

**HONEYBOURNE NEIGHBOURHOOD PLAN REVIEW**

**Steering Group Meeting Minutes**

**Date: Wednesday, 25<sup>th</sup> February 2026**

**Time: 6:45pm**

**Venue: Honeybourne Village Hall**

**Present:**

Cllr Heath Jobes (Chair - Steering Group and Parish Council), Cllr J Mellor, Mr T Askew, Mr I Mellor, Mr Stuart Nimmo, Mrs Wendy Pickler, Mrs Melanie Bent & Mr Martin Clark

**In attendance:**

Mr Nick Pellegram (Andrea Pellegram Ltd - Planning Consultant) (Virtual)

Mrs Linda Stanton (Clerk) (Virtual)

**Apologies for Absence:**

Cllr S Sidwell (personal)

**1. Apologies for Absence**

Apology has been received and noted as above.

**2. Declaration of Interest**

No declarations of interest were made.

**3. Approval of Previous Minutes (21<sup>st</sup> January 2026)**

**Resolved:** The minutes of the Steering Group meeting held on 21<sup>st</sup> January were approved as a true and accurate record.

**4. Clerk's Update-** the Clerk reported the following actions completed since the meeting of 21st January 2026:

- Survey printed and arranged for distribution via Village News (March edition) to 920 households
- Draft survey questions circulated to Steering Group members; comments collated and forwarded to the Consultant for incorporation
- Ballot boxes collected from Wychavon District Council
- Collection points confirmed with One Stop Shop (Stratford Road) and The Thatched Tavern
- Community Facilities information forwarded to the Consultant
- Parish Council approval of the Steering Group recommendation to align the Neighbourhood Plan Review with the new NPPF framework noted (Parish Council meeting, 10th February 2026)

The Steering Group **noted** the Clerk's update.

**5. Outstanding Information Required from Steering Group Members**

The Steering Group noted that the following information remained outstanding:

- i) Flood Prevention & Infrastructure** - The Planning Consultant agreed to review local social media to identify any reported flooding incidents in the area to assist with gathering evidence for the flooding policy.
- ii) Employment Sites** -The Chair (Cllr Heath Jobes) agreed to review the existing employment policy in the current Neighbourhood Plan to assess whether amendments are required. It was agreed that the information would be provided in March for submission to the Planning Consultant.

**ACTIONS:**

- I. Consultant to review local social media for reported flooding incidents and report back to the Steering Group.

II. Chair to review existing employment policy and provide information to the Clerk in March for submission to the Planning Consultant.

## 6. Consultant's Progress Update

- i) **Rights of Way Policy** The Planning Consultant reported that sufficient information had been received to progress the Rights of Way policy.
- ii) **Cycle Lane** The Planning Consultant reported that an Active Travel Route Feasibility Evidence Document had been prepared to assess cycling and pedestrian connectivity across the village. It was noted that the cycle route would be discussed at the next meeting as it links directly with the Rights of Way policy.
- iii) **Design Policy Framework** The Planning Consultant advised that the design policies (Policies H4, H5 and H6) should be carried forward into the review, with alignment with the South Worcestershire Design Guide Supplementary Planning Document (SPD) maintained.
- iv) **Mill Mound Designation** Mr Martin Clark agreed to provide photographs and a written summary of Mill Mound to support its designation as either a Local Green Space or non-designated heritage asset.
- v) **Allotments** The Steering Group agreed that the allotments should be protected as community green space. The Planning Consultant noted the NPPF requirement that Local Green Space must be "close" to the community it serves. The Chair confirmed that the allotments are within walkable distance of the village, with plot holders residing on Stratford Road and in properties directly opposite the allotments.

### ACTION:

Mr Martin Clark to provide photographs and written summary of Mill Mound to the Clerk for submission to the Planning Consultant.

- vi) **General Update** - The Planning Consultant advised that he would progress all policies together. It was noted that the survey results would inform policy development once the consultation period had closed on 31st March 2026.

## 7. Community Survey – Launch Update

The Steering Group **noted** the arrangements for the initial community survey:

- Survey distribution: Hard copy via Village News (March edition) to 920 households
- Survey open: 9th March – 31st March 2026
- Online survey to be launched simultaneously and promoted via the Parish Council's social media channels
- Collection points: Parish Council post box (Village Hall), One Stop Shop (Stratford Road), The Thatched Tavern
- Survey results to be analysed by the Planning Consultant (Andrea Pellegram Ltd)

## 8. Train Station Capacity and Policy

The Steering Group considered the briefing note prepared by the Planning Consultant regarding Train Station Capacity and Policy.

The Planning Consultant confirmed that the railway station falls within the remit of the Neighbourhood Plan Review. It was noted that Honeybourne Station does not meet the definition of a "well-connected" station under the draft NPPF, meaning that national policy does not create a presumption in favour of significant growth on rail-connectivity grounds.

The principal operational issue identified was parking capacity, with demand already exceeding supply and regular overspill into residential streets. Concern was expressed that the proposed additional car park was

unlikely to be delivered given the substantial cost of the footbridge required to provide safe pedestrian access to the station platform, previously estimated by Network Rail at approximately £2.5 million.

The Chair reported that he had received the following update from Deputy Chief Executive and S151 Officer at Wychavon District Council, regarding the car park project.

*"There have been a number of discussions around the project with members and whilst the feasibility has not been formally approved, we have further discussions with members in March and I will ensure that we get a position statement at that time. The impact of Local Government Reorganisation is also being considered in terms of future funding restrictions."*

The Planning Consultant suggested that a parking survey be conducted in the surrounding roads to gather evidence to support the policy. Mr Trevor Askew volunteered to conduct the parking survey in the area of the train station, which is close to where he resides. Mrs Wendy Pickler agreed to conduct the survey on her road. The Planning Consultant agreed to provide a template for recording the parking situation.

**ACTIONS:**

- Planning Consultant to provide parking survey template to Mr Askew and Mrs Pickler.
- Mr Trevor Askew and Mrs Wendy Pickler to conduct parking surveys and return completed information to the Clerk for submission to the Planning Consultant.

## 9. Housing Mix Requirements

The Steering Group considered the briefing note prepared by the Planning Consultant regarding Housing Mix Requirements.

The Consultant outlined the current position, noting that the existing Policies H2 and H3 were adopted in 2020 but are now measured against the 2021 Strategic Housing Market Assessment (SHMA) for the South Worcestershire area. Whilst three recent planning applications in Honeybourne had been found to be broadly compliant with the existing policies, the significant difference from the SHMA — particularly in relation to smaller homes — means the existing requirements could be open to challenge by developers.

**Resolved:**

That the Steering Group recommends to the Parish Council that Option 1 be pursued — to commission updated local evidence to support bespoke housing mix requirements for Honeybourne, with the Planning Consultant updating the Housing Needs Survey using 2021 census data and local house price information.

The Planning Consultant advised that there is a strong national policy agenda for including tree canopy cover requirements in Neighbourhood Plans, with benefits for amenity, air quality, climate resilience and urban shading. The Planning Consultant noted that evidence to support such a policy can be prepared using desktop information.

Mrs Wendy Pickler agreed to provide information on locally appropriate native species and hedgerows to support a related planting policy.

**ACTIONS:**

- Planning Consultant to update the Housing Needs Survey using 2021 census and local house price data to support the housing mix policies.
- Mrs Wendy Pickler to provide information on locally native species and hedgerows to the Clerk for submission to the Planning Consultant.
- Planning Consultant to provide further information on tree canopy cover policy requirements for the Steering Group to consider.

## 10. Programme and Timeline

The Steering Group considered the programme and timeline prepared by the Planning Consultant. The Consultant presented the programme chart which sets out the full timeline from the current stage through to referendum.

The key stages of the programme are as follows:

- **Evidence Gathering:** Now – June 2026 (includes community survey 9–31 March 2026)
- **Draft Plan:** May – July 2026
- **Regulation 14 Public Consultation:** August – October 2026 (six weeks, run by the Parish Council)
- **Regulation 15 – Submission to Wychavon District Council:** Late 2026
- **Regulation 16 – WDC Consultation:** Early 2027 (six weeks, under WDC control)
- **Examination:** Spring/Summer 2027
- **Referendum:** Late 2027 (organised by WDC)

Members were reminded that the steering group's ability to influence the pace of the review is greatest now, during the evidence and drafting stages, and that any slippage at this stage would have a direct knock-on effect on the overall timeline and could put the grant funding at risk.

### Resolved:

The Steering Group agreed to adhere to the programme and timeline as presented by the Planning Consultant and confirmed their commitment to completing outstanding actions promptly to keep the review on track.

## 11. Date of Next Meeting

The next meeting will be held on Tuesday, 28th April 2026 at 6:45pm at Honeybourne Village Hall. The consultant and Clerk will attend virtually.

**Meeting closed at 8:15pm**

**Background Papers:** The following background papers were circulated to Steering Group members prior to the meeting:

- Appendix A: Member Briefing Note — Agenda Items 8, 9 and 10
- Appendix B: Train Station Policy Briefing Note (Item 8)
- Appendix C: Housing Mix Policy (Item 9)
- Appendix D: Programme and Timeline (Item 10)
- Appendix E: Active Travel Route Feasibility Evidence Document

Signed: \_\_\_\_\_

Date: \_\_\_\_\_

(Chair)


### Members of the Steering Group:

Cllrs H Jobes (Chair) J Mellor, S Walsh, S Sidwell, Mr T Askew, Mr M Clark, Mrs M Bent, Mrs W Pickler, Mr S Nimmo and Mr I Mellor

## Responses Overview Closed


Responses

**96**




Average Time

**11:16**



Duration

**92** Days



1. Postcode:

**96**  
Responses

Latest Responses

"WR11 7PT"

"WR11 7PT"

"WR11 7PP"

...

2. To what extent do you agree or disagree with the **existing** Neighbourhood Plan objectives?

● Strongly agree ● Agree ● Neutral ● Disagree ● Strongly disagree

Allocating sites for housing development to ensure new housing is located in the right places for Honeybourne

Promoting small homes, bungalows, & affordable homes

Promoting high quality design & character

Protecting green & open spaces

Protecting the rural landscape & key views

Safeguarding trees, hedgerows & habitats

Addressing flooding & drainage problems

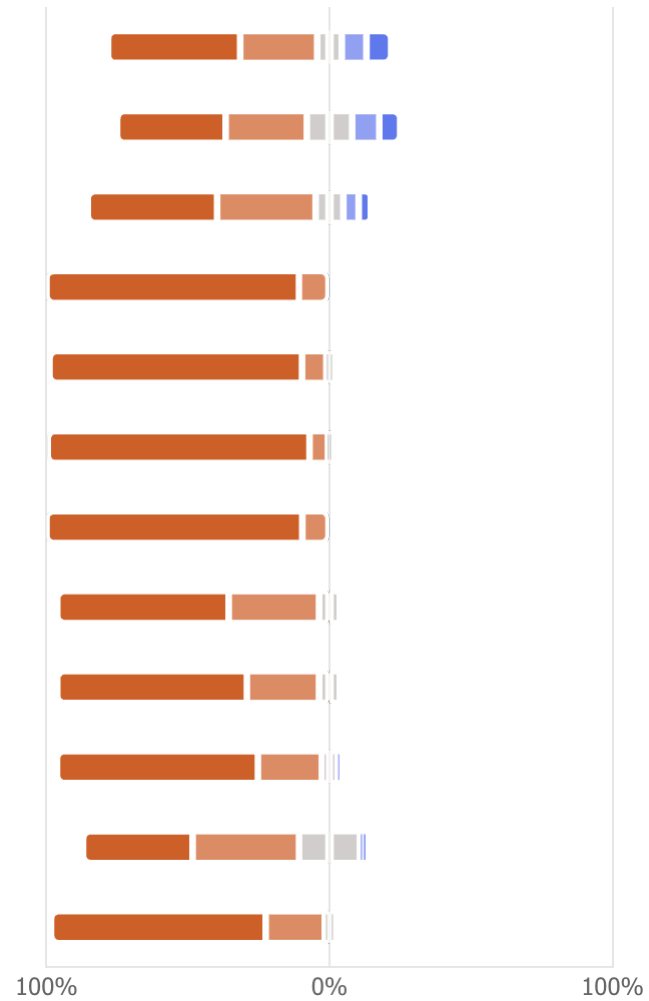
Protecting & improving community facilities

Promoting & improving Public Rights of Way

Tackling traffic, parking and road safety issues

Supporting employment sites

Local heritage & village identity



3. Are there other issues or challenges that you think the updated plan should address?

42  
Responses

Latest Responses

"Lack of capacity of services, too much housing for the water supply, road saf... "

...

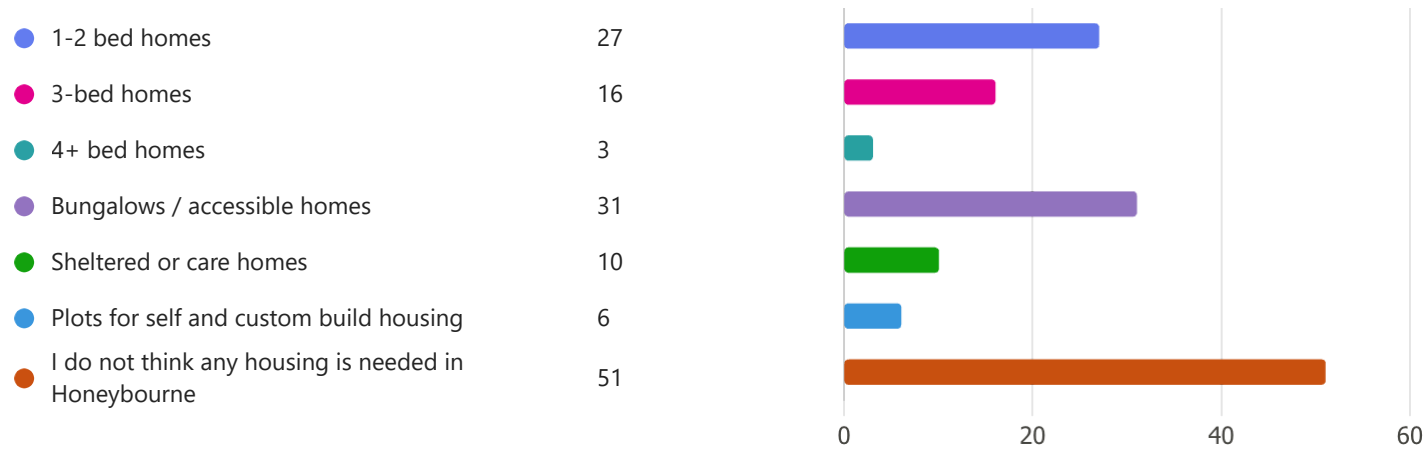
12 respondents (29%) answered village for this question.



4. Do you support the Neighbourhood Plan considering the allocation of housing sites, based on clear planning criteria?



5. Do you think there are any types of homes which are particularly needed in Honeybourne?



6. Which of Honeybourne's existing facilities and services are most important to you? (please list a maximum of three)

85  
Responses

Latest Responses

- "Railway, shops, village hall"
- "Village hall, train station, shops"
- "Water supply"
- ...

38 respondents (45%) answered shops for this question.



7. Could any existing facilities be improved and how (for example, the train station)?

72  
Responses

Latest Responses  
"more parking for railway"  
"Opening of train line to stratford"  
...

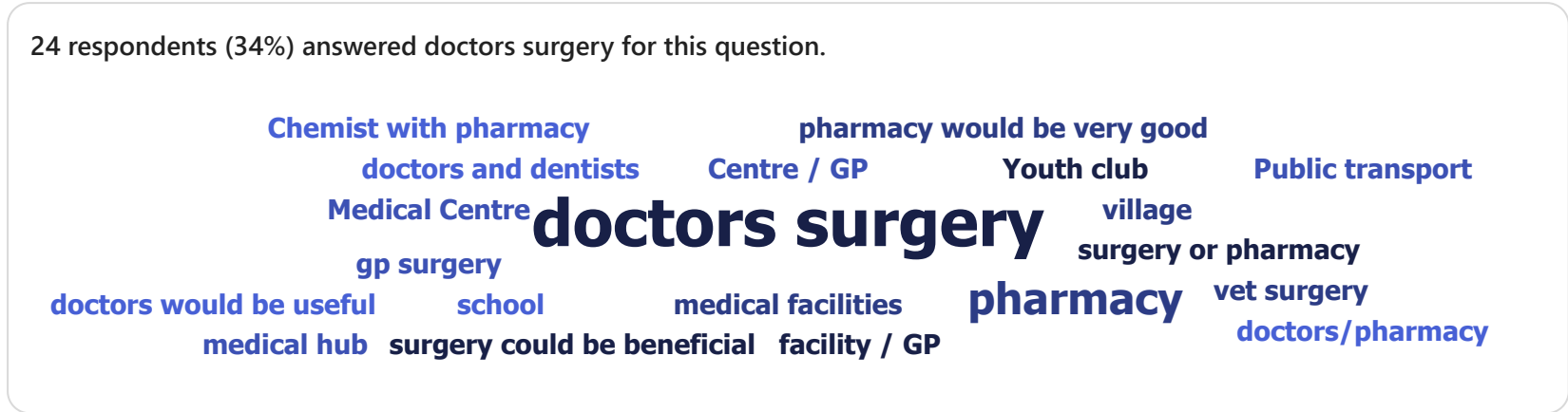
26 respondents (36%) answered train station for this question.



8. Are there any services or facilities that you think Honeybourne lacks and should have (for example, medical facilities)?

70  
Responses

Latest Responses  
"Doctors surgery"  
...



9. Do you feel walking routes and crossings around the village are safe and do you have any comments on how it could be improved?

78  
Responses

Latest Responses

"Zebra crossing needs better lighting, need a proper crossing pedestrians for ..."

"Too much traffic going too fast."

...

18 respondents (23%) answered needed for this question.



10. Do you think Honeybourne has adequate cycling routes around the village and do you have any comments on how it could be improved?

46  
Responses

Latest Responses

"Yes"

"Not sure if anything can be done to improve this. If you want to go anywhere... "

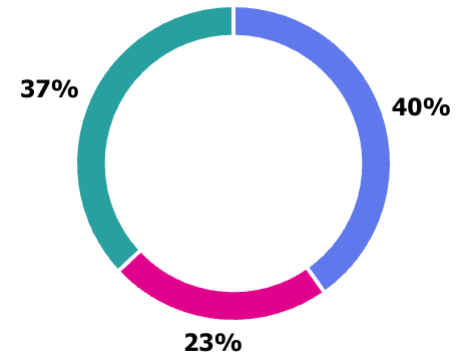
...

7 respondents (15%) answered road for this question.



11. Some residents use Bidford Health Centre, but there is no direct bus service between Honeybourne and Bidford-on-Avon. Would you like to see a bus service linking the two settlements?

● Yes, I would use this	37
● No, I would not use this	21
● Maybe - I'm not sure if I would use it	34



12. Do you have any comments on bus routes, bus stops or the frequency of bus services in Honeybourne?

67  
Responses

Latest Responses

"All ok"

...

16 respondents (24%) answered Bus service for this question.



13. Are there any landscape areas or views in Honeybourne Parish which you feel are important and should be preserved?

**68**  
Responses

Latest Responses

"village green, open area behind coop"

"Yes, the view from my house of the cotswolds but you are already allowing p..."

...

17 respondents (25%) answered area for this question.



14. Are there any design features that you would want to see in new developments in Honeybourne?

60  
Responses

Latest Responses



13 respondents (22%) answered houses for this question.



15. Are there public open spaces in the village that you feel should be protected or improved?

**73**  
Responses

Latest Responses

"All"

"All existing trees. More trees planted. Now that ash trees along hedgerows a... "

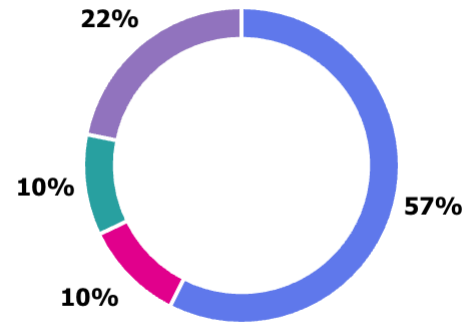
...

25 respondents (34%) answered Leys for this question.



16. Would you support requiring new developments to provide measures for improving wildlife in urban areas, and can you provide any ideas, such as wildlife corridors?

● Yes	50
● No	9
● Maybe	9
● Other	19



17. Do you have any other general comments regarding the Neighbourhood Plan?

50  
Responses

Latest Responses

"Not sure if it has any point to it as it seems to have no teeth."

...

19 respondents (38%) answered village for this question.





Andrea Pellegram Ltd.

# Engagement Report

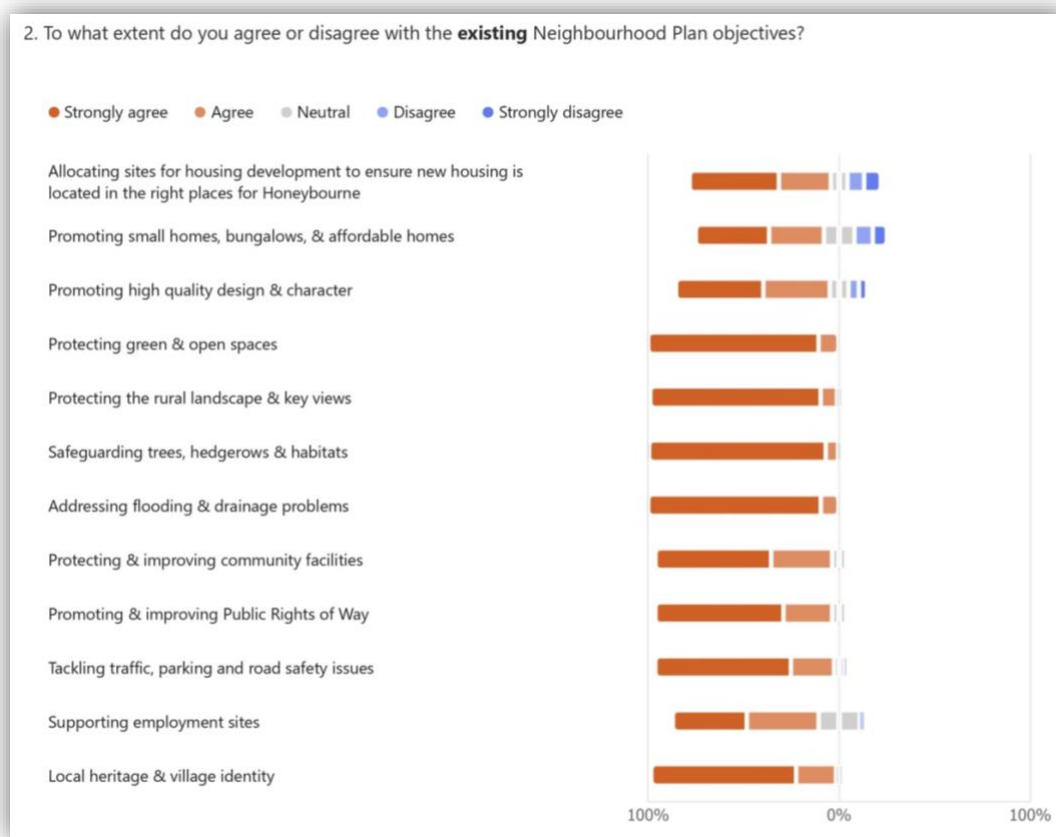
## Honeybourne Community Survey

Version 1 - April 2026

# 1. Results of Survey

This report outlines the findings of the Honeybourne Local Survey, 9 – 31 March. Physical copies of the survey were distributed to every household, and residents also had the option of filling in an electronic survey. Parishioners were notified via the Parish Council website, Facebook page, noticeboards and in the village hall. A total of 96 responses were received, including 77 physical surveys.

## Question 1 – Existing Neighbourhood Plan Objectives



The results show strong overall support for all existing Neighbourhood Plan objectives. Some objectives attracted a more mixed response, although still supported overall. Promoting small homes, bungalows and affordable housing recorded the highest levels of neutrality and disagreement, followed by allocating sites for housing development. Promoting high quality design and character and supporting employment sites also saw a small degree of disagreement.

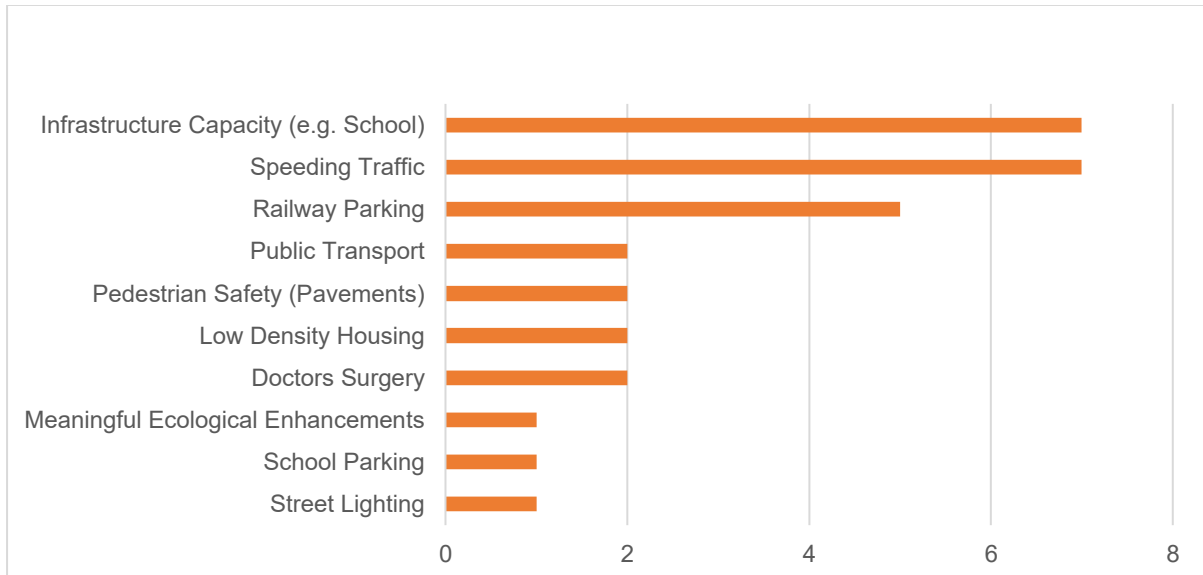
### Policy Implications

The key takeaway is that all existing Neighbourhood Plan objectives remain valid and can be carried forward into the review with clear community support. Where

## Honeybourne Neighbourhood Plan Review – Engagement Report

there is disagreement, it will be important to address any concerns sensitively through the policy approach.

### Question 2 – Ideas for New Plan Objectives



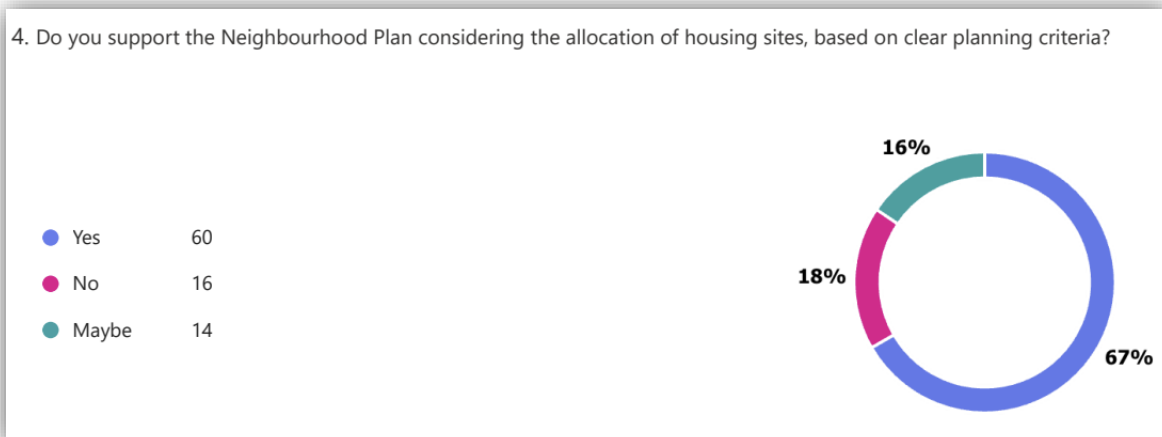
Overall, the data shows that the new areas that the review is already looking into, (for example, infrastructure capacity, pedestrian safety, and new facilities) are all very relevant issues locally and would be supported.

As a result, apart from perhaps street lighting (raised by 1 person), there is no obvious opportunity for further policies in the plan, and rather any comments here could be considered within the existing policy framework being created.

#### Non-planning issues / comments

- General concern about new homes
- Housing policy – ensure that there is a cap on figures
- Residents ask for changes to the village made public (planning applications)
- More Litter bins
- General upkeep
- Cleaning drains/gullies to prevent flooding
- Bus at thatch tavern causing traffic issues
- Tree management

## Question 3 – Housing Allocations



### Policy Implications – Should the HNP allocate housing sites?

The survey results show that the community is supportive of allocating housing sites (67% “yes”, and a further 18% “maybe”), which is a clear sign of support.

The core benefit of allocating sites is [Paragraph 14 of the NPPF](#), which increases the weight against speculative proposals **which do not accord** with the plan. However, to benefit from the protections, the NP needs to fully meet housing needs.

Wychavon District Council (WDC) has confirmed that, under the newly adopted South Worcestershire Development Plan (SWDP), the housing requirement for Honeybourne is “zero”, and therefore that the NP would only need to allocate a small number of homes (e.g. 1 dwelling) to meet paragraph 14 protections.

While this is technically correct, it is important to note that the housing requirement in the SWDP was assessed under an older NPPF. The new NPPF (December 2024) included substantial uplifts to national housing requirements, but because of ‘transitional arrangements’, the SWDP was assessed under the older NPPF and did not need to address those additional homes. As a result, the requirement of “zero” for Honeybourne does not reflect the 2024 NPPF, and the WDC has advised that a new figure will not be provided until work begins on the next local plan. As a result, although the NP could technically meet the requirements of paragraph 14, decision-makers may reduce the weight of paragraph 14 if the NP does not reflect up-to-date housing needs.

Secondly, there is the risk that Wychavon Council publishes a new housing requirement for Honeybourne before the review is completed. This means that the housing requirement which the review is working towards may no longer be up to date at the point of adoption, which would mean paragraph 14 protections would not apply.

It is also important to consider that progressing site allocations would extend the plan-making process by around a year, even for one site, and would require

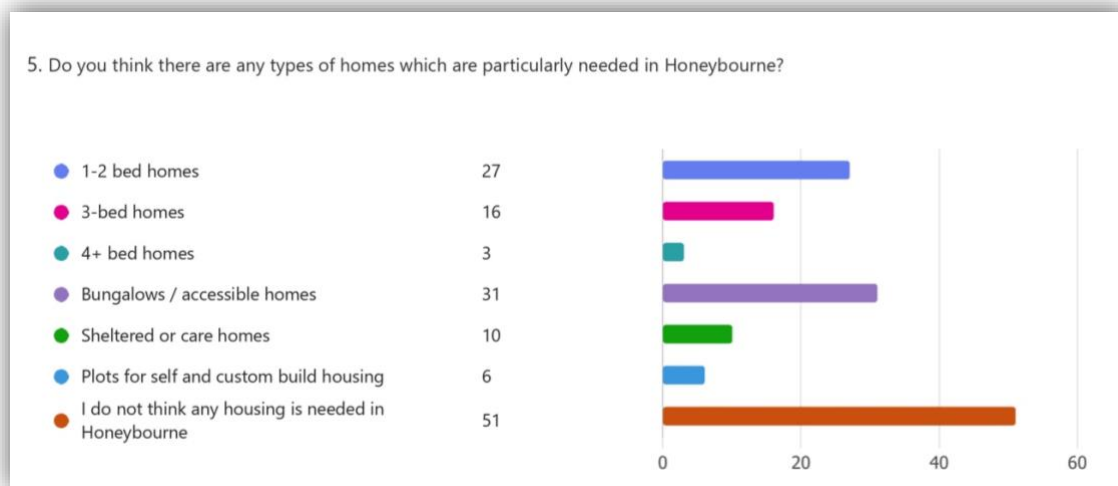
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further technical work, including Strategic Environmental Assessment and potentially Habitats Regulations Assessment, adding both time and cost.

Given this context, if the core goal of site allocations is to benefit from Paragraph 14 of the NPPF, it would be favourable to continue the review without site allocations and revisit the issue through a future review once the housing requirement and national policy position are clearer.

If there is still interest in exploring allocations, then the community has expressed its support for this to be pursued and we can look further into likely future housing requirements with WDC.

### Question 4 – Housing Mix

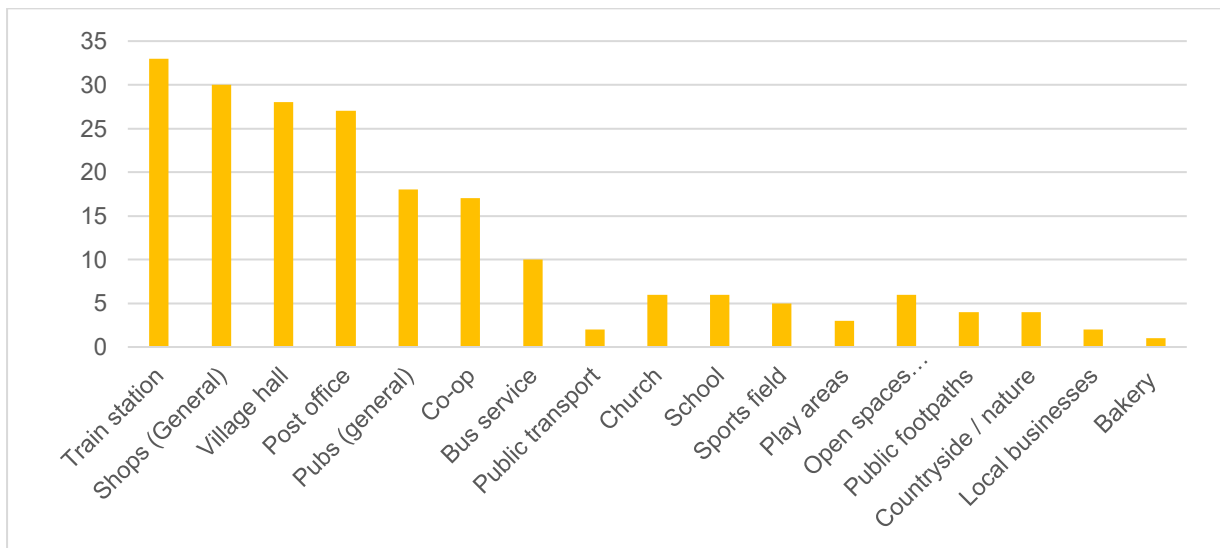


The responses indicate support for a range of housing types. The most supported options were bungalows / accessible homes, followed by 1–2 bed homes and 3-bed homes. There was also support for sheltered or care housing and self and custom build plots, while 4+ bed homes received very little support.

### Policy Implications

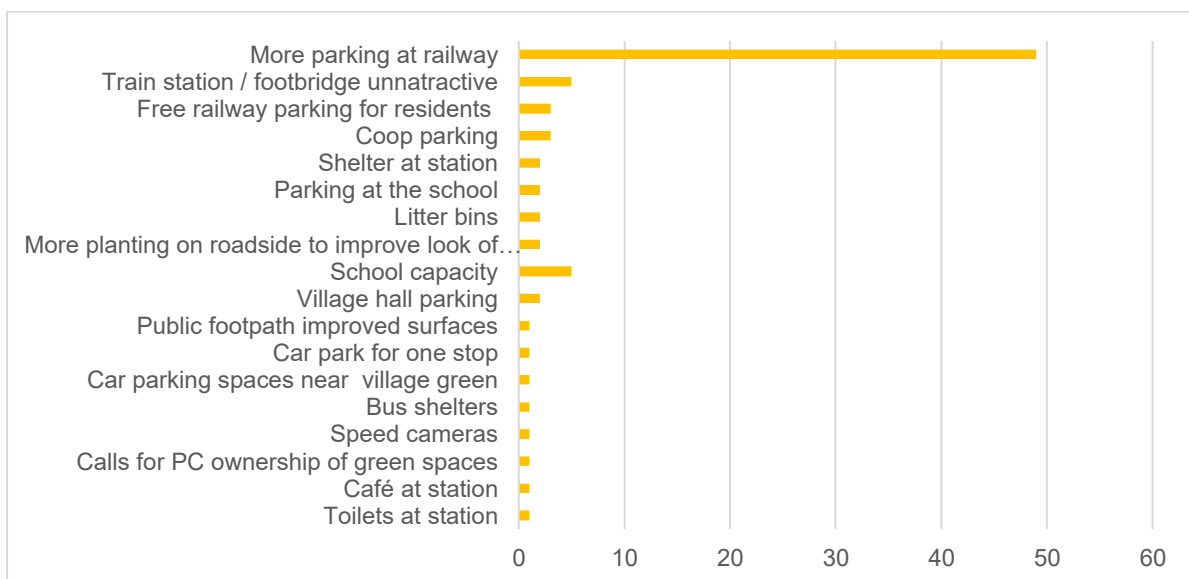
While these findings do not by itself represent a robust assessment of housing need, they provide a useful indication of the types of accommodation that are most supported by the community and will support the focus of the housing needs evidence that will be prepared to support the HNP review.

## Question 5 – Favourite Community Facilities



The data shows that residents place strong value on a core group of facilities, particularly local shops (including the Co-op), the post office, the train station, and the village hall. It is interesting that nobody mentioned the allotments.

## Question 6 – Improvements to Existing Facilities



The most commonly identified improvement relates to parking at the railway station, raised by 49 respondents. While this may have been influenced by the question prompt, there is clearly strong support for improvements in this area. There was also a specific suggestion that the new station car park should be free for residents, otherwise there is a fear that the street parking situation would continue.

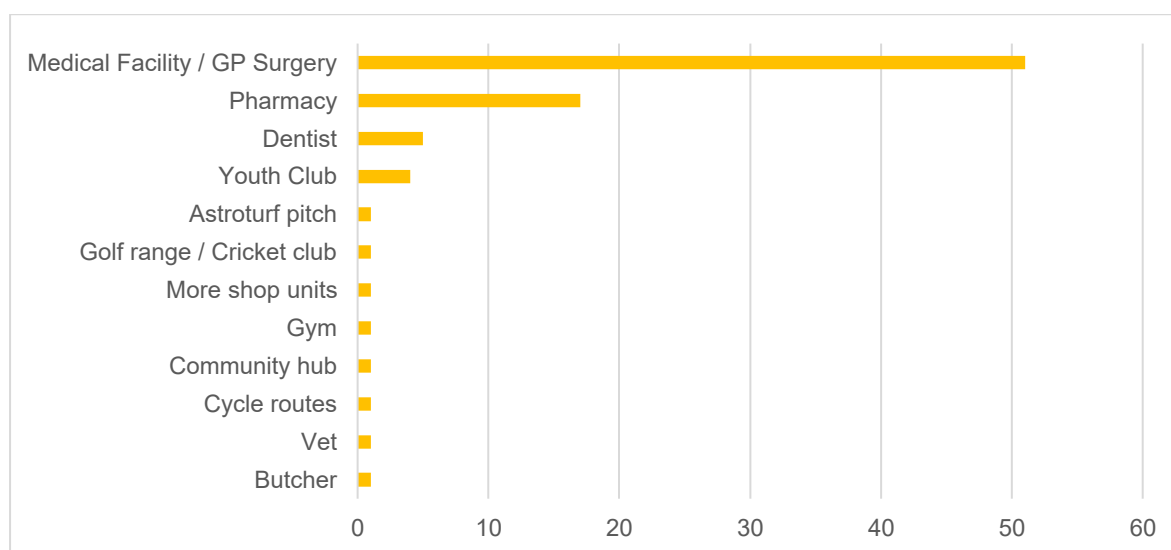
A small number of respondents (5) also raised concerns about the appearance of the train station and footbridge, although this is likely to be a maintenance or

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management issue rather than something that would be directly addressed through the Neighbourhood Plan.

Most other suggestions were raised by only one or two respondents. These include a range of minor improvements to existing facilities and infrastructure. For example, a few issues were raised in relation to the school (capacity, parking etc). While not indicating new policy areas, they provide useful supporting evidence to inform the community facilities policy and appendix that will be prepared, particularly in identifying strengths, weaknesses, and opportunities for enhancement.

### Question 7 – New Facilities



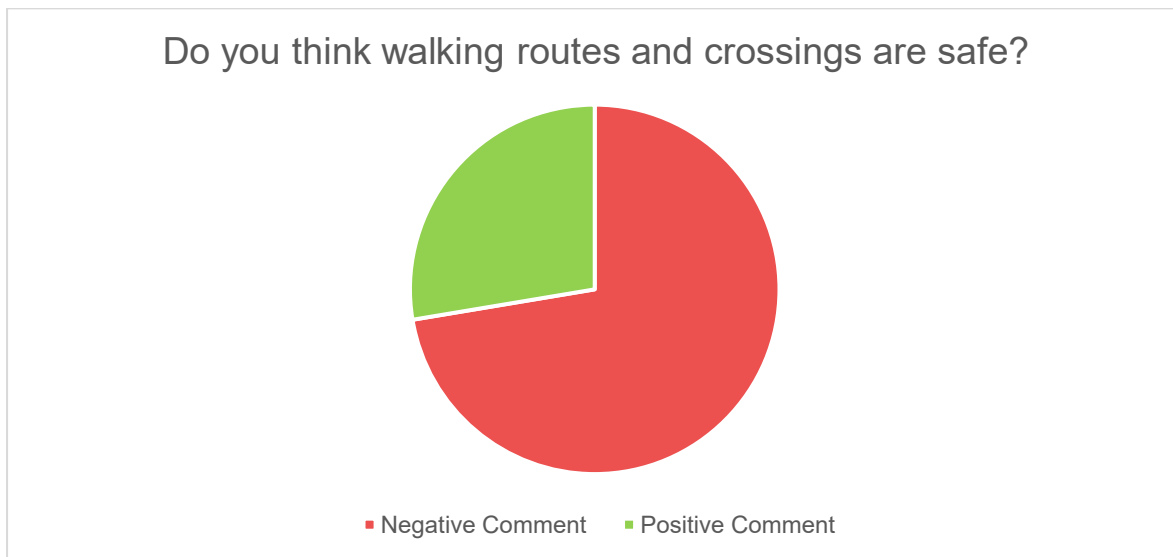
There is a very strong and consistent level of support for the provision of a local medical facility or GP surgery, with a significant number of respondents also referencing a pharmacy, either alongside or separately.

#### Policy Implications

This data helps justify a policy position supporting the delivery of a medical facility, particularly in light of current accessibility constraints to services outside the village. A policy could:

- Clearly identify the need for a medical facility based on strong community support, use statistics, capacity constraints and lack of public transport.
- Encourage new development to contribute towards provision or set aside land where appropriate.
- Require any facility to be located in an accessible position within or close to the village centre.

## Question 8 – Pedestrian Safety and Walking Routes



The results find 55 respondents raising concerns about pedestrian safety compared to 21 positive responses. This indicates that there is a strong overall perception that improvements are needed.

The most frequently raised issue is vehicle speed, with many respondents identifying speeding traffic as a key factor affecting safety. This is particularly associated with calls for traffic calming measures, including speed humps, reduced speed limits to 20mph, and improved enforcement (e.g. speed cameras).

A second key theme relates to crossing points, with multiple respondents highlighting the need for additional or improved pedestrian crossings, particularly along the High Street and near key destinations such as the school, village hall, and sports field. Concerns were also raised about the effectiveness of the existing zebra crossing, with some noting that drivers do not consistently stop.

There are also recurring concerns regarding the condition and usability of footways and routes, including:

- Narrow pavements in parts of the High Street
- Poor surface quality and maintenance
- