed, located, or fully assessed scheme. Neither the Plan nor its evidence base presents any assessment of the cross-boundary highway impact of this route on the Worcestershire road network. This sits alongside the unassessed impact of the separate Campden Road/B4035 corridor connected to Proposal LMA and Policy ID.4 (addressed in our separate representations on those provisions). Two separate strategic allocations - Proposal LMA and Proposal BID.1 - therefore generate traffic converging on Honeybourne via two separate, unassessed corridors, a pattern in the evidence base rather than an isolated gap. We consider Proposal BID.1 is not justified or effective in this respect, contrary to the National Planning Policy Framework's requirement for effective co-operation between authorities (NPPF (2024), paragraphs 24-28). For the avoidance of doubt, this representation does not object to the principle or quantum of housing proposed at Bidford-on-Avon, which is outside the scope of a Regulation 19

representation. This representation should be read alongside our related representations on Policy ID.3, Policy ID.4 and Proposal LMA.

Honeybourne Parish Council
South Warwickshire Local Plan – Regulation 19 Consultation

Supplementary Representation (Submitted 24 August 2026) – Employment and Road Freight (Policy EC.7 / Proposal LMA)

Covering Note

This supplementary representation to the South Warwickshire Local Plan Regulation 19 consultation was submitted on 24 August 2026, in addition to the Council's four representations already submitted on 21st July 2026 (Minute 26/764). It concerns a distinct ground of objection — the treatment of employment-related freight and HGV movements under Policy EC.7 and Proposal LMA — rather than the highway capacity/cross-boundary issues addressed in the earlier representations. It was submitted against both Policy EC.7 and Proposal LMA, under the delegated authority agreed for the original four representations.

Evidence

Evidence 1 – Andrew Ford's covering email, Wychavon District Council (21 July 2026)

Source: Email from Andrew Ford, Principal Planning Officer, Planning Policy Team, Wychavon District Council, to the Clerk

“Wychavon District Council will be providing a formal response to the consultation, but we would encourage the parish council to also make representations to the process. To help with this we will be setting up a meeting for parish and district councillors in early August to help inform any response...”

Evidence 2 – Policy EC.7 (Employment and Road Freight)

Source: SWLP Regulation 19 Publication Version, Chapter 4.4, Policy EC.7

“New employment development should improve sustainable transport access to the site, enabling access for all users including pedestrians and cyclists where possible. Development should aim to reduce the carbon impact of freight and employment related vehicle movements... Development proposals that would result in a significant increase in freight movements should provide adequate lorry parking facilities, including overnight lorry parking where required for the proposed usage. In accordance with the NPPF, all developments that will generate significant amounts of movement will be required to provide a Travel Plan, and the planning application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed. Freight vehicles will be expected to divert away from residential areas wherever possible.”

Link: <https://southwarwickshire.oc2.uk/document/168/5650>

Evidence 3 – the Plan's own justification for Policy EC.7

Source: SWLP Regulation 19 Publication Version, Chapter 4.4, paragraph 4.4.1

“Employment sites may have a negative impact on the road network where transport considerations are not taken into account from the earliest stage. In addition, the increasing demand for large-scale storage and logistics employment sites has resulted in a concurrent increase in road freight traffic to serve these uses.”

Link: <https://southwarwickshire.oc2.uk/document/168/5650>

Evidence 4 – Proposal LMA, Section F (Access, Highways and Public Transport Requirements)

Source: SWLP Regulation 19 Publication Version, Chapter 8.2, Proposal LMA

Section F requires the development to: contribute towards the Stratford-upon-Avon Bypass; “demonstrate safe vehicular access from the Campden Road, Station Road and Milcote Road”; provide mobility hubs; contribute towards bus service improvements; and safeguard land for a railway station and “restoration of a heavy rail line between Honeybourne and Stratford-upon-Avon”. No part of Section F references Policy EC.7, freight, or HGV movement.

Link: <https://southwarwickshire.oc2.uk/document/168/5776>

Evidence 5 – Wychavon District Council's Regulation 18 (Preferred Options) representation

Source: Wychavon District Council, South Warwickshire Local Plan Preferred Options (Regulation 18) Representation, February 2025 — published by South Warwickshire Councils.

“Concern is expressed regarding the impact of these allocations on the Vale of Evesham in terms of traffic, existing road networks and highway capacity, other infrastructure requirements, the environment generally and the heritage assets in particular in Pebworth village.” ... “[T]he rationale for not including the [Vale of Evesham Heavy Goods Vehicles Control Zone] designation is that the issue can be dealt with through amendments to the validation requirements for planning applications to address HGV impacts in the Vale of Evesham through a Transport Assessment and Statement. Worcestershire County Council is supportive of this approach.”

Link:

<https://www.southwarwickshire.org.uk/doc/213870/name/Wychavon%20DC%20SWLP%20Preferred%20Options%20Representation%20redacted.pdf>

Evidence 6 – Infrastructure Delivery Plan Part 2, paragraph 5.1.5 (Freight)

Source: SWLP Infrastructure Delivery Plan Part 2, February 2026

“No material changes to the baseline regarding Freight have been identified since the publication of the IDP Part 1. Freight and logistics considerations in relation to the SRN [Strategic Road Network], particularly the implications on the M40, M42 and A46 Corridors, are addressed through the STA and are reflected in the Infrastructure Delivery Schedule where mitigation requirements have been identified.”

Link:

<https://www.southwarwickshire.org.uk/doc/214816/name/SWLP%20IDP%20Part%202%20Publication%20Version.pdf>

Representation as Submitted

Submitted against two policy locations on the OpusConsult portal: (i) Policy EC.7 (Chapter 4.4); and (ii) Proposal LMA (Chapter 8.2).

Type

Object

Legally compliant?

Yes

Sound?

No

Complies with the duty to co-operate?

No

Wish to appear at examination?

No

Representation Summary

Honeybourne Parish Council objects on a further ground, distinct from though related to our representations on Policy ID.3, Policy ID.4, Proposal LMA and Proposal BID.1. Policy EC.7 relies on developer-submitted Transport Assessments to address freight/HGV impact, but neither EC.7 nor Proposal LMA's site-specific transport requirements (Section F) flag Honeybourne or the Vale of Evesham as a route

requiring assessment. Without this, there is no assurance the issue will ever be tested. Not justified, not effective.

