

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

held at Honeybourne Village Hall, Harvest Close, Honeybourne WR11 7RH
on Tuesday 9th June 2026 at 7:15pm

Members present: Cllrs H Jobes (Chairman), G Clelland, J Mellor, A Mathias, S Sidwell and S Walsh

In attendance: Parish Clerk, Linda Stanton

District Cllr J Ciotti (arrived 7:15pm, departed 7:55pm)

2 members of public

26/735 Apologies

Apologies were received and accepted from the following members:

Councillor	Reason
Cllr A Attridge	Personal
Cllr B Dubb	Personal
Cllr C Clear	Work commitment

26/736 Declarations of Interest

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

- a) Keep their Register of Interests form up to date;
- b) 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	Item 26/743(a) — Schedule of Payments: payment to Honeybourne Village Hall	DPI — Village Hall Trustee and Treasurer
H Jobes	Item 26/743(a) — Schedule of Payments: payment to Honeybourne Allotment and Garden Association	DPI — plot holder
G Clelland	Item 26/743(a) — Schedule of Payments: payment to Limebridge Rural Services	ODI — personal friend
J Mellor	Item 26/743(a) — Schedule of Payments: payment to Honeybourne Allotment and Garden Association	DPI — plot holder

26/737 To consider any dispensations

There were no requests for dispensation.

26/738 Open Session

- a) Members of the Public.

There were no matters raised by members of the public.

- b) Supporting organisations, - South Worcestershire Policing Team.
None present.

- c) Worcestershire County Councillor & District Cllr H Robson
County and District Cllr H Robson also submitted apologies, being unwell and unable to attend.

- d) District Cllr J Ciotti was present. Her written report had been circulated to members prior to the meeting and is appended to these minutes at Appendix 1. Members noted two additional items raised by District Cllr Ciotti verbally at the meeting: a drop-in session to be held on 16th September 2026 at Wychavon District Council regarding the Renters' Rights Act, further details of which are available on the Wychavon District Council website; and information regarding a cost of living funding scheme, further details of which are also available on the Wychavon District Council website.

26/739 Adoption of Minutes of Previous Meetings

- a) The minutes of the Annual Parish Council Meeting held on 12th May 2026 were presented for adoption. It was unanimously:

Resolved:

That the minutes of the Annual Parish Council Meeting held on 12th May 2026 be approved as an accurate record and signed by the Chairman.

- b) The confidential minutes of the Annual Parish Council Meeting held on 12th May 2026, circulated to members separately, were presented for adoption. It was unanimously:

Resolved:

That the confidential minutes of the Annual Parish Council Meeting held on 12th May 2026 be approved as an accurate record and signed by the Chairman.

26/740 Chairman's Report

The Chairman reported that he had attended the Tales & Trails opening event on Saturday 6th June 2026. The project had been led by Friends of Honeybourne Station and comprised a series of interpretation panels providing background history to Honeybourne, together with a circular walking trail. The event was well attended by members of Great Western Railway, the station manager and local residents. The Chairman noted that the local MP, Nigel Huddleston, had visited the display on Friday 5th June 2026, being unable to attend the opening on the Saturday.

The Chairman further reported that Friends of Honeybourne Station intend to install two additional planters on Platform 2. Members noted that as Platform 2 is narrower than Platform 1, the planters would need to be of a narrower specification to accommodate the platform width.

The Chairman thanked Friends of Honeybourne Station for their significant contribution to the village. The Clerk was requested to write formally to the group to convey the Council's thanks.

Noted:

That the Chairman's Report be noted.

26/741 Parish Clerk's Report

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

Item	Subject	Update
a)	Dog Waste Bin — Footpath HY-527, Stratford Road	Installation ordered with Wychavon District Council Street Scene and Amenities. Awaiting confirmation of installation date.
b)	Cemetery Tree Works	The remaining 50% of the approved tree works could not be undertaken due to active bird nests identified in the tree. Works are prevented under the Wildlife and Countryside Act 1981 until the nesting season has concluded. The contractor will return to complete the outstanding works once the nesting season ends.
c)	Village Planters	Summer bedding plants have been planted in the village planters.

d)	Allotment Plot Holder Licences	Revised Plot Holder Licences have been issued to all current plot holders for e-signature. The HAGA Chair has been advised of the new Structure Application Form and Wildlife Pond Application Form and the forms forwarded to HAGA for use in the day-to-day management of the site.
e)	Anti-Social Behaviour — Sports Field/MUGA	Over the bank holiday weekend, an incident of anti-social behaviour occurred at the sports field. Broken glass was found scattered across the MUGA surface and one heavy bench had been dragged onto the sports field. Handyman had to clear the broken glass. Both benches have been chained to the pavilion building to prevent a recurrence. The matter has been reported to the police.
f)	Neighbourhood Development Plan Review	The Planning Consultant has been instructed to progress the Call for Sites process following Full Council approval at the meeting of 12th May 2026. See agenda item 26/745 for further update.
g)	DKE Audit Services — Internal Audit 2026/2027	Signed confirmation received from DKE Audit Services confirming their appointment as Internal Auditor for 2026/2027 at a fee of £295.00 plus mileage expenses at the HMRC rate, in accordance with the resolution of Full Council at the meeting of 12th May 2026.

Members commented that the village planters were looking well following the installation of the summer bedding plants.

Members noted the anti-social behaviour incident at the sports field and MUGA over the bank holiday weekend. A member enquired whether incidents of this nature were increasing. The Clerk advised that such incidents tend to occur during school holiday periods and periods of fine weather and that the benches had been secured to prevent a recurrence. The Clerk will prepare a short article for the village newsletter regarding anti-social behaviour and the Council's response.

Noted:

That the Clerk's Report be noted.

26/742 Correspondence and Circulations Received

The Clerk presented the correspondence received since the last meeting.

Item	Correspondent	Summary
a)	Wychavon District Council — Civic Administration	Notification that Councillor Gregory Wilkins was elected Chairman of Wychavon District Council at the Annual Council meeting, with Councillor John Clatworthy elected Vice-Chairman. Information regarding Wychavon Community Stars nominations circulated to members.
b)	Liquid11/Phonely — PSTN Landline Switch-Off	Information regarding the UK copper phone network switch-off by January 2027 and potential impact on vulnerable residents relying on telecare alarms and home phones. Plain-English checklist and social media image provided. Circulated to members for information.
c)	Pat Taylor	Thank you received expressing gratitude to the Council for the use of the Pavilion and boules facilities. Mrs Taylor noted the occasion was very successful and that the Handyman was helpful in attendance on the day.
d)	Honeybourne Village Hall — Redecoration Works	Notification that the meeting room, toilets and foyer area are scheduled to be redecorated during the week commencing 13th July 2026. The Clerk will confirm that the evening of 14th July 2026 remains available for the July Full Council meeting.
e)	Treasurer of Village News and Friends of St Ecgwin's Church	Correspondence from Paula Staples expressing thanks on behalf of Village News and Friends of St Ecgwin's Church on receipt of grant payments.

Noted:

That the correspondence be noted.

26/743 Finance

- a) **Schedule of Payments — June 2026** The Clerk presented the schedule of payments for June 2026. Members noted that two invoices — HAGA and Hirst Signs Ltd — had been received after the schedule was initially prepared and were included for approval at the meeting. The Clerk confirmed the procedural basis for their inclusion.

Due to declarations of interest made by members in respect of certain payments, the schedule of payments was considered in four separate groups to ensure that members with an interest in a particular payment took no part in the discussion of, or vote on, that item, in accordance with the Council's obligations under the Localism Act 2011.

Group 1 — Routine Payments

Invoice No	Payment Method	Supplier	Description	Net £	VAT £	Gross £
808833524	Direct Debit	British Gas	Pavilion power and heating	66.61	3.33	69.94
M011 GN	BACS	British Telecom	Regular charge (1st May–31st May 2026)	36.95	7.39	44.34
INV12496308	Direct Debit	Water Plus	Pavilion water	16.42	—	16.42
483718512	Direct Debit	Lloyds Bank	Accounts Maintenance Fee — Community Account xxxxx608 (10th Mar–9th Apr 2026)	4.67	—	4.67
IVO4454958	Direct Debit	SSE Energy Solutions	Unmetered footway lighting	288.38	57.68	346.06
May	BACS	J Hyde	Handyman work	214.65	—	214.65
May	BACS	J Hyde	Lengthsman work	104.25	—	104.25
SI-10561	BACS	Security 4 Systems	Annual subscription — Microsoft Office 365	104.99	—	104.99
SI-10767	BACS	Security 4 Systems	Monthly IT support	77.50	—	77.50
Tax month 3	BACS	Worcestershire Pension	Pension	788.72	—	788.72
Tax month 3	BACS	Staff salary	Staff salary	2,371.49	—	2,371.49
Tax month 3	BACS	HMRC	HMRC	1,968.86	—	1,968.86
22610/23766	BACS	GS Adams	Replacement photocell — 2 Stratford Road	104.00	20.80	124.80
SIN156071	BACS	Fairview Trading	Handyman materials — plywood, lock, woodscrews	43.03	8.61	51.64
6190402372	BACS	Lyreco	Ring file	3.85	0.77	4.62
1197	BACS	Citizens Advice South Worcestershire	Donation to support delivery of advice services to Honeybourne residents	250.00	—	250.00
D12525	BACS	Grass Warehouse	Artificial grass to replace mount by slide at the Leys play area, including carriage	83.09	16.62	99.71
Mem259482-1	BACS	SLCC	Membership fee	55.00	—	55.00
BK226291-1	BACS	SLCC	Clerk training — 27th May 2026: 'What to do if you consider a bad/unlawful planning decision has been made'	38.50	7.70	46.20

—	BACS	Equals Card	Top-up prepaid debit card	250.00	—	250.00
56879	BACS	Hirst Signs Ltd*	Signs for cemetery; No Parking on Elm Green; signs for allotments	151.00	30.20	181.20

Prepaid Debit Card						
Invoice/Receipt No	Date	Supplier	Description	Net £	VAT £	Gross £
Auth code: 596224	16th May 2026	BT	Pavilion phone and broadband (April & May 2026)**	8.17	1.63	9.80
IEN2026030109429	26th May 2026	Adobe Systems	Software subscription	16.64	3.33	19.97
344221982026-06-05	4th June 2026	Lebara	Mobile phone	4.17	0.83	5.00

* Hirst Signs Ltd — invoice received after the schedule was initially prepared; included for approval at this meeting.

** BT — outstanding payment of £9.60 (April and May 2026, £4.80 each) arising from the April 2026 price increase. Paid by prepaid debit card to avoid interest. Standing order has now been updated to £44.34 per month.

Resolved:

That the payments listed in Group 1 above, as detailed in the schedule of payments, be approved.

Group 2 — Limebridge Rural Services

Invoice No	Payment Method	Supplier	Description	Net £	VAT £	Gross £
3751	BACS	Limebridge Rural Services	Grounds maintenance; plants and compost for village planters; repair of manhole cover in cemetery	1,680.00	336.00	2,016.00

Resolved:

That the payment to Limebridge Rural Services be approved. (For: 5 Abstention: 1)

Cllr Clelland, having declared a non-registerable interest by reason of personal friend, took no part in the discussion and abstained from the vote.

Group 3 — Honeybourne Village Hall

Invoice No	Payment Method	Supplier	Description	Net £	VAT £	Gross £
CG1422	BACS	Honeybourne Village Hall	13 cups of coffee — Annual Parish Meeting 12th May 2026	26.00	—	26.00

Resolved:

That the payment to Honeybourne Village Hall be approved. (For: 5 Abstention 1)

Cllr H Jobes, having declared a disclosable interest by reason of being a trustee and treasurer of the Village Hall, took no part in the discussion and abstained from the vote.

Group 4 — Honeybourne Allotment and Garden Association

Invoice No	Payment Method	Supplier	Description	Net £	VAT £	Gross £
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2026-001	BACS	HAGA*	Allotment subscriptions collected on behalf of HAGAs (10 double plots and 18 single plots at £7.50 per plot)	285.00	—	285.00
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* HAGAs — invoice received after the schedule was initially prepared; included for approval at this meeting.

Resolved:

That the payment to Honeybourne Allotment Gardens Association be approved (For: 4 Abstentions: 2)

Cllrs Jobses and Mellor, having declared a disclosable interest by reason of being allotment plot holders, took no part in the discussion and abstained from the vote.

b) Bank Reconciliation — May 2026

Bank Reconciliation at 31/05/2026		
Cash in Hand 01/04/2026		117,618.46
ADD		
Receipts 01/04/2026 – 31/05/2026		102,353.65
		219,972.11
SUBTRACT		
Payments 01/04/2026 – 31/05/2026		72,969.40
Cash in Hand 31/05/2026 (per Cash Book)	A	147,002.71
Cash in hand per Bank Statements		
Petty Cash 31/05/2026	0.00	
Lloyds Business Bank Instant 31/05/2026	135,369.70	
Lloyds Treasurers Account 31/05/2026	11,542.80	
Prepaid Debit Card Equals 31/05/2026	90.21	147,002.71
Less unrepresented payments		
Plus unrepresented receipts		
Adjusted Bank Balance	B	147,002.71
A = B Checks out OK		
Resolved:		
That the bank reconciliation for May 2026 be approved.		

c) For Noting — S106 Reimbursement — Sports Field Drainage Phase 2

Members noted receipt of S106 reimbursement from Wychavon District Council of £36,310.00 in respect of Phase 2 gravel band installation and associated costs. VAT to be reclaimed separately.

Noted:

That the S106 reimbursement be noted.

d) For Noting — Neighbourhood Development Plan Grant Reimbursement

Members noted receipt of grant reimbursement from Wychavon District Council of £1,520.00 in respect of eligible NDP Review costs. VAT to be reclaimed separately.

Noted:

That the NDP grant reimbursement be noted.

e) For Noting — EE Direct Debit Cancellation

Members noted that the EE direct debit had been successfully cancelled following transfer of the Council's mobile phone contract to Lebara, and that a refund of £5.98 had been received from EE in respect of advance billing.

Noted:

That the EE direct debit cancellation and refund be noted.

f) For Noting — Publication of Unaudited AGAR 2025/2026

Members noted that the Notice of Public Rights and Publication of Unaudited Annual Governance and Accountability Return (AGAR) 2025/2026 was published on 2nd June 2026 in accordance with the Local Audit and Accountability Act 2014 (Sections 26 and 27) and the Accounts and Audit Regulations 2015. The period for the exercise of public rights commenced on Wednesday 3rd June 2026 and ends on Tuesday 14th July 2026 (30 working days). The unaudited AGAR and Notice of Public Rights are published on the Parish Council website and noticeboards.

Noted:

That the publication of the unaudited AGAR 2025/2026 be noted.

26/744 Governance — Policy Adoption**a) HPC Customer Service Standards**

Members considered the HPC Customer Service Standards.

Resolved:

That the Council adopts the HPC Customer Service Standards.

b) Training and Development Policy

Members considered the Training and Development Policy.

Resolved:

That the Council adopts the Training and Development Policy.

c) Register of Interests — Removal of Home Address Publication Requirement

Members noted that with effect from 29th June 2026, local authorities are no longer required to publish elected or co-opted members' home addresses on published registers of interest, in accordance with section 32A of the Localism Act 2011 as inserted by section 65 of the English Devolution and Community Empowerment Act 2026. Councillors had been advised accordingly and requested to notify the Clerk by 13th June 2026 if they wish their home address to remain publicly visible. The Clerk will redact home addresses from the HPC website on 29th June 2026 unless otherwise instructed by individual councillors.

Noted:

That the change in legislative requirements regarding publication of home addresses on registers of interest be noted.

26/745 Neighbourhood Development Plan Review**a) Report from the Chairman of the NDP Review Steering Group**

The Chairman of the NDP Review Steering Group reported on progress following the Steering Group meeting of 2nd June 2026. Members noted the updates on the Call for Sites Methodology and the revised Programme and Timeline.

Noted:

That the report be noted.

b) Revised NDP Review Programme and Timeline

Members considered the revised NDP Review Programme and Timeline, prepared by the Planning Consultant following Full Council's resolution of 12th May 2026 to proceed with housing site allocations and a formal Call for Sites process. The revised programme set out a target of achieving Regulation 14

consultation in Spring 2027 and a referendum in Autumn 2027. Members noted that the NDP Review Steering Group had considered the revised programme at its meeting of 2nd June 2026 and resolved to recommend it to Full Council for approval.

Resolved:

That the Full Parish Council:

- i. Notes and accepts the report of the NDP Review Steering Group meeting of 2nd June 2026; and
- ii. Approve the revised Neighbourhood Plan Review Programme and Timeline, with a target of achieving Regulation 14 consultation in Spring 2027 and referendum in Autumn 2027

c) Call for Sites Methodology and Next Steps

Members considered the Call for Sites Methodology and Next Steps report. Members noted the background to the Call for Sites process, including the current housing requirement position under the South Worcestershire Development Plan Review, the confirmation from Wychavon's Neighbourhood Team that the proposed approach is in alignment with Government guidance, and the updated position on the Strategic Environmental Assessment and Habitats Regulations Assessment process.

Members noted that the next Steering Group meeting was scheduled for 16th July 2026, two days after the July Full Council meeting of 14th July 2026, and that the Parish Council does not hold a Full Council meeting in August due to the summer recess. Without delegated authority, publication of the Call for Sites document would be delayed until September 2026, which would push back the entire programme by two months.

Resolved: That the Full Parish Council:

- i. Notes and accepts the report of the NDP Review Steering Group meeting of 2nd June 2026 on the Call for Sites Methodology and next steps; and
- ii. Approves the Call for Sites Methodology; and
- iii. Authorises the Planning Consultant to proceed with the Call for Sites consultation in accordance with the approved methodology; and
- iv. Notes the updated position on the Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) process; and
- v. Delegates authority to the NDP Review Steering Group to consider and approve the Call for Sites document at its meeting of 16th July 2026; and
- vi. Further delegates authority to the Parish Clerk, in consultation with the NDP Review Steering Group Chair, to publish the approved document on the Parish Council website and take any further steps necessary to progress the Call for Sites consultation, provided all actions remain within the scope of the Call for Sites Methodology approved at this meeting and within the approved budget; and
- vii. Notes that the exercise of delegated authority under this resolution will be reported to Full Council for ratification at its meeting in September 2026.

26/746 Committee and Working Group Reports

a) NDP Review Steering Group — Minutes of 28th April 2026

The minutes of the NDP Review Steering Group meeting held on 28th April 2026, previously circulated to councillors, were received and noted.

Noted:

That the minutes of the NDP Review Steering Group meeting of 28th April 2026 be noted.

26/747 Environment and Community Wellbeing

a) Unmetered Street Lighting — Electricity Supply Contract

Members considered the Clerk's report regarding the Council's unmetered street lighting electricity supply contract with SSE Energy Solutions, which expires on 31st January 2027. Members noted that competitive quotes were being obtained through energy brokers and that, given the need to

ensure the new contract is in place before the current contract expires and the time required to register and switch unmetered supplies, it was prudent to delegate authority to the Clerk to proceed as soon as competitive quotes were available rather than waiting for a further Full Council meeting.

Resolved:

That, in accordance with the Council's Scheme of Delegation and Financial Regulations, authority be delegated to the Parish Clerk, in consultation with the Chairman, to obtain and accept the most competitive quote from a suitable supplier for the street lighting electricity supply contract commencing 1st February 2027, the decision to be reported to Full Council for ratification at the next meeting

26/748 Planning

a) Members to respond to planning applications

No planning applications had been received for consideration at this meeting.

b) For Noting — Withdrawn Application

WDC Ref	Site Address	Proposal
W/26/00666/HP	62 Stratford Road, Honeybourne, Evesham, WR11 7PP	Construction of ancillary building providing bedroom and shower room. Application withdrawn by the applicant on 19th May 2026.
Noted: That the withdrawal of application W/26/00666/HP be noted.		

c) For Noting — Planning Decision

WDC Ref	Site Address	Proposal	Decision
W/26/00953/DEM	Supreme Concrete, Weston Road, Bretforton, Evesham, WR11 7QA	Proposed demolition of various outbuildings	Approved 27th May 2026 — Prior approval not required as to the method of demolition and proposed restoration of the site.
Noted: That the planning decision on application W/26/00953/DEM be noted.			

26/749 Items for Next Meeting

Members were reminded to notify the Clerk of items for discussion at the next council meeting by 30th June 2026.

26/750 Date and Venue of Next Meeting

The next Parish Council meeting was confirmed as Tuesday 14th July 2026 at 7:15pm at Honeybourne Village Hall, Harvest Close, Honeybourne.

The meeting closed at 7:55 pm

Signed:

Chairman, Honeybourne Parish Council

Date:

14th July 2026

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

June 2026 Report from Wychavon District Councillor Judith Ciotti to Parish Councils.

- Wychavon Growth Fund: this £15,000 match-funded initiative has been launched to drive productivity and jobs in SMEs in towns and rural areas of the district. For information see www.wychavon.gov.uk/growth . Enquiries to growth@wychavon.gov.uk . A separate Communities Grant is on its way.
- Places of Worship Renewal Fund and Heritage At Risk Capital Fund (HAR): Historic England has opened 2 funds for applications funded by the Dept. of Culture Media & Sport. The deadlines for both are quite imminent however there will be another round later in the year.
www.historicengland.org.uk
- We are Wychavon Plan: Environment Promises - one of the promises is to restore and improve 28 hectares of land (owned by Wychavon) around Fish Hill, Broadway. I was excited to be part of a visit recently by the Climate and Nature Panel to the site guided by two of the Environmental Officers involved in the work, where we were shown progress so far and learned about the plans for the next 2 years for these priority habitats including semi-natural woodland and culturally significant landscape.
- Renters Rights Act: the act came into force recently and makes significant changes to private renting. In short :
 - Section 21 'no fault' evictions have ended
 - All tenancies are now periodic and fixed terms are no longer used.
 - Rent increases are limited to once per year with at least 2 month written notice.
 - Tenants can request pets and landlords must give a reasonable explanation.

Cllr Judith Ciotti Ward member Honeybourne, Pebworth & The Littletons (with Cleeve Prior)

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 30/06/2026		
	Cash in Hand 01/04/2026		117,618.46
	ADD Receipts 01/04/2026 - 30/06/2026		104,187.46
	SUBTRACT Payments 01/04/2026 - 30/06/2026		221,805.92
			80,056.15
	Cash in Hand 30/06/2026 (per Cash Book)		141,749.77
B	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		
			141,749.77
	Plus unrepresented receipts		
	Adjusted Bank Balance		141,749.77
	A = B Checks out OK		

Honeybourne Parish Council — Budget Monitoring Report 2026/2027 (Period: 1 April to 4th July 2026)

Appendix 3 - 26/759(c)

ADMINISTRATION	Annual Budget £	Actual Spend £	Income Received £	Comments
Staff Costs	52,000.00	14,433.68	0.00	
Staff & Cllr Expenses	2,000.00	0.00	0.00	
Office Running Costs	3,200.00	1,330.46	5.98	
Subscriptions	2,850.00	2,147.83	0.00	
Website	300.00	0.00	0.00	
IT Support & Licences	2,151.00	272.49	0.00	
Insurance	2,200.00	0.00	0.00	Premium due later in year
Training & Development	800.00	38.50	0.00	
Legal & Professional	9,000.00	907.00	0.00	
Audit Fees	970.00	309.70	0.00	Internal audit fee paid
Miscellaneous	1,500.00	26.00	0.00	Refreshments for Annual Parish Meeting
HPC Grants	4,200.00	2,379.00	0.00	Grants paid to local organisations
ALLOTMENTS				
Allotment Maintenance	500.00	101.00	0.00	
Allotment Site Rent	350.00	300.00	0.00	
Allotment Licence Fee (Plot Holders)	800.00	0.00	1,072.50	
HAGA Subscriptions	0.00	285.00	300.00	Collected and passed to HAGAs
AMENITY & ENVIRONMENT				
Grounds Maintenance	19,000.00	5,465.00	0.00	
WCC Grass cutting contribution	1,450.00	0.00	1,520.78	WCC grass cutting contribution received
Handyman Works	4,200.00	581.93	0.00	
Other Environs	2,000.00	43.00	0.00	Buckle Street planter and signs
CEMETERY				
Cemetery Maintenance	500.00	84.00	0.00	
Grave Digger Fees	0.00	900.00	900.00	Collected from families; passed on
Cemetery Fees (Income)	2,500.00	0.00	650.00	
RECREATIONAL FIELD & PAVILION				
Power, Heating & Lighting	1,000.00	263.91	0.00	
Rec Field Maintenance	2,000.00	120.00	0.00	
Pavilion Equipment	2,000.00	175.85	0.00	
STREETLIGHTS				
Street Lighting Supply	4,800.00	747.73	3,240.44	SSE identified and corrected an inventory discrepancy on the Council's unmetered street lighting account, refunding £3,240.44 (covering 1 August 2025 to 30 April 2026) — see July Full Council agenda. This is non-budgeted, one-off income and is not part of the £4,800 budgeted for street lighting supply (funded via precept)
EARMARKED RESERVES				
Lengthsman	1,500.00	396.90	460.97	
Streetlamp Maintenance	3,800.00	208.00	0.00	
Leys Maintenance	2,500.00	305.09	0.00	
Leys Playing Field Equip	1,500.00	0.00	0.00	
Leys Playing Field Rent	1,224.00	0.00	0.00	
Elections	1,500.00	0.00	0.00	
Christmas	4,500.00	0.00	0.00	
Churchyard Maintenance	1,500.00	0.00	0.00	
CCTV	400.00	0.00	0.00	
VAS	400.00	0.00	0.00	
Sports Field Maintenance	23,338.24	0.00	0.00	
S106	36,310.00	36,310.00	36,310.00	Passthrough — income matches expenditure
Neighbourhood Plan Review	8,433.00	3,771.25	1,896.00	Funded by a combination of Council reserve (EMR) and Wychavon District Council grant — see funding breakdown table below

INCOME				
Precept	0.00	0.00	56,736.00	First instalment received
Precept Grant	0.00	0.00	2,737.00	First instalment received
Interest	0.00	0.00	192.76	
VAT refund	0.00	0.00	11,791.01	VAT126 reclaim received from HMRC (Outside Scope of VAT)

NEIGHBOURHOOD PLAN REVIEW — FUNDING POSITION (EMR vs Wychavon Grant)

This table breaks down the Neighbourhood Plan Review spend shown above, split between the Council's own funds and the Wychavon grant.

Item / Voucher	Funding Source	Net Amount £	Status	Notes
SI-438 (Vchr 11, 15/04/2026) — Feb 2026 consultant work	Wychavon Grant	1,520.00	Claimed & Received	Invoiced 17/04/2026 (WDC inv 001/2026/2027); reimbursed 14/05/2026
SI-451 (Vchr 40, 13/05/2026) — April 2026 consultant work	Wychavon Grant	376.00	Claimed & Received	Invoiced 07/05/2026 (WDC inv 007/2026/2027); reimbursed 14/05/2026
SI-439 (Vchr 11, 15/04/2026) — survey amendment	EMR (Council funds)	160.00	Not grant-eligible	Paid by PC — outside scope of Wychavon funding agreement
SI-452 (Vchr 39, 13/05/2026) — online survey mgmt & transcription	EMR (Council funds)	1,704.00	Not grant-eligible	Paid by PC — outside scope of Wychavon funding agreement
Postage (Vchr 6, 03/04/2026) — recorded delivery NDP survey	EMR (Council funds)	11.25	Not grant-eligible	Not claimed from Wychavon — covered by Council
TOTAL NDP SPEND TO DATE		3,771.25		Reconciles to Summary Report Code 85 Actual Spend

WYCHAVON GRANT POSITION	
Total awarded	10,000.00
Claimed & received to date	1,896.00
Remaining available to claim	8,104.00

EMR (COUNCIL FUNDS) POSITION	
Budget (2026/27, carried forward)	8,433.00
Spent to date	1,875.25
Remaining EMR budget	6,557.75

The Council's financial position remains satisfactory and it continues to operate within its approved budget. The bank position is confirmed monthly through the Bank Reconciliation report, presented to and approved by Council at each meeting, and published separately. Members are asked to note this report

HONEYBOURNE PARISH COUNCIL

Business Plan

2026 – 2030

1. Introduction

This Business Plan sets out Honeybourne Parish Council's role within the community, its approach to listening and responding to residents over time, and how its current priorities relate to its approved budget. It is intended to give residents, councillors and partner organisations a clear and accessible picture of what the Council does, why its current priorities have been chosen, and how they are funded.

This document draws together decisions already taken by Full Council, including the Forward Plan / Action Plan (adopted February 2026, Minute No. 25/679(f)) and the Three-Year Financial Forecast (considered and noted on 13 January 2026, Minute No. 25/662(e) and (f)). It does not propose any new policy, priority or expenditure, and should be read alongside the Forward Plan / Action Plan, which sets out the detailed actions, timetables and responsibilities for current projects, and the Council's published budget and precept information.

2. What the Council Provides

Honeybourne Parish Council owns, manages or supports a range of facilities and services for the benefit of the community, including:

- Honeybourne Sports & Recreation Field, including the pavilion, pétanque court and outdoor exercise equipment / trim trail
- The Leys playing field, including the play area, wildflower meadow and associated footpath links
- Allotment gardens, in partnership with the Honeybourne Allotment Gardens Association (HAGA)
- The Council's cemetery
- The annual Christmas tree lights switch-on event
- Support for community organisations through the Council's grant awarding policy
- Engagement with the planning system, including the Neighbourhood Development Plan
- Liaison with Worcestershire County Council, Wychavon District Council and Network Rail on matters affecting the parish, including footpaths and station parking

A survey of the cemetery carried out by the Clerk and Handyman in June 2026 indicates capacity for at least 250 burial plots and 120 ashes plots, with further areas available for future allocation as required.

3. Listening and Delivering: Our Track Record

The Council places a high value on understanding what matters to residents and, where possible, translating that into action. Over a number of years, community input — gathered through formal consultations, neighbourhood planning work, and direct approaches to the Council — has shaped a number of completed projects:

Play area at the Leys

Arising from community input gathered through the Council's earlier Neighbourhood Development Plan work, a new play area was delivered at the Leys, with an opening ceremony held in July 2021.

Outdoor exercise equipment, trim trail and boules court

A boules/pétanque court was first identified as a resident aspiration through the Council's first Neighbourhood Development Plan survey, but could not be progressed at that time due to a lack of available budget. The aspiration was held by the Council until suitable funding became available. Following a public consultation held on 22 May 2022 at the Honeybourne Sports & Recreation Field, at which residents viewed brochures of available exercise equipment and completed a questionnaire on their preferences, the Council installed outdoor exercise equipment and a trim trail at the sports field, together

with the previously identified boules/pétanque court, funded through a combination of a Legacy grant, Community Infrastructure Levy (CIL) receipts and Section 106 monies.

Wildflower meadow

Responding both to resident interest and to the Council's published Biodiversity Policy commitment to supporting habitat creation and pollinators, the Council established a wildflower meadow at the Leys. The project was delivered using Natural Network grant funding together with Section 106 monies.

Cricket / golf practice cage

Following a direct approach from residents at a Parish Council meeting, the Council provided a cricket / golf practice cage at the sports field, demonstrating its responsiveness to requests raised by residents as well as through formal consultation.

Neighbourhood Development Plan Review (2026)

Most recently, a community survey was conducted between 9 and 31 March 2026 as part of the Neighbourhood Development Plan Review, receiving 96 responses from residents. Alongside views on housing, the survey identified strong support for environmental, biodiversity and landscape policies, and highlighted station car parking and sports and recreational facilities as priority areas for improvement. These findings directly inform the Council's current priorities, set out in Section 4 below.

4. Current Priorities, 2026/27 Onwards

The Council's current priorities, agreed through its Forward Plan / Action Plan (adopted February 2026, Minute No. 25/679(f)), respond directly to the engagement set out above. A summary is provided below; full details of actions, responsible parties, and timetables are set out in the Forward Plan / Action Plan itself.

Priority	Responds To	Indicative Funding
Neighbourhood Plan Review	Community survey 2026 (housing, environment)	£10,000 Council earmarked reserves, matched by £10,000 Wychavon District Council grant (claimed in stages by invoice); £18,000 total project
Footpath improvements (Leys)	Long-standing resident use; community survey 2026	Worcestershire County Council led; no direct Council spend
Railway station parking	Community survey 2026 (most-cited concern, 49 respondents)	Wychavon District Council / Network Rail led; no direct Council spend
Sports field drainage	Ongoing facility improvement; resident use	Section 106 monies
Grounds maintenance contract	Ensuring cost-effective upkeep of facilities used by residents	Council annual budget / precept
Annual Christmas event	Established community tradition	Council budget (earmarked reserves)

5. Budget Context

The Council's priorities are underpinned by sound financial planning. The 2026/27 Budget and Precept was approved by Full Council on 13 January 2026 (Minute No. 25/662(e)), and a Three-Year Financial Forecast, prepared in response to a recommendation from the Council's Internal Auditor, was considered and noted at the same meeting (Minute No. 25/662(f)).

As part of the approved 2026/27 budget, the Council agreed to apply £22,780 of earmarked reserves, set aside for defined purposes, to fund specific items of expenditure during the year. This planned use of reserves reduced the amount required to be raised through the precept in 2026/27. In recent years the Council has been able to moderate the level of the precept through the planned use of reserves and one-off funding associated with development activity in the parish; as these funding sources are now largely applied and reserve balances return to more typical levels, a greater proportion of ongoing expenditure is funded through the precept. The Council has taken a cautious and measured approach to ensure that ongoing commitments can be met while maintaining financial sustainability.

The headline figures are summarised below. Figures for 2027/28 and 2028/29 are indicative only and will be reviewed annually as part of the Council's normal budget-setting process.

	2026/27	2027/28	2028/29
Precept requested	£113,472	£119,419	£125,664
Band D annual charge	£138.39	£145.64	£153.25
General Reserves (closing)	£80,607	£80,607	£80,607

The priorities set out in Section 4 that are funded from the Council's own budget — including grounds maintenance, funded from the precept, and the annual Christmas event, funded in part from earmarked reserves — are accommodated within the approved 2026/27 budget. The Council's General Reserves are projected to remain at a healthy and stable level of £80,607 throughout the forecast period, in line with the Council's preferred reserve policy.

Priorities led by other authorities — including the Neighbourhood Plan Review (part-funded by external grant), footpath improvements and railway station parking — do not draw on the Council's precept and therefore present no risk to the Council's financial position.

6. Review

This Business Plan will be reviewed alongside the Forward Plan / Action Plan, which is considered quarterly at Parish Council meetings. It will be updated as priorities are delivered, as new community engagement takes place, and as the Council's financial position is reviewed through its annual budget-setting process.

Date noted by Council:

Minute Number:

Date of next review:

Background to Honeybourne

Location and Setting

The rural parish of Honeybourne is located in the southeast corner of Worcestershire, approximately five miles east of Evesham, and lies close to the borders with Gloucestershire and Warwickshire. The civil parish covers approximately 1,162 hectares (11.62 km²). Much of the parish is farmland, with the village of Honeybourne at its centre. To the south of the village lies the former Honeybourne Airfield, which now serves as an important employment area accommodating a range of businesses across two business parks — Two Shires and, just outside the parish boundary, the Weston Sub-Edge Industrial Estate.

The parish is well connected by road, with routes heading west providing access to Evesham and the A46, whilst routes heading east provide connections to Stratford-upon-Avon and beyond. The Roman road Ryknild Street, also known as Buckle Street, runs broadly north to south through the centre of the parish, providing access to Bidford-on-Avon and Alcester to the north.

The Cotswold Line runs through the parish from east to west, immediately to the north of the village, with Honeybourne Station providing direct rail services to Hereford, Worcester Shrub Hill, Oxford and London Paddington, operated by Great Western Railway. The village is also served by bus route 553 to Evesham, providing six return journeys Monday to Saturday, currently operated by Diamond Bus.

The village is well positioned for access to the wider region, with the Cotswold National Landscape, Broadway, Chipping Campden and Stratford-upon-Avon all within easy reach. Evesham, five miles to the west, provides a wide range of services including a hospital with minor injuries unit, GP surgeries, dentists, leisure facilities and major supermarkets.

The village of Honeybourne is bisected by the Gate Inn Brook, which causes fluvial flooding issues at times of heavy rainfall. The topography and soil type of the surrounding area also contribute to surface water flooding. These matters are addressed in the flooding policy of this plan.

History and Character

The village of Honeybourne has considerable architectural and historic interest, with over 1,000 years of recorded settlement history and a wealth of historic buildings. The name Honeybourne derives from the Old English 'Huniburn', meaning the stream on whose banks honey is gathered or where bees are kept, and the settlement first appears in the Domesday Book of 1086 as 'Huneberie'.¹ Originally two separate settlements — Church Honeybourne in Worcestershire and Cow Honeybourne in Gloucestershire — the two villages merged over time to become a single unified parish, consolidated administratively in 1958. To the east of Church Honeybourne lies the site of Poden, a deserted medieval village that has been designated a Scheduled Ancient Monument and cannot be ploughed or disturbed; raised building platforms and a hollow-way are still visible on the ground today.²

The buildings and settlement form still relate back to the village's origins as a rural farming community. Agriculture and the railway have had a significant influence on the settlement's development, and clear phases of building are still visible in the village today. Despite more recent 20th and 21st century development, Honeybourne retains its rural village identity through its historic plan, open spaces, historic building fabric and its visual connection with the surrounding agricultural landscape.

The Church of Saint Ecgwin in Church Honeybourne, consecrated in 1295, is a Grade I listed building and represents one of the parish's most significant heritage assets; the chancel and much of the nave are 13th century, with the tower and spire added in the early 14th century.³ The parish also contains a number of Grade II listed buildings, including the Thatched Tavern on the High Street (13th century), Manor Farm

¹ Boocock, P.A. (ed.), *Honeybourne Then and Now: A Millennium Album* (Friends of Old Honeybourne, 2000), Chapter 1, 'In the Beginning', p.1: 'Huniburn, the stream on the banks of which honey is gathered or where bees are kept'; Domesday Book, 1086.

² Boocock, P.A. (ed.), *Honeybourne Then and Now: A Millennium Album* (Friends of Old Honeybourne, 2000), Chapter 1, p.1: Poden described as a government-listed Deserted Medieval Village (D.M.V.) and Scheduled Ancient Monument, in private hands, that cannot be ploughed or dug in any way.

³ O'Connell Edwards, L., 'The Churches of Honeybourne', in Boocock, P.A. (ed.), *Honeybourne Then and Now: A Millennium Album* (Friends of Old Honeybourne, 2000), Chapter 3, p.21: consecration by the Bishop of St Asaph in 1295 confirmed; chancel and nave described as 13th century, tower added early 14th century, belfry and spire c.1330.

House in School Street (dated 1627), Corner Farmhouse on School Street, Green Farmhouse on The Green, Honeybourne Grove House on Stratford Road, The Nave and Chancel of the Old Church on Brick Walk, 8 China Corner, and a number of historic properties on School Street and High Street including 29 School Street, 33 and 35 High Street, Number 1 (Corner Cottage) and Number 3, The Gables, and 7, 8 and 9 Manor Close.⁴

The historic core of the village, centred on High Street, School Street, China Corner and Brick Walk, was designated as a Conservation Area in September 1975, reflecting the special architectural and historic interest of this part of the parish. The Conservation Area Appraisal, prepared by Wychavon District Council in 2014, identifies the number and quality of historic buildings, the survival of historic fabric and detailing, and the use of locally quarried Cotswold stone as key elements of the area's special interest.⁵

Community Facilities and Services

Honeybourne benefits from a range of community facilities and local services, which contribute significantly to the quality of life for residents and to the sustainability of the village.

Education: Honeybourne Primary Academy, located on School Street, provides education for children aged 2 to 11 years, including a nursery. The school, sponsored by The Black Pear Trust, received a Good rating from Ofsted at its most recent inspection in February 2025.⁶

Places of worship: St Ecgwin's Church of England church is located off Stratford Road and holds regular Sunday services.

Public houses: The village has two public houses — the Gate Inn at the main crossroads and the 13th century Thatched Tavern on the High Street, both of which serve food and drinks.

Shops and services: Two convenience stores serve the village — the Co-op on Station Road and the One Stop on Stratford Road, which also houses a post office counter and a fish and chip shop. Further food and drink options include a Chinese takeaway and an Indian restaurant. On Buckle Street, Fairview Building Supplies is an established independent builders merchant, open to trade and public, and BP Auto Services at the Old Brickworks provides MOT testing, vehicle servicing and repairs.

Since the adoption of the original Neighbourhood Plan in 2020, a number of new businesses have opened in the parish, adding to the range of local services available to residents. At Sycamore Drive, the Jungle Café (forming part of the Waterscapes and Gardens aquatic centre) opened in 2021, offering a café open to visitors seven days a week. Sliced Cake Kitchen and Bakery, an artisan bakery and café, opened at the same location in early 2024. The Cotswold Cat Clinic, a feline-only veterinary practice, opened at Sycamore Drive in late 2024. On Stratford Road, Academy Motorsport — a professional motorsport team and official partner of Ford Performance, competing in the British GT Championship — has taken over the former Badham Motors site at number 96, representing a notable commercial presence in the village.

Village Hall: Honeybourne Village Hall serves as a hub for community activities and meetings, including parish council meetings and neighbourhood plan steering group meetings.

Recreation and open space: The village benefits from an extensive range of recreational facilities. The sports and recreation field, served by a pavilion, provides a multi-use games area (MUGA) with basketball court, tennis court, a golf and cricket practice cage, a boules court and outdoor exercise equipment. A separate site, known as the Leys, is located on Brickwalk and provides extensive play equipment for younger children. The site also features a wildflower meadow with a mown grass path, allowing residents to walk through and enjoy the natural environment. These facilities represent a significant community asset for a village of Honeybourne's size and are well used by residents of all ages.

⁴ Grade II listed buildings: Historic England, National Heritage List for England. List entry numbers: 1081553 (Thatched Tavern), 1081554 (Corner Farmhouse), 1350020 (8 China Corner), 1350021 (Green Farmhouse), 1350022 (33 and 35 High Street), 1350023 (Number 1 Corner Cottage and Number 3), 1350024 (7, 8 and 9 Manor Close), 1166419 (29 School Street), 1301376 (The Gables), 1301404 (Poden), 1495121 (Honeybourne Grove House), 1081547 (The Nave and Chancel Old Church). Available at: www.historicengland.org.uk/listing/the-list/

⁵ Wychavon District Council, Honeybourne Conservation Area Appraisal and Management Proposals (January 2014). Available on the Wychavon District Council website at: www.wychavon.gov.uk

⁶ Ofsted inspection report, Honeybourne Primary Academy, February 2025. Available at: www.reports.ofsted.gov.uk

Tourism and visitor attractions: Honeybourne benefits from two established visitor attractions which contribute to the local economy and support village businesses. All Things Wild Nature Centre, on Station Road, is an all-weather family attraction offering animal encounters, indoor and outdoor activities, an education programme for schools and groups, and a café. Open every day of the year, it draws visitors from a wide area and is within a five minute walk of the railway station, making it accessible without a car. The attraction has operated within the parish since 2012 and has expanded steadily since opening. The Ranch Caravan Park, also on Station Road, is a five-star family-run holiday and touring park which has been established in Honeybourne since the 1950s and extends across 130 acres. It offers touring pitches, holiday homes and a cottage, together with on-site facilities including a heated outdoor pool, gym, clubhouse and children's play areas. Both attractions provide local employment and, given their central location within the village, their visitors make use of local shops, public houses and other services, contributing to the vitality of the village economy.

Employment: The former Honeybourne Airfield to the south of the village now accommodates a range of businesses across Two Shires and, just outside the parish boundary, the Weston Subedge Industrial Estate.

Broadband: The village benefits from superfast fibre optic broadband to the cabinet.

Population and Housing Growth

The 2021 census recorded 2,113 usual residents in Honeybourne parish,⁷ representing a significant increase from 1,653 residents recorded in the 2011 census⁸ — a rise of approximately 28 percent in ten years. This growth reflects an intensive period of housing development in the parish during the 2010s.

Honeybourne's population has grown over a much longer period than recent decades alone suggest. The combined population of Church Honeybourne and Cow Honeybourne, the two parishes that came together to form the modern civil parish, stood at 309⁹ and 558¹⁰ respectively in 1951, a combined total of 867. By 1971 the combined parish population had grown to 925.¹¹ This period of growth followed the opening of Long Lartin Prison in South Littleton, which created demand for prison officer housing; some of this housing was built within Honeybourne itself, at Fernihough Avenue and Perrie Drive, with the nearby Westbourne estate following shortly after in 1973/74. The Long Lartin site had originally been built in the 1960s as a War Department Ordnance Depot; it opened as a Category C training prison in 1971, before being upgraded to high-security dispersal status in 1972/73.¹² A further phase of development took place in early 2000, when a new estate of 71 houses, known as Cotswold View, was built on Stephenson Way on the site of former Ministry of Agriculture, Fisheries and Food stores and warehouses near the railway station, which had been demolished in 1999.¹³

Between 2012 and 2018, 182 new dwellings were completed in the parish, increasing the number of households from 663 in 2011 to an estimated 848 by 2018 — a 28 percent increase.¹⁴ This growth was driven primarily by three significant developments: the Fair Acres site off Weston Road (75 dwellings,

⁷ Office for National Statistics, Census 2021, Parish Profiles: Honeybourne. Available at: www.ons.gov.uk

⁸ Office for National Statistics, Census 2011.

⁹ GB Historical GIS / University of Portsmouth, Church Honeybourne Parish (CP/AP) through time | Historical Statistics on Population | Total Population, A Vision of Britain through Time. Available at: www.visionofbritain.org.uk. 1951 population: 309. Accessed 19 June 2026.

¹⁰ GB Historical GIS / University of Portsmouth, Cow Honeybourne Parish (Ch/CP) through time | Historical Statistics on Population | Total Population, A Vision of Britain through Time. Available at: www.visionofbritain.org.uk. 1951 population: 558. Accessed 19 June 2026. Combined Church and Cow Honeybourne 1951 population: 867.

¹¹ GB Historical GIS / University of Portsmouth, Honeybourne Parish (CP) through time | Historical Statistics on Population | Total Population, A Vision of Britain through Time. URL: www.visionofbritain.org.uk/unit/10334779/cube/TOT_POP. 1971 population: 925. Accessed 19 June 2026.

¹² HM Inspectorate of Prisons, HMP Long Lartin. Available at: hmpirisons.justiceinspectorates.gov.uk — confirms Long Lartin was built in the 1960s as a War Department Ordnance Depot and opened as a Category C training prison in 1971, with infrastructure upgraded to high-security dispersal conditions in 1973; HM Prison Service, HMP Long Lartin general information — confirms upgrade to dispersal-level security took place in 1972/73.

¹³ Boocock, P.A. (ed.), Honeybourne Then and Now: A Millennium Album (Friends of Old Honeybourne, 2000), p.15, 'Modern times': confirms housing built in Honeybourne for Long Lartin prison officers, including Fernihough Avenue and Perrie Drive, with the Westbourne estate built 1973/74; and p.68, confirming the Cotswold View development of 71 houses on Stephenson Way was built in early 2000 on the site of former Ministry of Agriculture, Fisheries and Food stores and warehouses, demolished in 1999.

¹⁴ Wychavon District Council / South Worcestershire Development Plan (SWDP) monitoring data; completions data from the Honeybourne Neighbourhood Development Plan, April 2020, Table 2.

allocated in the South Worcestershire Development Plan);¹⁵ and two further large sites permitted on appeal in 2012 during a period when Wychavon District Council could not demonstrate a five year housing land supply,¹⁶ delivering 35 and 66 dwellings respectively on the David Wilson and Bovis Homes sites.

Since the adoption of the original Neighbourhood Plan in April 2020, housing delivery in the parish has continued, driven primarily by the continued build-out of previously permitted sites. Between April 2019 and March 2025, a total of 83 net dwellings were completed in Honeybourne, comprising 59 open market and 24 affordable homes. The largest annual total was recorded in 2024/25, when 39 dwellings were completed. The annual completions for the period are set out in the table below.

Year	Open market	Affordable	Total net completions
2019/20	6	0	6
2020/21	0	0	0
2021/22	8	0	8
2022/23	8	0	8
2023/24	13	9	22
2024/25	24	15	39
Total 2019–2025	59	24	83

Table 1: Net dwelling completions in Honeybourne parish, 2019–2025. Source: Wychavon District Council, October 2025.

As at October 2025, a further 26 dwellings remained committed in Honeybourne — that is, with planning permission but not yet completed — comprising 22 open market and 4 affordable homes.

The 2021 Census confirmed 870 households in Honeybourne parish,¹⁷ representing continued growth from 663 households recorded in 2011. In terms of tenure, 612 households (70.3 percent) were owner-occupied or shared ownership, 169 (19.4 percent) were social rented, and 90 (10.3 percent) were privately rented or lived rent free.¹⁸ The proportion of owner-occupied homes is broadly consistent with rural Worcestershire, whilst the social rented figure reflects the presence of affordable housing delivered as part of the major residential developments of the 2010s.

The parish has high levels of car ownership. Of 871 households, 807 (92.7 percent) had access to at least one car or van, with only 64 households (7.3 percent) having no access to a private vehicle.¹⁹ This reflects the rural character of the parish and its limited public transport provision, and underlines the importance of addressing car parking and sustainable travel in the policies of this plan.

Travel to work patterns confirm the car-dependent nature of the parish. Of 1,042 usual residents in employment, 611 (58.6 percent) drove a car or van to work, whilst 314 (30.1 percent) worked mainly at or from home — a proportion likely to reflect the timing of the Census, which took place in March 2021 during the COVID-19 pandemic. Only small numbers used public transport or active travel: 42 residents walked to work, 11 cycled, six travelled by train, and three used bus or coach services.²⁰ These figures reinforce the

¹⁵ South Worcestershire Development Plan (SWDP), adopted February 2016. Site reference SWDP59/21, Fair Acres, Weston Road, Honeybourne: allocation for 75 dwellings.

¹⁶ Wychavon District Council Five Year Housing Land Supply Report, July 2018.

¹⁷ Office for National Statistics, Census 2021, Parish Profiles: PP001 – Number of Households, Honeybourne Parish (E04010405). Data provided by ONS Census Customer Services, 26 February 2026, accessed via Nomis (www.nomisweb.co.uk), maintained by Durham University on behalf of ONS. Census Day: 21 March 2021. Note: small-area data is subject to ONS statistical disclosure control; counts may be perturbed by small amounts.

¹⁸ Office for National Statistics, Census 2021, Parish Profiles: PP008 – Tenure, Honeybourne Parish (E04010405). Data provided by ONS Census Customer Services, 26 February 2026, accessed via Nomis (www.nomisweb.co.uk). Census Day: 21 March 2021.

¹⁹ Office for National Statistics, Census 2021, Parish Profiles: PP010 – Car or Van Availability, Honeybourne Parish (E04010405). Data provided by ONS Census Customer Services, 26 February 2026, accessed via Nomis (www.nomisweb.co.uk). Census Day: 21 March 2021.

²⁰ Office for National Statistics, Census 2021, Parish Profiles: PP013 – Travel to Work (Method of Travel), Honeybourne Parish (E04010405). Data provided by ONS Census Customer Services, 26 February 2026, accessed via Nomis (www.nomisweb.co.uk). Census Day: 21 March 2021. Note: the travel to work total (2,111) includes those not in employment and those aged 15 and under (1,069); percentages cited in the text are calculated from the 1,042 usual residents in employment.

case for improvements to walking, cycling and public transport links as a means of reducing car dependency in the parish.

The age profile of the parish reflects broader trends in rural Worcestershire, with a relatively high proportion of older residents. Based on 2024 estimates, approximately 22 percent of the parish population is aged 65 or over, which is above the national average.²¹ This demographic profile is an important consideration in relation to housing mix and the demand for smaller and single-storey homes, as addressed in the housing policies of this plan.

Broader Context

It is important to understand that Honeybourne does not exist in isolation, and that housing growth in the surrounding area has placed and will continue to place pressure on the village's facilities and infrastructure, particularly the road network and the railway station.

The table below sets out housing completions and commitments in the parishes immediately adjoining Honeybourne. It illustrates the continued development pressure that the village and its infrastructure has experienced from surrounding growth.

Parish	District	Net completions 2019–2025	Commitments at October 2025
Bretforton	Wychavon	8	83
North and Middle Littleton	Wychavon	16	4
Pebworth	Wychavon	301	96
South Littleton	Wychavon	75	30
Aston Subedge	Cotswold District	0	0
Mickleton	Cotswold District	275	8
Saintbury	Cotswold District	1	0
Weston Subedge	Cotswold District	5	2

Table 2: Housing completions and commitments in adjoining parishes. Sources: Cotswold District Council, Residential Land Monitoring Statistics, August 2024; Wychavon District Council, DEF PM Module data provided March 2026 (completions 2019–2025; commitments as at October 2025).

Two significant strategic developments in the wider area that were referenced in the original plan have continued to progress since 2020:

Meon Vale, on the site of a former Ministry of Defence camp approximately five miles from Honeybourne within Stratford-on-Avon District, has planning consent for a total of 1,050 dwellings together with employment space, a leisure centre, primary school, convenience store and community facilities.²² Multiple phases have been completed and the site is now an established community, with further phases by St Modwen Homes, Redrow and Persimmon Homes continuing to be built out. In October 2024, Crest Nicholson secured planning permission for a further 109 dwellings in a new phase called Marston Leys, with construction anticipated to begin in early 2025.²³

Long Marston Garden Village, on the former Long Marston Airfield approximately four miles to the north-west within Stratford-on-Avon District, is one of fourteen government-designated garden villages in England. The site has consent for approximately 3,500 dwellings together with two primary schools, a

²¹ Office for National Statistics, Mid-Year Population Estimates 2024.

²² Meon Vale website, www.meonvale.co.uk — confirms total consent of 1,050 homes (500 granted 2010, further 550 granted 2015), multiple phases completed, leisure centre opened August 2014.

²³ Crest Nicholson press release, 31 October 2024: 'Crest Nicholson gets green light for new site at Meon Vale'. Available at: www.crestnicholson.com/press-room/crest-nicholson-gets-green-light-for-new-site-at-meon-vale — confirms planning permission granted for 109 homes at Marston Leys, 40% affordable, construction anticipated to start early 2025.

secondary school, a village centre and around 13 hectares of employment land.²⁴ The first phase of 400 dwellings, delivered by CALA Homes, has been completed and is occupied. Further phases are progressing, though the full build-out of the site is dependent on the delivery of significant new highway infrastructure, for which no funding is currently available.²⁵ Transport studies commissioned by Stratford-on-Avon District Council, Warwickshire County Council and Homes England and published in November 2024 confirmed that the scale of travel demand generated by the Garden Village cannot be addressed through sustainable transport measures alone and will require major new road infrastructure.²⁶

Stratford-upon-Avon to Honeybourne Railway Line: Of particular relevance to Honeybourne is the ongoing work to assess the feasibility of reopening the former branch railway line between Stratford-upon-Avon and Honeybourne for passenger use. The track between Honeybourne and Long Marston already exists and is in use for non-passenger freight trains serving the Long Marston depot; the section from Long Marston to Stratford was closed to passengers in 1966 and the track lifted in 1976.²⁷ In November 2020, a steering group including Wychavon District Council, Worcestershire County Council, Stratford-on-Avon District Council, Warwickshire County Council, Gloucestershire County Council, Cotswold District Council, Great Western Railway and rail promotion groups secured government funding under the Restoring Your Railway Ideas Fund to develop a Strategic Outline Business Case (SOBC). In March 2024, transport consultants Stantec were appointed to refresh this SOBC, and on 10 March 2025 Stratford-on-Avon District Council's Cabinet formally noted the findings.²⁸ The 2024 SOBC Refresh identified two options for further consideration, with the strongest business case being for a heavy rail link between Stratford-upon-Avon and Honeybourne. The SOBC Refresh will form part of the evidence base for the South Warwickshire Local Plan. If the line were to reopen, Honeybourne Station would become a key junction point, with significant implications for the village's infrastructure, traffic and parking.

The cumulative impact of this growth and these strategic transport proposals on the roads, infrastructure and services in and around Honeybourne, including the railway station, is a significant consideration for this plan.

²⁴ Stratford-on-Avon District Council website, Long Marston Airfield SPD page. Available at: www.stratford.gov.uk/planning-building/long-marston-airfield-spd.cfm — confirms garden village designation (January 2017), outline planning permission for first 400 homes (February 2017), planning application for 3,100 further dwellings submitted June 2018, £13.4 million Housing Infrastructure Fund award, Framework Masterplan SPD adopted February 2018.

²⁵ Stratford-on-Avon District Council press release, 29 November 2024. Available at: www.stratford.gov.uk/news/press.cfm/current/1/item/138385 — confirms transport studies published by SDC, Warwickshire County Council and Homes England; studies confirm sustainable transport alone cannot address travel demands; major new highway infrastructure required; no funding currently available for Southwestern Relief Road.

²⁶ Stratford-on-Avon District Council press release, 29 November 2024. Available at: www.stratford.gov.uk/news/press.cfm/current/1/item/138385 — confirms transport studies commissioned by SDC, Warwickshire County Council and Homes England; studies confirm the scale of travel demand generated by the Garden Village cannot be addressed through sustainable transport measures alone and will require major new road infrastructure.

²⁷ Stratford-on-Avon District Council transport planning page. Available at: www.stratford.gov.uk/planning-building/transport-planning.cfm — confirms Wychavon District Council commissioned the original 2021 SOBC (Stantec UK Ltd, Allan Rail and PRA Operations Planning); 2024 SOBC Refresh commissioned March 2024; government Restoring Your Railway Ideas Fund secured November 2020.

²⁸ Stratford-on-Avon District Council Cabinet press release, 10 March 2025. Available at: www.stratford.gov.uk/news/news.cfm/current/1/item/138456 — confirms SDC Cabinet formally noted the 2024 SOBC Refresh; two options identified for further consideration, strongest being heavy rail link (Option 5a: Stratford to Honeybourne Junctions); SOBC Refresh will form part of South Warwickshire Local Plan Technical Evidence Base.

Honeybourne Parish Council

Full Council – July 2026

South Warwickshire Local Plan – Regulation 19 Publication Consultation: Proposed Representation

1. Purpose

To ask Full Council to consider and approve a representation to the South Warwickshire Local Plan (SWLP) Regulation 19 Publication consultation, raising concerns about the assessment of cross-boundary highway impacts arising from the Long Marston Airfield (LMA) allocation on roads within Wychavon District, Worcestershire, including the route towards Honeybourne.

2. Background

Stratford-on-Avon and Warwick District Councils are jointly preparing the SWLP. The Regulation 19 (Publication) stage – the final opportunity for formal representations before the Plan is submitted to the Secretary of State for examination – is set out in the Publication Version of the Plan (June 2026) as running from Friday 12 June 2026 to 23:59 on Monday 27 July 2026. As explained at Section 3a below, this timetable has not in fact taken effect and is subject to confirmation.

At this stage, representations must relate specifically to whether the Plan is legally compliant and sound (i.e. positively prepared, justified, effective, and consistent with national policy) – general objections or comments are not invited, unlike at earlier stages.

Although Honeybourne sits outside the SWLP area (in Worcestershire, not Warwickshire), the Parish Council is entitled to make a representation where the Plan has a material cross-boundary effect. The Long Marston Airfield allocation – the largest single allocation in the Plan, at 10,300 homes – gives rise to exactly this kind of effect, given its proximity to the parish and to the Campden Road (B4632) corridor.

3. The Issue

The Plan's own evidence (Policy ID.4 Justification, page 118) acknowledges insufficient highway capacity south of Stratford-upon-Avon. The principal mitigation – the proposed Stratford-upon-Avon Bypass – is safeguarded only as far as the B4632 Campden Road south of Clifford Chambers, within Warwickshire. Campden Road (B4632) continues as a single, continuously-named road south from this point through Long Marston, the Quintons, Mickleton and Aston Subedge towards Chipping Campden; a separate connecting route (the B4035, continuing as Honeybourne Road and then Weston Road) branches off this corridor at Aston Subedge and provides the direct road connection into Honeybourne. No assessment or mitigation is presented for any part of this connected route once it crosses the county boundary, despite Campden Road forming the only through-route linking Long Marston/Stratford traffic to the roads serving Honeybourne. The potential scale of that impact has not been assessed by either the Plan or its supporting evidence base.

The only Honeybourne-specific provision in the Plan is the long-term, currently unfunded safeguarding of land for possible reopening of the former Stratford–Honeybourne railway line (Policy ID.3, page 116; Proposal LMA Section F, page 255). No interim road-based mitigation is identified.

Worcestershire County Council raised a materially similar concern in its own Duty to Co-operate response to the earlier Regulation 18 (Preferred Options) consultation, seeking further engagement on cross-boundary trip rates and welcoming discussions on short-term approaches to reduce pressure on roads around Honeybourne and station car parking, while noting that the rail-based solution remains unfunded. It is not evident that this concern has been resolved in the Publication (Regulation 19) version.

3a. Consultation Timetable – Update

The SWLP Publication Version (June 2026) states that the Regulation 19 consultation period runs from 12th June to 23:59 on 27th July 2026. However, on 26th June 2026, Stratford-on-Avon District Council (Sophie Jarrett, SWLP Project Support Officer) confirmed in writing, in response to a direct enquiry from the Clerk, that the consultation has not yet formally opened, and that no consultation portal, representation form, or confirmed dates have yet been published. This follows a Joint Cabinet decision of 28th May 2026 to delay publication of the Plan for further work, which Stratford-on-Avon District Council was due to formally endorse at a meeting on 8th June 2026; that meeting was cancelled due to the pre-election period, with the matter rescheduled to 13th July 2026.

Members are therefore asked to approve the substance of the representation set out below, on the basis that it will be submitted once the consultation formally opens and submission arrangements are confirmed, rather than against the 27th July date stated in the Plan document. The Regulation 19 consultation period is subject to a statutory minimum of six weeks; on this basis, it is considered likely that, even allowing for the Council's August recess, there will be an opportunity to bring any materially significant change back to Full Council at the meeting on 8th September 2026, before any revised consultation closes.

3b. Further Update Following Review of Primary Committee Papers

Following review of the Joint Cabinet Committee minutes, Record of Decisions, and Stratford-on-Avon Overview and Scrutiny Committee report for the meeting of 28 May 2026, the following points are noted for completeness.

The delay to Regulation 19 consultation arose from concerns raised by the Planning Inspector at a meeting on 19 May 2026, relating principally to the Plan's housing trajectory, affordable housing, net zero requirements, and overall viability. In response, the Joint Cabinet Committee resolved to bring forward amendments including the removal of approximately 1,500–2,000 homes from underperforming sites in Warwick District, adjustments to housing density and headroom, and a rewording of "all references to STA derived road schemes" in the main Plan document so that developers must contribute to movement of people in line with the transport hierarchy (active travel, public transport, then car). These amendments require approval by both Councils before the Regulation 19 consultation can proceed.

The "STA derived road scheme" referred to is understood to be the same scheme as the Stratford-upon-Avon Bypass addressed at Policy ID.4 of the Publication Version reviewed for this representation (also referred to locally as the "Stratford Relief Road"), rather than a different or additional scheme. Confirmed route details (A46/West of Shotton in the north, crossing the River Avon, connecting to the B439 Evesham Road, terminating at the B4632 Campden Road in the south) are consistent across all sources reviewed. The Council notes, however, that the wording of Policy ID.4 itself may be amended as part of this exercise. The Clerk, under the delegated authority set out at Section 7 of this report, will check this wording against the version of the Plan eventually published for consultation, notwithstanding that the confirmed route and southern terminus (Campden Road) are not expected to change.

Separately, officers confirmed to the Scrutiny Committee that delivery of this road scheme represents "the biggest risk of the Plan," and that without it, the proposed development at Long Marston Airfield and land south of Stratford-upon-Avon would not be viable, with the Plan needing to accommodate 6,000–7,000 homes elsewhere instead. Constraints at Long Marston Airfield were confirmed to relate to deliverability and transport capacity, not the amount of housing that could physically be accommodated on the site. Members are asked to note that this reinforces, rather than diminishes, the substance of the Council's concern that the Plan's evidence base does not extend its assessment of this road scheme's traffic and capacity implications beyond the county boundary into Worcestershire.

Finally, officers advised the Scrutiny Committee that, in order to meet the 31 December 2026 submission deadline, the Regulation 19 consultation period would likely need to close by the end of September 2026, later than previously assumed. Members are asked to note that this may affect the timing referenced at Section 7(3) of this report, and that the Clerk and Chairman will keep this under review.

Separately

, the road route referred to throughout this report has been independently verified against Warwickshire County Council traffic notices and local records. Campden Road (B4632) is confirmed as a single, continuously-named road running from Clifford Chambers through Long Marston, the Quintons, Mickleton and Aston Subedge 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 – confirmed by a Worcestershire County Council public notice setting out this route in full. "Clifford Lane" and "Campden Road" are confirmed as two local names for the same B4632, consistent with a Warwickshire County Council traffic order covering both names together.

4. Evidence and Page References

All page references below are to the SWLP Publication Version (June 2026), Appendix 1 to the 28 May 2026 Joint Committee report, as downloaded from Stratford-on-Avon District Council's website.

Point	Policy	Page	What it says
Rail safeguarding only – no road mitigation named for Honeybourne	Policy ID.3 – Infrastructure Protection	p.116	Protects the former Stratford–Honeybourne railway route for reopening, and safeguards land at LMA for a possible station – rail only.
Bypass corridor stops at Campden Road, Clifford Chambers – the connecting route into Honeybourne (via Aston Subedge, B4035, Honeybourne Road/Weston Road) is not assessed	Policy ID.4 – Stratford-upon-Avon Bypass	p.118	Bypass corridor runs A3400 Shipston Road–B439 Evesham Road–B4632 Campden Road south of Clifford Chambers–A3400; Campden Road itself continues south towards Chipping Campden, while the direct road connection into Honeybourne (via Aston Subedge, B4035, Honeybourne Road/Weston Road) branches off separately – neither route is within the Bypass corridor or assessed by the Plan.
Council's own evidence admits existing capacity problems	Policy ID.4 Justification	p.118	"Highway modelling has shown that there is insufficient capacity for further significant development south of Stratford-upon-Avon town... including the historic Clopton Bridge."
LMA build-out tied to Bypass, but timing not guaranteed	Proposal LMA, Section B (Timescale)	p.254	Phase 1A/1B (500 homes) not dependent on Bypass; wider site delivery to follow Bypass opening (anticipated 2035) "or sooner" if the Highways Authority is satisfied.
Honeybourne traffic addressed only via unfunded rail aspiration	Proposal LMA, Section F (Access, Highways and Public Transport)	p.255	Commits to safeguarding the Greenway for restoration of a heavy rail line between Honeybourne and Stratford-upon-Avon – no road-based mitigation specified.
Council's own commissioned study confirms the Bypass (W3) corridor ends at Campden Road, with no Worcestershire stakeholder identified and delivery likely years away	AtkinsRéalis, Stratford-upon-Avon Longer Term Highway Capacity Study (commissioned by WCC on behalf of SDC)	n/a	Confirms the W3 corridor runs A46/West of Shoterly – B439 Evesham Road – B4632 Campden Road, with an estimated outturn cost of £170m–£630m and earliest opening 2035/36. The stakeholder group named (WCC, National Highways, the SWLP team, Homes England, Stratford Town Transport Group, elected members and town/parish councils) does not identify any Worcestershire body. The only reference to Honeybourne in the study's published summaries concerns the cost of a rail bridge, not road traffic impact.

Separate, supporting source (not part of the SWLP document itself):

Worcestershire County Council, representation to the SWLP Preferred Options (Regulation 18) consultation, letter from Emily Barker (Head of Planning and Transport Planning, WCC) to the South Warwickshire Local

Plan Team, dated 5th March 2025. Attached in full as a supporting appendix to this report. The letter explicitly identifies access to Honeybourne national rail station as a matter of WCC interest (p.2), and separately notes, in relation to proposed development at Long Marston Airfield, that the roads leading to Honeybourne station "are country lanes and unsuitable for large traffic volumes" (p.4), and records cross-border private car trips to access mainline rail stations including Honeybourne, and cross-border bus services, as matters directly affecting Worcestershire's transport network (p.4). This is Worcestershire County Council's own prior submission, not a SWLP policy document – cited as evidence that the same concern was raised previously by a neighbouring highway authority.

AtkinsRéalis, Stratford-upon-Avon Longer Term Highway Capacity Study – Executive Summary and Non-Technical Summary (draft, February 2026), commissioned by Warwickshire County Council on behalf of Stratford-on-Avon District Council. Published at stratford.gov.uk/planning-building/lma-transport-studies.cfm. This is the Council's own evidence base for the proposed Bypass (W3); cited as confirmation that the scheme's scope, stakeholder engagement and cost evidence do not extend to, or identify, any Worcestershire body or cross-boundary road impact. These documents were published on the SDC website by 25 February 2026, and notified to the Clerk via the SWLP mailing list on 14 April 2026; the substance was circulated to all councillors on 17 April 2026. A related AtkinsRéalis Delivery Strategy and Cost Refinement Report (draft, 9 February 2026), also commissioned by SDC, confirms the corridor's evidence base was still being developed through 2026–27 "to provide evidence for SWLP Regulation 19," and explicitly states that "not all work needs full completion before Regulation 19." This confirms that the scheme's supporting evidence, including any consideration of cross-boundary impact, was incomplete by design at the point the Plan was published for consultation, rather than simply omitted in error.

5. Proposed Representation Text

Note on Regulation 19: representations at this stage are tested on legal compliance, soundness, and the duty to cooperate – not general opinion or preference for or against development. Members' consideration of this representation should therefore focus on whether the evidence set out below is sound, rather than on the merits of the Plan's wider housing or growth strategy, which is not within scope of this representation.

Plan/document this representation relates to: Policy ID.4 (Stratford-upon-Avon Bypass) and Proposal LMA (Long Marston Airfield New Community), SWLP Publication Version, June 2026 (pages 118 and 254–255)

Is the Plan legally compliant / sound? No – not sound in respect of these provisions

Honeybourne Parish Council is located in Wychavon District, Worcestershire, immediately south of the SWLP area boundary. Although outside the plan area, the parish is directly affected by the scale of growth proposed at Long Marston Airfield (Proposal LMA: 10,300 homes, with a minimum of 4,500 by 2050) and by the associated transport provisions.

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 (B4632) 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, including the Campden Road corridor and its connecting route through to Honeybourne.

Proposal LMA, Section F (Access, Highways and Public Transport Requirements) addresses connectivity to Honeybourne solely through safeguarding land for restoration of the former heavy rail line between Honeybourne and Stratford-upon-Avon. This is consistent with Policy ID.3, which protects the former railway

route for possible reopening. However, this is a long-term, unfunded aspiration. No interim or road-based mitigation is identified for Honeybourne or the connecting rural lanes in the meantime.

Furthermore, Proposal LMA, Section B (Timescale) confirms that the core phases of development (Phase 1A/1B, 500 dwellings) are not dependent on Bypass delivery, and that delivery 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 cross-boundary roads.

We note that Worcestershire County Council, in its Duty to Co-operate response to the Preferred Options (Regulation 18) consultation, sought further engagement to understand cross-boundary trip rates and impacts from new settlements, and welcomed discussions on short-term approaches to reduce pressure on roads around Honeybourne and station car parking, while confirming that the rail-based solution to Honeybourne remains unfunded. It does not appear that this concern has been resolved at Publication (Regulation 19) 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 – particularly on the Campden Road corridor and its connecting route towards Honeybourne – have been adequately assessed or mitigated, contrary to the duty to cooperate with neighbouring authorities.

Suggested modification: That the Infrastructure Delivery Plan and Policy ID.4/Proposal LMA be amended to include an assessment of cross-boundary highway impacts on the Worcestershire road network (including the Campden Road corridor and its connecting route to Honeybourne via Aston Subedge), with appropriate interim mitigation identified pending delivery of the Stratford-upon-Avon Bypass and any rail-based solution.

6. Recommendation

That Full Council approves the substance of the representation set out at Section 5 above, on the basis set out at Section 3a and Section 7 below.

7. Action Required by Council

Members are asked to:

1. Consider and approve the representation set out at Section 5, on the basis that the consultation timetable is currently unconfirmed (see Section 3a);
2. Delegate authority to the Clerk, in conjunction with the Chairman, to:
 - submit the representation once the consultation formally opens and the submission deadline is confirmed by Stratford-on-Avon and Warwick District Councils;
 - make any minor amendments needed to reflect changes to policy numbering or page references in the version of the Plan eventually published for consultation, provided the substance of the Council's concern (cross-boundary highway impact via the Campden Road corridor and its connecting route to Honeybourne) remains applicable; and
3. Note that the Regulation 19 consultation period is subject to a statutory minimum of six weeks. On this basis, it is considered likely that, even allowing for the Council's August recess, there will be an opportunity to bring any materially significant change back to Full Council at the meeting on 8th September 2026, before the consultation closes. Should this not prove possible in practice, the Clerk and Chairman will use their judgement, in line with the substance and intent of this representation as approved, and will report the decision and reasoning to Council at the next available meeting.

Supporting Documents

Appendix A: Worcestershire County Council, representation to the SWLP Preferred Options (Regulation 18) consultation, letter dated 5th March 2025 (referenced in Section 4, as a separate supporting source following the evidence and page reference table).

Appendix B: Extracted pages from the SWLP Publication Version (June 2026) – Policy ID.3 (p.116), Policy ID.4 and Justification (p.118), and Proposal LMA Sections B and F (pp.254–255), as downloaded from

Stratford-on-Avon District Council's website prior to removal (referenced in Section 4, evidence and page reference table).



worcestershire
countycouncil

Jo Bozdoganli and Andrew Cornfoot
The South Warwickshire Local Plan Team
Stratford-on-Avon District Council and Warwick District Council
c/o Town Hall
Parade
Royal Leamington Spa
CV32 4AT

5th March 2025

BY EMAIL ONLY

Dear Jo and Andrew,

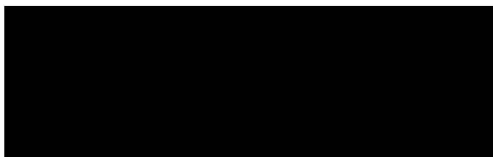
South Warwickshire Local Plan (SWLP) Preferred Options Consultation

Worcestershire County Council (WCC) welcomes the opportunity to comment on the above consultation and we look forward to ongoing engagement with South Warwickshire.

Set out below are officer-only comments from WCC's Transport Planning Unit.

We trust that our response will be helpful and assist you with preparing your Local Plan. If you require any further clarification on these points, please do not hesitate to contact me.

Yours sincerely,



Emily Barker
Head of Planning and Transport Planning

Emily Barker
Head of Planning and
Transport Planning

County Hall
Spetchley Road
Worcester
WR5 2NP

We understand from your email (10 January 2025) and the preferred options webpage that the purpose of this consultation is to invite comments on:

- a. The Preferred Options document.
- b. Call for Sites.
- c. Accompanying documents.

The area covered by the SWLP adjoins our boundary. We are concerned with any allocation, policy or proposals which could have any unacceptable impact on the WCC highway and transport network, and any potential for unacceptable road safety, operational and severe congestion impacts. In this case the locations we are most interested in are: -

- A435 (along the WCC / SWLP border east of Redditch)
- A4189 between Redditch and Henley-in-Arden
- A422 between Worcester and Alcester
- A46 Evesham Bypass
- A44 to the north and south of Evesham
- B4088, B4035, B4085, B4510 north and east of Evesham
- B4101 (Tanworth-in-Arden to Bordesley)
- B4090 (Alcester to Feckenham)
- Access to Redditch, Evesham and Honeybourne national rail stations.

The M42 Junction 3 and the A46 are both part of National Highways' Strategic Road Network (SRN) and suffer from traffic congestion and queuing, especially at peak times. The impact of further growth on the surrounding roads is also of interest to WCC.

Our comments are set out on the following pages and include matters for future discussion.

1. Issues and Options Consultation response

WCC engaged in respect of the Issues and Options consultation (January 2023), noting: -

- The impact of dispersed development, and the overall cumulative impact of the SWLP on WCC's transport network including the proposed approach for identifying infrastructure requirements included within the Infrastructure Delivery Plan (IDP).
- Potential cross-boundary movements utilising WCC's transport network (particularly the A435, A44, A422 and A46 (recognising the latter is part of the SRN)), together with the deliverability/viability of necessary/appropriate mitigation and any required highway capacity improvements.
- The potential traffic and transport implications of proposed developments at Long Marston Airfield (LMA), Meon Vale and Alcester on the A46, A422 and B4088 (within WCC's area).
- Impacts of employment development on local strategic routes (A46, A44, A422 and A435).
- Discussing the strategic development emerging through the SWDPR for the emerging SWLP Transport Assessment.

Our responses to Local Plan consultations are guided by relevant policy and guidance including the National Planning Policy Framework (Dec 2024) (NPPF), namely paragraphs 16, 17, 24, 25, 26, 27, 28, 35, 36, 105, 106, 107, 112 and 125. Transport strategies to support local plans need to be based on a robust evidence base. As a minimum, for the transport evidence base to satisfy the requirements of NPPF, it is necessary to establish transport impacts of the development allocations; the transport improvements necessary to ensure that the impacts are not severe or unacceptable; land requirements for the delivery of the necessary improvements; cost(s) of the necessary improvements; and any other deliverability constraints.

2. The Preferred Options document

We support *Strategic Objective 1: Providing sustainable levels of growth in the area* and *Strategic Objective 3: Providing infrastructure in the right place at the right time* as both help to mitigate the transport impacts of development.

The Preferred Options document identifies 24 potential Strategic Growth Locations, 12 potential New Settlement locations and 9 Major Investment Sites. The sites in closest proximity to the WCC highway and transport network are: -

- Strategic Growth Locations - SG20 Bidford-on-Avon, SG21 Alcester, SG22 West of Studley and SG23 North of Henley-in-Arden, and to a lesser extent SG17 Shipston-on-Stour.
- Potential New Settlements - A1 south of Tanworth-in-Arden, A2 east of Wood End, and E1 Long Marston Airfield.
- Major Investment Sites - MIS.2 LMA and MIS.3 Long Marston Rail Innovation Centre

We note that there are no requirements that need to be met by district Local Plans in Worcestershire.

We note that improvements to the A46 corridor have been included in the preferred option for transport (Figure 9). There is, however, no definitive information on deliverability in terms of land availability, constructability and funding. Consideration is also required of the impact of the plan on the A46 outside of Warwickshire and into neighbouring counties, and how improvements that may be required to mitigate the plan can be funded.

We support *Draft Policy Direction 31 - Sustainable Transport Accessibility* and that major developments must provide a travel plan that outlines how sustainable travel options will be encouraged and how the impact on the local transport network will be mitigated.

In reference to *Draft Policy Direction 34 - Vale of Evesham Control Zone*, we support measures to reduce the impact of HGVs on local communities.

In response to the Preferred Options: -

- **WCC seeks further engagement with the SWLP team to understand: -**
 - Forecast trip rates, trip generation and trip distribution associated with large new settlements (6,000 – 10,000 dwellings).
 - Cumulative impacts of dispersed small-scale developments.
 - Potential cross-boundary movements utilising WCC's transport network.
 - Development dependent on WCC's infrastructure (e.g., to access services in Redditch and Evesham).
 - Necessary highway capacity improvements to the WCC transport network.
 - Mitigation measures to provide for/support cross-boundary movements.
- **WCC welcomes the opportunity, if/as required, to provide technical input on the congested corridors and sensitive areas in the Worcestershire network to assist with: -**
 - Further work required to refine recommendations for new settlements.
 - Ensuring evidence is up to date regarding upgrades to road corridors.
 - Developing the Transport Assessment (TA) and the Infrastructure Delivery Plan (IDP) and IDP Schedule.
- **WCC are supportive of discussions with Warwickshire County Council and the SWLP team regarding the Draft Policy Direction 34 - Vale of Evesham Control Zone and/or an alternative approach.**

3. Call for sites

We support the 'call for sites' targeted on sites that fall within or adjacent to one of the 12 proposed New Settlement locations, in preference to dispersed development.

4. Accompanying documents

We have reviewed the publicly available Evidence Base documents (January 2025).

South Warwickshire Local Plan Part 1- Preferred Options Consultation – Infrastructure Delivery Plan (IDP) (Part 1) (January 2025). The IDP is being prepared alongside the Local Plan to help identify future infrastructure requirements, costs and when and how infrastructure will be delivered. The IDP references: -

- Impacts on WCC roads including the A46 and A435 (page 34).
- Cross-boundary school trips (both into and out of Worcestershire (pages 45-46).
- Cross-boundary Ambulance Services (page 62)

SWLP Strategic Transport and Education Assessment of New Settlement Options (October 2024). The report by Warwickshire County Council was undertaken as a strategic assessment of potential new settlement options in terms of their suitability from a transport and education perspective. The assessment includes:

- Engagement with Worcestershire County Council in relation to upgrades and improvements to the A435, A4189, A422, A46 and the B4101.
- Requirement to assess capacity and safety issues and the potential impacts on local communities and congestion at local junctions of Sites A1 and A2 on Worcestershire County Council LRN (Local Road Network).
- The location of Sites A1 (Land south of Tanworth-in-Arden), A2 (Land east of Wood End) and E1 (LMA) close to the Worcestershire administrative boundary.
- Sites A1 and A2 looking towards Redditch and Site E1 looking towards Evesham as the nearest key centres for employment, retail and leisure purposes.
- Involvement of Worcestershire County Council in the enhancement of local bus services between the SWLP area and Worcestershire.
- Consideration of the reasonable proximity of site E1 to Honeybourne station in Worcestershire, although the roads leading to the station are country lanes and unsuitable for large traffic volumes.
- Upgrades / improvements to the cycle routes in and around Redditch for sites A1 and A2.

The *High-Level Strategic Transport Assessment* (Part 1) (August 2024) prepared for Warwickshire County Council sets out the transport issues in relation to development and identifies measures in relation to all modes of travel. It references: -

- The key corridors between development in the Plan and Redditch and Evesham.
- Cross-border trips for jobs and employment in Redditch and Evesham.
- Cross-border private car trips to access mainline rail stations e.g., Honeybourne.
- Cross-border bus services.

- Travelling into Worcestershire for key services e.g., school, medical, retail and leisure.

The *Vision and Validate Transport Vision for Long Marston Airfield Garden Village* (January 2023) sets out a package of interconnected placemaking and mobility components to foster a thriving local community which is centred around accessibility, liveability and minimising carbon emissions. The measures to encourage local living for residents and visitors are based around:

- Placemaking and ‘internalised’ trips within the site.
- Mobility and the provision of shared, on-demand and low carbon mobility services.

The report highlights specific projects related to the WCC network, including: -

- Safeguarded land between Stratford-upon-Avon and Honeybourne for the reopening of the Stratford-upon-Avon to Honeybourne railway line.
- The South Western Relief Road (SWRR) corridor and sustainable travel alternatives.
- Upgrades to cycle routes and routes in the LCWIP.

The *Developing the detail of the Sustainable Transport Vision for Long Marston Airfield Garden Village (Part 2 Evidencing the Vision)* (January 2023) sets out some proposed costs and contributions for a shuttle service from LMA to Honeybourne Station (option 1) and reopening of the Stratford-upon-Avon to Honeybourne Line (option 2).

The *Long Marston Airfield Garden Village Sustainable Transport Viability and Feasibility Assessment* (May 2024) prepared for Warwickshire County Council sets out a principal concern relating to the unmitigated impacts upon congestion or unacceptable impacts upon highway safety if the Vision is not fully realised in the way it is envisaged. The conclusion notes that the vision for LMA is considered optimistic in terms of the level of containment anticipated to be achieved and the level of demand transferred to sustainable travel modes based upon the evidence presented. We welcome the proposals for a station at Long Marston with links to Stratford and Honeybourne, linked to the aspirations set out in both the Warwickshire and Worcestershire Rail Investment Strategies. As these proposals are currently unfunded, discussion on short-term approaches to address rail heading to Honeybourne station across county boundaries would be helpful, to reduce pressure on the local country roads, and car parking at the station.

In response to the Accompanying documents (published Technical Evidence), WCC welcomes the opportunity to work with Warwickshire County Council and the SWLP team to provide technical input regarding: -

- a. A vision and validate approach to the transport evidence base, alongside the role of a monitor and manage regime.
- b. Enhancements to sustainable, public and active transport, and coordination with Worcestershire’s LCWIP.

- c. Capacity assessments and impacts, especially at Redditch and Evesham.
- d. Trip generation from large development sites impacting the WCC transport network, and the associated mitigation measures.
- e. Highway upgrades and improvements.
- f. We support the proposals in the plan to strengthen the rail network in South Warwickshire, and the link to the Warwickshire Rail Investment Strategy.

Summary and Conclusions

We have reviewed the publicly available SWLP Preferred Options documents and provided comments in relation to the transport implications of the plan for the safety and operation of the WCC highway and transport network. We are happy to discuss these points with the SWLP team and Warwickshire County Council.

The Council requests that as the SWLP is progressed, we continue to be engaged to help determine any potential impacts on Worcestershire's transport network and identify any necessary infrastructure improvements to be included within the Infrastructure Delivery Plan.

We trust that our response will be helpful and assist you with preparing your Local Plan. We look forward to working with you through the remainder of the plan-making process and we would welcome you arranging an initial meeting (at your convenience) to discuss the above matters.

Policy ID.3**Infrastructure Protection**

Development within the areas protected for the transport infrastructure highlighted on the Policies Map will not be permitted where it could inhibit the effective delivery of the following schemes:

A. Railway Related Schemes

- Stratford to Honeybourne former railway – protecting the route of the former railway south of Stratford-upon-Avon to Honeybourne to facilitate re-opening
- Long Marston Rail Centre - retain operational rail connection to the national rail network and safeguard the route as part of any wider re-instatement of the railway to Stratford-upon-Avon
- Land protected for the possible provision of a railway station at Long Marston Airfield (Proposal LMA), adjacent to the former Stratford to Honeybourne line.
- Widening of the rail corridor to double track the section of line between Coventry and Leamington stations.

B. Sustainable Travel Initiatives

- Broad Locations for Park & Ride facilities to serve commuters travelling into Coventry and the Warwick / Leamington / Kenilworth areas including:
- A Multi Modal Transport Interchange to serve the University of Warwick and the wider Strategic Growth Area (South of Coventry), including provision for Park and Ride and associated bus services, an active travel hub, and future proofing for Very Light Rail and a heavy rail station on the Leamington Spa to Coventry rail line; and
- A Park and Ride facility to serve the north of Leamington Spa (two areas of search are currently allocated on land near Bericote roundabout and Blackdown roundabout).
- Multimodal transport corridor to address highway constraints and to deliver modal shift in the south of Coventry area.

C. Improvements to the Strategic Road Network

- Junction of A46 and A422 Alcester Road (Wildmoor)
- Junction of A46 and A3400 Birmingham Road (Bishopton)
- M42 Widening – land either side of Junction 3a to help reduce congestion where the M40 joins the M42
- Wellesbourne to M40 Junction 13 – provision of an improved link (using sections of the B4087 and routes through development parcels). This is predicated on: Improvements at M40 J13/J14 emerging through BIS.2, and Delivery of WEL.1 and WEL.7 at Wellesbourne. Some third-party land may be required; alignments are still to be defined.
- M40 Junction 15 – widening of approaches to the junction and to the Warwick Bypass / Stratford Road roundabout. This is also dependent on mitigation at M40 J13/J14 through delivery of SG09.
- M40 Junction 15 – widening of approaches to the junction and to the Warwick Bypass / Stratford Road roundabout. This is also dependent on mitigation at M40 J13/J14 through delivery of BIS.2.
- A46 Stanks – widening of approaches from slip roads; land requirements remain unknown until further design development.

D. Improvements to be Delivered as part of the Strategic Growth Locations

- STR.2 – additional link to provide connectivity between the A3400 Shipston Road and A422 Banbury Road in Southam (subject to confirmation following current modelling).

Policy ID.4**Stratford-upon-Avon Bypass**

As shown on the Policies Map, Land within the indicative corridor for the proposed western bypass to Stratford-upon-Avon town between the A3400 Shipston Road and A46 Alcester Road will be protected for the future delivery of the scheme. This bypass is required to deliver Long Marston Airfield new community as well as development to the south of the town. The route will intersect with the B439 Evesham Road to provide additional capacity and resilience and join the B3462 Campden Road south of Clifford Chambers. From Clifford Lane (B4362), the route would then head east to join the A3400 Shipston Road to connect into Proposal STR.2.

The route will also cross the Stratford-upon-Avon greenway at a height to safeguard its possible future reinstatement for heavy rail.

Development proposals within or adjoining the corridor will be permitted where:

1. They would not prevent or materially hinder the determination of the final alignment or detailed design of the road
2. They would not prejudice or unreasonably constrain the delivery, operation or maintenance of the scheme and its associated mitigation; and
3. They are temporary, reversible or otherwise compatible development and would not hinder the future implementation of the scheme.

The corridor identifies an area of search only and does not fix the final alignment or detailed design of the road.

Policy Justification

Highway modelling has shown that there is insufficient capacity for further significant development south of Stratford-upon-Avon town and there are a number of capacity constraints on the highway network, including the historic Clopton Bridge. A new route that bypasses the town will provide additional capacity as well have environmental and public realm benefits to the historic town centre and world-famous tourist destination of Stratford-upon-Avon. Safeguarding the route will help ensure delivery of Proposal LMA, Strategic Growth Location STR.2 as well as the wider objectives of the South Warwickshire Local Plan.

An indicative corridor for the proposed Stratford-upon-Avon Bypass has been identified to avoid development that would prejudice its future delivery. As the scheme remains at an early stage, the final alignment has not yet been determined. The corridor therefore identifies a broad area of search rather than a fixed route. The policy is intended to prevent prejudicial development without unnecessarily sterilising land and provides a proportionate basis for route protection.

	Transport • Delivery of highway improvements and financial contributions in accordance with the requirements set out within the Strategic Transport Assessment or Infrastructure Delivery Plan. • Contributions to provision of a Western Bypass in accordance with Policy ID.4 Energy • A Solar Farm (HELAA site reference 355), with the site being brought forward for housing when available.
B. Timescale	Phase 1A (124 dwellings) and Phase 1B (376 dwellings and serviced parcel of land for a Primary School) at HELAA Ref 310) to be delivered early in the plan period and are not dependent on the provision of the Stratford upon Avon Bypass. Delivery of development across the wider site would commence following opening of the Stratford-upon-Avon Bypass (anticipated in 2035), or sooner if it can be demonstrated to the satisfaction of the Highways Authority that additional development can take place in advance of the Bypass being delivered. Phasing to ensure delivery of the core part of the site, (HELAA site reference 310) associated community facilities, including a new Secondary School.
C. Infrastructure Funding Requirements	Anticipated infrastructure and associated costs are set out in the Infrastructure Delivery Schedule for the site. Stratford on Avon District Council (and its successor) will work with Homes England and the site promoters to identify and secure appropriate funding sources for the delivery of the Stratford-upon-Avon Bypass.
D. Urban Design Principles	1. A consolidated Masterplan should be prepared for the whole of the allocated site. 2. Proposals will be expected to demonstrate how they have accounted for the strategic design principles set out in Policies DS.18 and DS.19 3. Development blocks will be expected to deliver minimum densities of 40 dwellings per hectare (net). Higher densities will be considered appropriate within areas identified for neighbourhood centres and key community facilities. 4. The development should be designed to deliver active frontages in the areas identified for neighbourhood centres. 5. Development will be expected to be designed and delivered in line with the recommendations set out in the SWLP Landscape Assessment and/or the Warwickshire Landscape Guidelines. In particular development should: a. Ensure new development does not appear intrusive in views towards the Cotswolds National Landscape (particularly views to Meon Hill), recognising that the site makes a limited contribution to its wider setting. Landscaping should be used to help break up the built up area as viewed from the Cotswold National Landscape b. Conserve and enhance the areas of deciduous woodland around Meon Vale, including those designated as LWS or potential LWS, by providing appropriate buffer zones.

	c. Respect the open, undeveloped skylines in the northern and central parts of the site, ensuring building height, massing, and layout do not introduce prominent built form into the currently open views.
E. Active Travel Requirements	The consolidated Masterplan should demonstrate how active travel opportunities will be provided to enable travel throughout the new settlement, including access to Meon Vale. Retain and protect the Monarch's Way and Heart of England Way promoted routes which cross the south of the site. Ensure that the paths remain open, safe, and retain their rural character. Provide further areas of public access within the site where possible, linking to the existing PRoW network, including the Greenway.
F. Access, Highways and Public Transport Requirements	Contribute towards provision of the Stratford-upon-Avon Bypass in accordance with Policy ID.4. Demonstrate safe vehicular access from the Campden Road, Station Road and Milcote Road, ensuring that proposals do not create potential conflicts with adjoining sites within the allocation. Provide mobility hubs in accordance with Policy XX to help provide transport choice. Contribute to highway network improvements on the wider road network, required in compliance with Policy BN.16 to identify any opportunities to address existing road safety issues in the wider road network. Contribute towards public transport improvements and connections including: • Improvements to existing bus services to Stratford-upon-Avon and other settlements. • Safeguarding of land for a Railway Station • Safeguarding of the Greenway for restoration of a heavy rail line between Honeybourne and Stratford-upon-Avon
G. Environmental Health Requirements	Ensure that development is appropriately located so as to avoid impacting on the operations of the Long Marston Water Treatment Works. Light pollution/light spill should be minimised to help avoid significant effects on the setting of the Cotswolds National Landscape.
H. Historic Environment Requirements	A buffer at the western edge of the site should be provided to help preserve the setting of heritage assets within and on the periphery of Long Marston Village. A buffer to the listed building (Long Marston Grounds) to the southeast of the site consisting of open space or planting should be provided within the Site. Retention of best preserved areas of ridge and furrow and dew ponds as part of green space within the development wherever possible. Any development should be preceded by archaeological investigations to protect and record any undiscovered buried heritage.
I. Flood Risk, Drainage and Water Supply	Most of the site is located within Flood 1, with some minor areas of flood zone 3 associated with Gran Brook and Marchfront Brook. Development will be required to ensure that the developable area is directed towards the most suitable locations, avoiding areas of risk and using SuDS to ensure that there is no worsening of downstream effects as a result of the development. The site is underlain by Blue Lias Formation and Charmouth Mudstone Formation Mudstone, which has low potential for infiltration as a surface water disposal