Change to Plan Sought

That Proposal LMA (Section F) be amended to cross-refer to Policy EC.7 and specifically require the site's Transport Assessment to address freight/HGV routing towards the Vale of Evesham and Honeybourne, arising from the 15ha of employment land proposed at the site.

Full Text

Honeybourne Parish Council (Wychavon District, Worcestershire) objects on a further ground, distinct from though related to our representations on Policy ID.3, Policy ID.4, Proposal LMA and Proposal BID.1 above. This representation concerns the application of Policy EC.7 (Employment and Road Freight) to the specific circumstances of Proposal LMA.

The Plan's own justification for Policy EC.7 acknowledges the underlying risk: paragraph 4.4.1 states that "employment sites may have a negative impact on the road network where transport considerations are not taken into account from the earliest stage," and that "the increasing demand for large-scale storage and logistics employment sites has resulted in a concurrent increase in road freight traffic to serve these uses." Policy EC.7 addresses this risk by requiring that "freight vehicles will be expected to divert away from residential areas wherever possible," secured through a Transport Statement or Transport Assessment submitted with future planning applications.

Proposal LMA allocates 15 hectares of non-strategic employment land at Long Marston Airfield. Section F of that policy (Access, Highways and Public Transport Requirements) is otherwise detailed – addressing rail safeguarding, bus services and active travel – but does not reference Policy EC.7, and gives no indication that the site's Transport Assessment is expected to consider freight or HGV routing, still less its impact on the Vale of Evesham and Worcestershire communities including Honeybourne. Reliance solely on a future site promoter's own Transport Assessment, without any Plan-level requirement that it specifically address this route, provides no assurance that the impact identified at paragraph 4.4.1 will be tested at all in relation to this site.

This gap is consistent with the Plan's wider evidence base. Wychavon District Council's own published Regulation 18 representation confirms that the Vale of Evesham Heavy Goods Vehicles Control Zone designation is not being carried forward into the South Worcestershire Development Plan Review, on the basis that HGV impacts in the Vale of Evesham would instead be addressed "through amendments to the validation requirements for planning applications to address HGV impacts in the Vale of Evesham through a Transport Assessment and Statement" — an approach Worcestershire County Council also supports. Neither Policy EC.7 nor Proposal LMA's Section F contains any equivalent requirement for the Long Marston Airfield site specifically. The Infrastructure Delivery Plan Part 2 (February 2026), paragraph 5.1.5, further confirms that freight considerations have to date been addressed only "in relation to the SRN [Strategic Road Network], particularly the implications on the M40, M42 and A46 Corridors" — not the Local Road Network into Worcestershire. On the evidence published, this gap has not been closed.

We consider the Plan is not justified, as the risk identified at paragraph 4.4.1 has not been evidenced or tested at the one site in the Plan most obviously exposed to it; and not effective, as Proposal LMA contains no mechanism to ensure this occurs.

For the avoidance of doubt, this representation does not object to the principle or quantum of housing or employment land proposed at Long Marston Airfield, which is outside the scope of a Regulation 19 representation. This representation should be read alongside our related representations on Policy ID.3, Policy ID.4, Proposal LMA and Proposal BID.1.

Honeybourne Parish Council

Report to Full Council – September 2026 Meeting

Cotswold District Local Plan 2026–2043: Regulation 19 Consultation – Proposed HPC Representation

Executive Summary

CDC's Regulation 19 (Publication) consultation on the Local Plan 2026–2043 closes on 5th October 2026. The Publication Plan now proposes 1,238 dwellings at Mickleton under its strategic allocation, plus a further 149 dwellings across three non-strategic sites identified elsewhere in the Plan – a total of 1,387 new homes, against the 439 dwellings HPC's Regulation 18 representation was based on.

The Plan's own text (paragraph 7.20) relies on "enhancing public transport connectivity, particularly to Honeybourne Railway Station" to help justify this allocation's sustainability, and Mickleton has also been reclassified in this version of the Plan as a Principal Settlement. However, no corresponding, funded requirement addressing Honeybourne Station's known capacity constraints (car parking, pedestrian access) appears anywhere in the Plan's infrastructure or site-specific policies.

This report asks Council to consider and approve three representation entries evidencing this gap, submitted separately due to the format of CDC's online consultation portal (**explained in Section 3**). It also flags three further matters – the Plan's own general infrastructure-delivery policy, the absence of any provision addressing GP capacity concerns raised at Regulation 18 stage, and a point concerning the weight of the Mickleton allocation's policies under the new NPPF – for Council to decide whether to include.

Entry 1 is further strengthened by official ONS data and current published timetable information: Honeybourne Railway Station does not meet the new NPPF's own definition of a "well-connected station", failing both the Travel to Work Area/GVA test and the service frequency test set out in the Framework's glossary.

Separately, CDC has now confirmed that the Plan is being examined against the December 2024 NPPF (**Section 7**). That is a separate question from which NPPF version will apply once the Plan is adopted and used to decide individual planning applications – addressed at Possible **Entry 6 (Section 6)**.

As the consultation portal does not allow a response to be prepared and saved outside a live session, Council's approval of the wording below is intended to be final, subject only to factual corrections (e.g. page references).

1. Purpose

To ask Council to consider and approve Honeybourne Parish Council's (HPC) proposed representation to Cotswold District Council's (CDC) Regulation 19 (Publication) consultation on the Cotswold District Local Plan 2026–2043, and to explain the approach being taken to submission.

2. Background

CDC's Regulation 19 consultation on the Publication Version of the Local Plan runs from 24th August to 5th October 2026. This is the final stage of consultation before the Plan is submitted to the Secretary of State for independent examination, expected in December 2026, with adoption anticipated in 2028.

HPC submitted a formal Regulation 18 representation to CDC in early 2026 (drafted by Nick Pellegram), which argued that the proposed growth at Mickleton and Willersey was not sustainable without investment in Honeybourne Railway Station, specifically its car park capacity and pedestrian access (including a potential footbridge), and called for Section 106 contributions from those sites toward Honeybourne infrastructure. That representation also raised concerns about capacity at GP surgeries in Broadway and Chipping Campden.

At Regulation 18 stage, the housing figure proposed for the Mickleton strategic allocation was 439 dwellings. The Publication (Regulation 19) version of the Plan now proposes 1,238 dwellings under the Mickleton strategic allocation, plus a further 149 dwellings across three separate non-strategic sites at Mickleton identified elsewhere in the Plan (Land east of former Meon Hill Nurseries, 40; Land between Summerville Ltd. and Stratford Road, 33; Land east of Stratford Road, 76). This brings the total proposed new housing at Mickleton to 1,387 dwellings – over three times the figure HPC’s earlier representation was based on.

The Clerk also notes that this version of the Plan reclassifies Mickleton as a Principal Settlement (previously described in CDC’s own committee papers as a smaller settlement), reflecting the scale of growth now proposed there.

3. Why the Representation is Being Submitted in Multiple Parts

CDC’s Regulation 19 consultation runs through a live online survey form, not a single written response. Council should note the following practical constraints, confirmed by CDC’s own published guidance on using the portal:

- Each survey entry may only address one aspect of the Plan (one policy, paragraph, map or appendix reference). A separate survey must be submitted for each distinct point.
- The form does not allow the page to be refreshed or navigated away from without losing unsaved answers, and there is no facility to save a draft partway through and return to it.
- Once a survey response is submitted, guidance states that further submissions may only be made if invited by the Inspector, based on the matters and issues identified for examination. In other words, this is expected to be a one-time opportunity to set out HPC’s case in full.

Accordingly, the Clerk is bringing the substantive wording to Council for approval in the form of separate, self-contained entries corresponding to each part of the Plan being commented on, rather than a single letter as was possible at Regulation 18 stage. Once Council has approved the wording, the Clerk will submit it into the live portal without further amendment, since the form does not allow drafting or saving within the system itself.

The consultation closes on 5th October 2026. HPC’s next scheduled Full Council meeting is 13th October 2026 – after the deadline. It is therefore recommended that, having approved the substance of the representation, Council delegate authority to the Clerk and Chairman jointly to finalise and submit it, to allow for any factual correction identified before submission. This delegation is limited to finalising and submitting the wording Council has approved – it does not extend to changing the substance of HPC’s position without Council’s agreement.

4. Scope of HPC’s Representation

Council should be aware that HPC’s standing to comment on CDC’s Local Plan, as a neighbouring parish outside Cotswold District, is properly limited to matters that directly affect Honeybourne parish – including cross-boundary infrastructure impacts and gaps in the evidence base where they touch the parish. It does not extend to the overall level or distribution of housing across Cotswold District, which is a matter for Cotswold District Council and, ultimately, the Planning Inspector. The representation below is set out accordingly: it does not challenge the number of homes proposed at Mickleton, but the adequacy of the infrastructure evidence and delivery mechanism relied upon to justify that number’s sustainability.

5. Proposed Representation – Summary of Substantive Points

All three points below concern the same underlying issue carried forward from HPC’s Regulation 18 representation: the Plan’s reliance on Honeybourne Railway Station to help justify the sustainability of the Mickleton allocation, without a corresponding, funded commitment to address the station’s known capacity constraints. Each point is addressed separately because it relates to a different part of the Plan.

Entry 1 – Core Policy 19 (page 116) / Paragraph 7.20 (page 119)

Point:

Paragraph 7.20 names “enhancing public transport connectivity, particularly to Honeybourne Railway Station” as a key consideration for the Mickleton allocation, now proposed at 1,387 dwellings in total. Honeybourne Railway Station lies outside Cotswold District, in Wychavon District (Worcestershire). Its car park is already at capacity, a constraint previously evidenced in HPC’s Regulation 18 representation and subject to ongoing discussion between Wychavon District Council and Network Rail. No requirement to address this appears elsewhere in the Plan.

Furthermore, the new NPPF (August 2026) defines a “well-connected station” as one that both (i) sits within a top 80 Travel to Work Area by Gross Value Added¹, and (ii) is served throughout the daytime by at least 4 trains per hour overall, or at least 2 trains per hour in one direction. Official ONS data confirms Honeybourne lies within the Evesham Travel to Work Area, which ranks approximately 144th of 228 UK Travel to Work Areas by GVA - well outside the top 80. The current published timetable (confirmed against live National Rail departures) shows approximately 39 scheduled passenger services a day, averaging around 1 train per hour in each direction for the great majority of the day. Honeybourne Railway Station therefore does not meet the new NPPF’s own definition of a “well-connected station” on either test, which further undermines the Plan’s reliance on the station’s connectivity as a sustainability benefit for the Mickleton allocation.

Modification sought:

That paragraph 7.20, Core Policy 20, and the Site 9 Development Framework include a specific, funded requirement addressing Honeybourne Station’s capacity constraints, secured through developer contributions and/or evidenced cross-boundary agreement with Wychavon District Council, Worcestershire County Council and Network Rail.

Entry 2 – Core Policy 20 (page 122)

Point:

Core Policy 20 sets out the strategic infrastructure package required to support growth in the North Cotswold Area (items a–f). None of these items address Honeybourne Railway Station, despite paragraph 7.20 relying on that station’s connectivity to help justify the Mickleton allocation.

Modification sought:

That Core Policy 20 be amended to include a specific item addressing Honeybourne Station capacity, or that reliance on the station’s sustainability credentials be removed from paragraph 7.20 if no such commitment is intended.

Entry 3 – Appendix B, Site 9 Mickleton Development Framework (page 40)

Point:

The Movement and Public Transport requirements for Site 9 specify active travel routes toward Stratford-upon-Avon and bus service improvements to Moreton-in-Marsh, Stratford-upon-Avon, Chipping Campden and Evesham. None addresses travel to Honeybourne Station. Mickleton lies in Gloucestershire; Honeybourne Station lies in Worcestershire, and cross-county bus arrangements are not standard practice. The identified bus improvement to Evesham does not resolve this gap, as Evesham has its own railway station on the same line.

Modification sought:

¹ Gross Value Added (GVA) is a standard measure of economic output, used by ONS to compare the size and productivity of different local economies. The NPPF uses it to rank Travel to Work Areas nationally; an area’s GVA ranking is one of the two tests (alongside train frequency) that determine whether a station counts as “well-connected” under the new Framework.

That the Site 9 Development Framework includes a specific, funded requirement addressing access to Honeybourne Station, or that CDC provide evidence of the mechanism by which the connectivity referred to in paragraph 7.20 is intended to be delivered.

6. Additional Matters for Council to Consider Including

In reviewing the Publication Plan in full, the Clerk identified three further matters of the same character as Entries 1–3, which Council may wish to add as further representation entries. These are presented separately, as they were not part of HPC’s original Regulation 18 representation in this form, and Council’s agreement is sought before they are included.

Possible Entry 4 – Core Policy 6: Infrastructure Delivery (page 55)

Core Policy 6 sets out the Plan’s general, district-wide principle that new development must be supported by necessary infrastructure, delivered in a timely way, and specifically names healthcare infrastructure such as GP surgeries as typically needing to be delivered ahead of, or alongside, new development under the Council’s stated ‘infrastructure-led’ approach. The absence of any Honeybourne Station-related requirement in Core Policy 20 or the Site 9 Framework (Entries 1–3 above) is arguably inconsistent with this general principle, which the Plan applies elsewhere. Citing Core Policy 6 would strengthen Entries 1–3 by showing the gap conflicts with a principle CDC has itself established.

Possible Entry 5 – GP Capacity (general)

HPC’s Regulation 18 representation evidenced that GP surgeries in Broadway and Chipping Campden are already at or above the British Medical Association’s recommended patient-to-GP ratio, and that growth at Mickleton and Willersey would add further pressure. The Clerk has not identified any provision in the Publication Plan that responds to this concern specifically for Mickleton; the only related reference is a generic, non-committal mention of ‘health and wellbeing services’ as one of several optional uses that might be included in Mickleton’s proposed new Local Centre. If Council wishes to pursue this point, a further representation entry would need to identify the specific policy or appendix reference this relates to.

Possible Entry 6 – NPPF Transitional Weight (general)

CDC has confirmed that the Plan is being examined against the December 2024 NPPF (**see Section 7 for the full position**). That confirms only how the Plan is being examined – it does not determine how the Plan’s policies will be applied once adopted, which is the separate question this entry addresses.

However, the new NPPF (August 2026) itself states, in its transitional provisions (**Annex A**), that once its national decision-making policies take effect, any adopted plan policies which are materially inconsistent with them may be given only very limited weight in actual planning decisions - even where the plan was properly examined against the December 2024 Framework. Given the Mickleton allocation partly relies on Honeybourne Railway Station’s sustainability credentials (**Entries 1-3 above**) and given the evidence at **Entry 1** that the station does not meet the new NPPF’s own definition of a well-connected station, there is a case for asking CDC to demonstrate that the Mickleton allocation’s supporting policies will remain effective once decided against the new Framework, rather than only against the Framework used at examination. If Council wishes to pursue this point, it could be added as a further representation entry against paragraph 7.20 and/or Core Policy 20.

7. Confirmation Received on Applicable NPPF Version

As set out in the draft version of this report, HPC wrote to CDC (Local.Plan@cotswold.gov.uk) asking which version of the NPPF the Publication Local Plan is being examined against. Following a follow-up telephone call and email on 28th August, CDC has now responded and confirmed that the Plan is being examined against the December 2024 NPPF. For clarity, examination and decision-making are two separate applications of the NPPF, and CDC’s confirmation above addresses only the first. It does not affect which Framework applies once the Plan is adopted and used to *decide* individual planning applications – at that stage, the NPPF in force at the time of decision applies as a material consideration, which by then may be the August 2026 NPPF. This is why Possible Entry 6, including its reliance on the

new NPPF's "well-connected station" test, is not contradicted by CDC's confirmation: the two points operate at different stages of the process.

This resolves the outstanding procedural question referred to elsewhere in this report. It also confirms the premise underlying Possible Entry 6 above, which Council may now wish to consider alongside Entries 4 and 5 in Section 6.

8. Recommendation

Council is recommended to:

- Approve the wording of the three representation entries set out in Section 5 for submission to CDC's Regulation 19 consultation portal, noting the limited scope of HPC's standing as set out in Section 4;
- Consider whether to include the three additional matters set out in Section 6 (Core Policy 6, GP capacity, and NPPF transitional weight) as further representation entries;
- Note that submission will take the form of separate entries into CDC's live online survey, for the practical reasons set out in Section 3;
- Delegate authority to the Clerk and Chairman jointly to finalise and submit the approved wording, limited to factual corrections, without further reference to Council given no further meeting falls before the 5 October 2026 deadline.

Evidence Appendix

This appendix reproduces the underlying pages of the Cotswold District Local Plan 2026–2043 and the National Planning Policy Framework (NPPF) relied on in this report, so that Councillors can check each point against the source document directly. Page numbers below are the numbers printed on the page itself.

Report reference	Source document	Printed page(s)
Entry 1 – Core Policy 19	Local Plan (Publication version)	116–117
Entry 1 – Paragraph 7.20	Local Plan (Publication version)	118–119
Entry 2 – Core Policy 20	Local Plan (Publication version)	122–123
Possible Entry 4 – Core Policy 6	Local Plan (Publication version)	54–55
Entry 3 – Site 9 Development Framework	Local Plan, Appendix B	40
Background – MK7 site requirements	Local Plan, Appendix C1	105–106
Background – MK11A site requirements	Local Plan, Appendix C1	107–108
Entry 1 / Possible Entry 6 – “Well-connected station” definition	NPPF (August 2026), Glossary	115
Possible Entry 6 / Section 7 – Transitional provisions	NPPF (August 2026), Annex A	99–100

Note: The Local Plan page numbers above are the numbers printed on the page footer of the “web version” PDF published by CDC (the version consulted for this report) and match the page numbers used in the entry headings above.

Core Policy 19: North Cotswold Area Strategy (pages 116–117)

Referenced in Entry 1. Includes Table 7.2, the source of the Mickleton non-strategic site figures (40 / 33 / 76 homes) used in Section 2.

Core Policy 19: North Cotswold Area Strategy

Our over-arching priorities for the North Cotswold Area are to secure the delivery of housing, jobs and infrastructure required to help achieve sustainable development; improve self-sufficiency for each settlement by enhancing its services and facilities to improve its vitality and viability and the ability to access these through non-car modes; as well as maximising opportunities for sustainable travel choices. Development in the North Cotswold Area should be in accordance with the Settlement Hierarchy set out by **Core Policy 4**.

Housing Delivery

Around 4,022 dwellings will be delivered through a combination of two strategic site allocations and 14 non-strategic site allocations. Additional development may come forward through Neighbourhood Development Plans and the Development Management process, often referred to as windfalls. **Tables 7.1 and 7.2** show how the level of planned housing within the North Cotswold Area will be distributed for strategic and non-strategic allocations respectively.

Table 7.1: North Cotswold Area Strategic Housing Allocations

Settlement	Site name	Housing allocation (to 2043)	Longer term potential (approximate figure)
Mickleton	Strategic extension to the north and west of Mickleton	1,238	0
Moreton-in-Marsh	Strategic extension to the South and East of Moreton-in-Marsh	2,217	0
TOTAL		3,455	0

Table 7.2: North Cotswold Area Non-Strategic Housing Allocations

Settlement	Site name	Capacity
Blockley	Former allotments, Station Road	40
	The Limes, Station Road	8
Bourton-on-the-Water	Land off Malvern Crescent	53
Chipping Campden	Land north-west of Aston Road	10
	Land north-east of Aston Road	150
Mickleton	Land east of former Mason Hill Nurseries	40
	Land between Summerville Ltd. and Stratford Road	33
	Land east of Stratford Road	76
Moreton-in-Marsh	Land west of A46	20
	Land south of North Cotswold Hospital	44
Stow-on-the-Wold	Land adjacent Griffin Court / Playing Field	10
	Land adjoining Tall Trees, Oddington Road	8
	The Hollies, Lower Swell Road	35
Willersey	Land between Colin Lane and future Heritage Railway	40
TOTAL		567

Employment Delivery

Existing employment will be protected in accordance with **Core Policy 5**. A total of 7.6ha of employment land will be provided for business and employment growth on three saved allocations from the 2011-2031 Plan (each allocated for B2, B8 and E(g) uses). The saved allocation policies are repeated by **Appendix 11** for ease of reference. **Table 7.3** shows how the level of planned employment growth within the North Cotswold Area will be distributed:

Table 7.3: North Cotswold Strategy Area Employment Allocations

Settlement	Site name	Employment land (ha)
Saved Local Plan 2011-2031 Allocations		
Bourton-on-the-Water	North of Bourton Industrial Park	4.9
Chipping Campden	West of Battlebrook Drive, Station Road	0.7
Willersey	North of B4632 and east of employment estate	2.0
TOTAL		7.6

Development at the new allocations will be supported at the strategic and non-strategic site allocations where it meets the requirements set out within the Site Development Frameworks (**Appendix B**) and Site Development Templates (**Appendix C**) and is in accordance with the Development Plan taken as a whole.



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Paragraph 7.20 (pages 118–119)

Referenced in Entry 1. Paragraph 7.20 appears on the right-hand page (119).

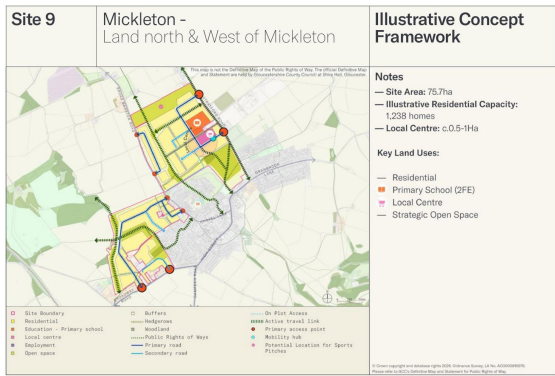


Figure 7.2: Indicative Masterplan Framework for the North and West of Mickleton Strategic Allocation.

Strategic Extension to the North and West of Mickleton

7.20 The strategic extension at Mickleton will deliver sustainable growth to the north and west of Mickleton (Figure 7.2) that is sensitive to landscape and the environment. The development will provide well-connected new neighbourhoods including new homes, community facilities, local employment opportunities, significant new public green space, footpaths and cycleways. Key considerations for planning for this site are set out in the Site Development Framework in **Appendix B** and include:

- around 1,238 new homes, including affordable housing
- delivery of a well-planned and integrated residential environment, comprehensively masterplanned across all land parcels rather than developed in isolation
- establishing a strong and enduring western edge to Mickleton, with development contained by a substantial landscape framework
- ensuring that development within the setting of the Cotswolds National Landscape and the adjoining Norton Hall Special Landscape Area is sensitively located and designed to avoid or minimise adverse impacts, through generous buffers, sensitive layout, and appropriate density
- placing green and blue infrastructure at the heart of the scheme, providing multifunctional open spaces, biodiversity enhancement and naturalistic drainage

- creating safe, direct and attractive walking and cycling routes linking the site to Mickleton village centre, schools, services and the surrounding countryside
- enhancing public transport connectivity, particularly to Honeybourne Railway Station and Moreton-in-Marsh, and
- delivering development that reflects local character, landscape context and village scale, supporting high-quality place making for both new and existing residents.

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Core Policy 20: North Cotswold Strategic Infrastructure Delivery (pages 122–123)

Referenced in Entry 2. The policy box (items a–f) appears on the left-hand page (122).

infrastructure improvements to bus services and the provision of car clubs and e-bike schemes. These measures will be supported by robust travel planning and travel plan monitoring. The allocations will contribute to the delivery of new and enhanced active travel routes from the site and within the town including enhanced connections to rail stations and schools.

7.23 Taken together, the interventions will help to ensure the development proposals, for residential and employment, provide a realistic alternative to the car and mitigate any additional pressure on the highway network resultant from developments, including through supporting sustainable modes.

7.24 In Moreton-in-Marsh development sites will be required to deliver a multi-modal spine road connecting the A429 and A44 through the strategic site allocation. This road will provide connectivity through the sites and serve as the primary 'estate road' access. The road is required to help relieve pressure from some of the key junctions and routes in the Moreton-in-Marsh that would result from additional traffic movements from the new developments. The road will act as a local distributor and will be built to a specification suitable for all vehicles including active travel, buses and HGV's, but should function as a main street, with residential frontages for much of its length.

7.25 The multi-modal spine road will be built to the appropriate design standards and take into account the design principles in the Cotswold Design Code.

The route to enable a future onward connection from the A44 in the east of Moreton and the A429 to the north is also safeguarded.

7.26 A new 6-form-entry secondary school will also be provided to provide for the new development, whilst also reducing the need for pupils to travel out of Moreton-in-Marsh for secondary education, thus helping to reduce the need for car journeys.

7.27 It is therefore important that strategic transport and infrastructure improvements are made within the North Cotswold area as set out within the following **Core Policy 20** in addition to the site-specific requirements set out in **Core Policies 19** and the Site Development Frameworks (**Appendix B**) and Development Templates (**Appendix C**).

Core Policy 20: North Cotswold Strategic Infrastructure Delivery

To deliver the growth in the North Cotswold Area, strategic transport and other infrastructure has been identified to mitigate the impact of planned growth, which is important to help secure a viable and sustainable future for the area.

The strategic infrastructure requirements for the North Cotswold Area include:

- a. a multi-modal spine road in Moreton-in-Marsh linking the A429 to the south of the town and the A44 to the east of the town for all vehicles, cyclists and pedestrians
- b. improvements to Moreton-in-Marsh railway station forming part of a wider Transport Hub
- c. new active travel roads along Long Marston Road in Mickleton to facilitate segregated access to National Cycleway 5
- d. new active travel routes between Moreton-in-Marsh and Shipton-on-Stour, Bourton-on-the-Water and Stow-in-the-Wold, as well as along Fosse Way (A429) and the A44
- e. a new 6-form entry secondary school, accessed from the new multi-modal spine road, to the south of Moreton-in-Marsh, and
- f. a new 2-form entry primary school on in Moreton-in-Marsh and a new 2-form entry primary school in Mickleton.

The package may be further refined through development of the Local Transport and Connectivity Plan being developed by Gloucestershire County Council.

Safeguarding of Land for Strategic Transport Schemes in the North Cotswold Area

7.28 Delivery of the strategic transport improvements, will require land to be safeguarded, as set out in **Core Policy 20: North Cotswold Strategic Infrastructure Delivery**. As discussed above, two routes are safeguarded for the potential longer term extension of the multi-modal link road to the east and north of Moreton-in-Marsh to ensure route options remain open while more detailed feasibility and other necessary work is undertaken.

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Core Policy 6: Infrastructure Delivery (pages 54–55)

Referenced in Possible Entry 4. The policy box appears on the right-hand page (55).

is less critical than Priority 1 infrastructure, and development can commence ahead of provision. In some cases the development will be needed to justify and support the facilities and so will have to occur in advance. This typically relates to sustainable transport projects or provision of healthcare infrastructure such as GP surgeries, and

• **Important Infrastructure (Priority 3):** infrastructure that would secure the achievement of higher sustainability standards and higher quality that may contribute towards longer-term aspirations of the area. Items are those that add to the quality, either in terms of functionality or attractiveness, as a place to live. These typically include recreation and sports facilities and the provision of Suitable Alternative Natural Green Spaces.



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Core Policy 6: Infrastructure Delivery

All new development will be required to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal. Infrastructure requirements will be delivered directly by the developer and/ or through an appropriate financial contribution prior to, or in conjunction with, new development. Where appropriate, developers will be expected to collaborate on the provision of infrastructure which is needed to serve more than one site. In ensuring the timely delivery of infrastructure requirements, development proposals must demonstrate that full regard has been paid to the Infrastructure Delivery Plan and all relevant policies in this Plan.

In line with the Council's 'infrastructure-led' ambition, applicants will be expected to demonstrate how infrastructure needs arising from their proposals can be addressed at the earliest reasonable stage, unless evidence shows that later delivery is more appropriate. In ensuring the timely delivery of infrastructure requirements, development proposals must demonstrate that full regard has been paid to the Infrastructure Delivery Plan.

If infrastructure requirements would render the development unviable, proposals for major development should be supported by an independent viability assessment on terms agreed by the relevant parties including the Council and County Council (or the successor of these councils following Local Government Re-organisation) and funded by the developer. This will involve an open book approach. Where viability constraints are demonstrated by evidence the Council will:

- a. prioritise developer contributions for critical, essential and then important infrastructure in line with the definitions as set out in paragraph 6.54 and the detail of the requirements outlined in the Infrastructure Delivery Plan, and/or
- b. use an appropriate mechanism to defer part of the developer contributions requirement to a later date, or
- c. as a last resort, refuse planning permission if the development would be unsustainable without inclusion of the unfunded infrastructure requirements taking into account reasonable contributions from elsewhere including CIL.

The Council's Delivering Infrastructure Strategy will include both a CIL Charging Schedule and a Supplementary Plan for Section 106 agreements that will provide more detail about its approach to securing developer contributions.

CIL will be used to pool developer contributions towards a wide range of new and improved infrastructure necessary to deliver new development. Where not covered by the CIL Charging Schedule, infrastructure and services, including provision for their maintenance, should be delivered directly by the developer through the development management process.

Infrastructure and services will be sought through the negotiation of planning obligations, conditions, levy, undertaking and/or other agreement as secured through planning permission, to mitigate the direct impacts of development and secure its implementation.

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Appendix B – Site 9 Mickleton Development Framework, Movement and Public Transport (page 40)

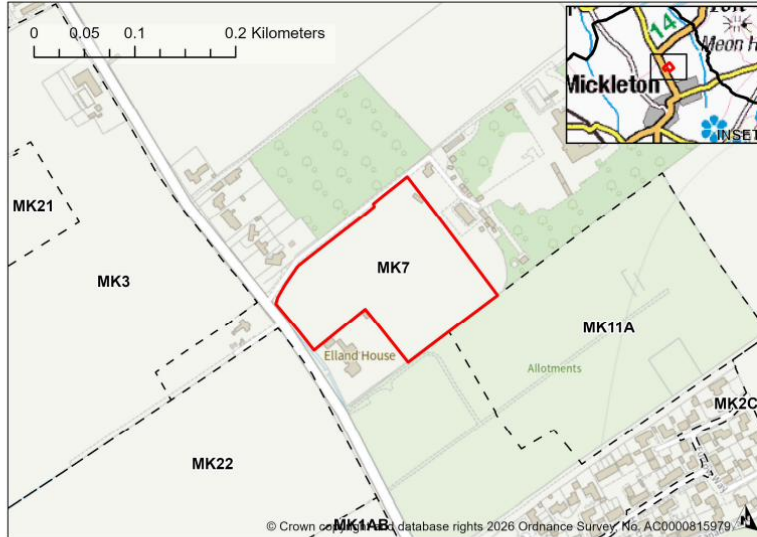
Referenced in Entry 3.

Site 9	Mickleton - Land north & West of Mickleton	Design Principles
The Comprehensive Masterplan: - The allocation should be developed comprehensively and collaboratively across the different land ownerships to deliver a cohesive and coordinated high-quality development. As set out in the policy requirements, a Comprehensive Masterplan, using the Illustrative Concept Framework and IDP as a starting point, will be required ahead of the determination of the first application on site, supported by more detailed masterplanning across the full allocation and supported by detailed infrastructure phasing and feasibility work. Framework: - Provide a development of approximately 1,250 homes, a local centre and a primary school at the core of the development with highest residential densities here, decreasing to the north and west. - Ensure development within the south-eastern part of the site is designed around the retention of existing hedgerows and ecological features, with access arrangements minimising the number and extent of hedgerow crossings, celebration of the Heart of England way and retention of heritage assets. Access Strategy: - Provide independent vehicular accesses for smaller parcels to avoid impact on Broadmarston Lane. - Provide safe and appropriate junctions and road improvements as necessary. Movement and Public Transport: - Carefully design active travel links through existing hedgerows to minimise ecological impacts, including keeping crossings as narrow as practicable, locating them where hedgerows are least dense, minimising lighting and incorporating measures to maintain wildlife movement and habitat connectivity. - Improve and enhance the existing PRoW which will connect the development to Mickleton village centre, and westwards into the open countryside. Ensure both pedestrian and cycle movement is provided for.		
- Provide Active Travel only connections to the public park to provide attractive active travel routes within Mickleton. At present the paths within the park are not sufficient for cycling and so upgrade of widths for a shared pathway or separate cycling routes would be required the STA estimates this would include at least 2.6km of pathway upgrades. - Provide a Cycleway and/or Shared Pathways along Long Marston Road to facilitate segregated access to National Cycleway 5 route featuring a fully car-free travel route to Stratford-Upon-Avon, potentially coupled with targeted e-micromobility interventions. - Support improved Bus Services between Mickleton to Moreton-in-Marsh to supplement current services offer routes to Stratford-Upon-Avon, Chipping Campden and Moreton-In-Marsh. This intervention would look at improving frequency of the current offering whilst also adding connections to Evesham in line with new population. - Support the current reduction of Willersey Speed Limit to 20mph project and expand route treatment to Mickleton. - Provide additional proportional contributions to the Mickleton sub area mitigation identified in the IDP. Landscape, Open Space, Ecology and Nature recovery: - Hedgerows on site have the potential to qualify as important hedgerows, support priority nesting bird species and provide heritage value; as such, appropriate buffers should be maintained between active travel routes and adjacent hedgerows, typically around 5 m in width and informed by application stage survey work, with loss kept to a minimum required to deliver the allocation. - Provide a landscaped edge at the northern boundary to create a landscaped buffer between the development and the surrounding open countryside. - Utilise the Heart of England Way corridor as a key green infrastructure feature, enhanced walking and cycling connections, and contributing positively to the setting of Mickleton Conservation Area.		
- Retain and incorporate the historic ridge and furrow landscape within strategic open space, protecting its heritage significance and landscape character. - There is a continued need to ensure development responds to views to and from the Cotswold National Landscape, notably to and from Meon Hill, with large development blocks avoided. Furthermore, the setting of Norton Hall to the west will also need to be assessed as part of further application work. Impact on long views from the National Landscape can be reduced by interspersing tree planting throughout the development in public spaces. - Development should respect the Cotswold National Landscape and its setting, notably by minimising any impact in long views through measures such as interspersing tree planting throughout the development. - Integrate existing mature hedgerows into the landscape strategy, retaining historic field boundaries within the masterplan where possible. - Deliver habitat creation and biodiversity enhancements within green corridors and landscape buffers, strengthening ecological connectivity with the surrounding countryside. - Carefully consider the impact of the development on the adjacent Special Landscape Area. - Development should respect the Cotswold National Landscape and its setting, notably by minimising any impact in long views through measures such as interspersing tree planting throughout the development. Provide a green landscape buffer to the western fringe of the development where the site. - Incorporate the existing Public Right of Way within a green corridor running through the centre of the site, enhancing its recreational, ecological and active travel function.		

Appendix C1 – MK7 Development Requirements (page 105)

Referenced in Section 2 (background housing figures).

Mickleton: Land between Summerville Ltd. and Stratford Road (ref: MK7)



Site Area: 2.1 hectares

Proposed Uses: Residential (around 33 homes)

Development Requirements:

Access and Movement

Appendix C1 – MK7 Development Requirements, continued (page 106)

- i. A vehicular connection must be provided through the site to the adjacent allocation (MK11A) to the south-east. This connection must be secured without the use of ransom strips or other barriers to delivery.
- ii. A safe pedestrian crossing point must be delivered across Stratford Road to improve connectivity with existing footways and local facilities.

Landscape Integration and Green Infrastructure

- iii. A comprehensive landscaping strategy must be implemented across the site, incorporating new hedgerow and tree planting to reduce the visual impact of development and to assist in integrating the site into the wider landscape.
- iv. Planting must be designed to soften long-distance views from the Cotswolds National Landscape and contribute to ecological connectivity.

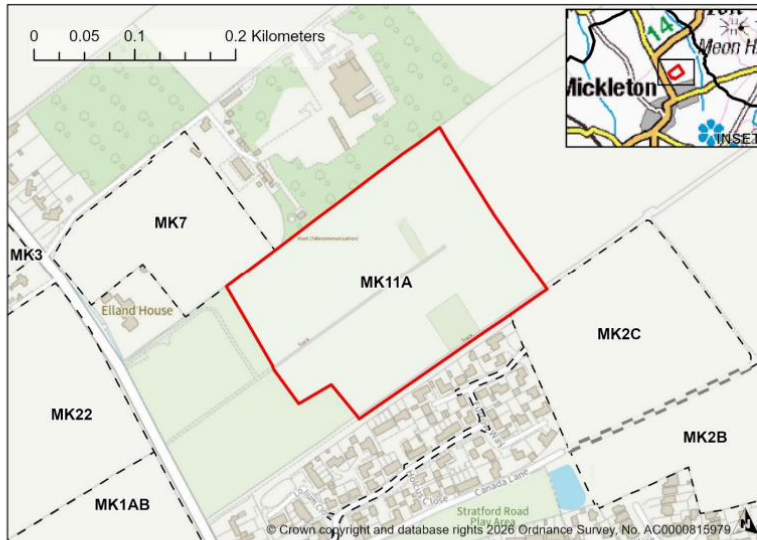
Historic Environment

- v. Any planning application for the site must be supported by a comprehensive archaeological evaluation.

Appendix C1 – MK11A Development Requirements (page 107)

Referenced in Section 2 (background housing figures).

Mickleton: Land east of Stratford Road (ref: MK11A)



Site Area: 4.8 hectares

Proposed Uses: Residential (around 76 homes)

Development Requirements:

Access and Movement

Appendix C1 – MK11A Development Requirements, continued (page 108)

- i. Vehicular access to the site must be provided via the adjacent allocation (MK7) to the north-west.
- ii. Pedestrian connections must be secured through the adjoining site (MK2C) to the south-west, linking to the Heart of England Way and the wider Public Rights of Way network.

Landscape Integration and Green Infrastructure

- iii. A robust green infrastructure buffer must be provided along the north-eastern part of the site to ensure integration with the wider landscape and to create a sensitive transition between built development and the open countryside.
- iv. The buffer must incorporate biodiversity enhancements and may include Sustainable Drainage Systems (SuDS) and areas of accessible natural greenspace.
- v. A comprehensive landscape strategy must be implemented across the site, incorporating new hedgerow and tree planting to soften built form and reduce visual impacts in views from the Cotswolds National Landscape.

Design and Layout

- vi. The layout must respond to the landscape setting of the site, ensuring that built form is appropriately arranged to minimise visual impact and integrate with surrounding development.

Community Infrastructure

- vii. Existing allotments within the site must be retained and enhanced, ensuring their continued use and integration into the wider green infrastructure network.

Historic Environment

- viii. Any planning application for the site must be supported by a comprehensive archaeological evaluation.

NPPF (August 2026) Glossary – “Well-connected station” (page 115)

Referenced in Entry 1 and Possible Entry 6.

trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes gypsies and travellers as defined separately in this glossary.

Vision-led approach: An approach to transport planning which sets outcomes for a development based on achieving well-designed, sustainable, inclusive and popular places, and provides the transport solutions to deliver those outcomes as opposed to predicting future demand to provide capacity (often referred to as 'predict and provide').

Well-connected station: Railway stations and underground, tram and light rail stops located within a top 80 Travel to Work Area located partially or fully within England by Gross Value Added (GVA)⁷² and which, in the normal weekday timetable, are served (or have a reasonable prospect of being served due to planned upgrades or through agreement with the rail operator) throughout the daytime by at least four trains or trams per hour overall, or at least two trains or trams per hour in any one direction.

Wheeling: The use of wheelchairs, mobility scooters and similar mobility aids as a means of travel.

Windfall sites: Sites not specifically identified in the development plan.

⁷² For the purpose of assessing whether Travel to Work Areas fall within this definition, the 2023 GVA data should continue to be used up to the day after the publication of the 2028 GVA data. For subsequent years, the GVA data used for the purpose of this definition should continue to be regarded as fixed for each five year period. Published in: <https://www.ons.gov.uk/economy/grossvalueaddedgva/datasets/ukgvaandproductivityestimatesforothergeographies>.

**NPPF (August 2026) Annex A – Implementation, paragraphs 1–2 and 7–8
(pages 99–100)**

Referenced in Possible Entry 6 and Section 7.

Annex A: Implementation

For the purposes of decision-making

1. The policies in this Framework are material considerations which must be taken into account in decision-making from the day of its publication.
2. Development plan policies (or parts of those policies) which are materially inconsistent with national decision-making policies in this Framework should be given very limited weight. The only exception to this is where they have been examined and adopted⁶⁶ or made against this Framework. Other development plan policies⁶⁷ should not be given reduced weight simply because they were adopted prior to the publication of this Framework.
3. Where a local planning authority can demonstrate a five year supply of deliverable housing sites (with the appropriate buffer) and where the Housing Delivery Test indicates that the delivery of housing is more than 75% of the housing requirement over the previous three years, for the purposes of policy S5(1)(j), if the most up-to-date local housing need figure (calculated using the standard method set out in Annex D) is greater than the housing requirement set out in adopted development plan policies, this should not be considered as evidence of unmet need, for a period of five years from the date of the plan's adoption.

For the purposes of plan-making

4. Any local plans minerals and waste plans and supplementary plans being prepared under Part 2 of the Planning and Compulsory Purchase Act 2004 (as amended by the Levelling-up and Regeneration Act 2023) and the Town and Country Planning (Local Planning) (England) Regulations 2026 should be produced in accordance with this Framework.
5. Spatial development strategies should be produced in accordance with this Framework.
6. Neighbourhood plans that have been submitted to the local planning authority under Regulation 15⁶⁸, on or before, the date of publication of this Framework should be prepared in accordance with the Framework published in December 2024. Any neighbourhood plans that have not been submitted must comply with this Framework. For neighbourhood plans that have already been submitted, the qualifying body may choose to withdraw the plan and update it to take account of this Framework.
7. For all plans that should be produced in accordance with this Framework this means the policies in this version of the Framework will apply from 17 August 2026.
8. Any other plans should be produced in accordance with the version of this Framework published in December 2024, unless any of the transitional arrangements in Annex 1 to that Framework apply (in which case those transitional arrangements continue to apply).

⁶⁶ Reference to the 'adoption' of a plan in annex A also applies to where a plan has been 'approved' by the Secretary of State.

⁶⁷ Including policies in made neighbourhood plans.

⁶⁸ Neighbourhood Planning (General) Regulations 2012.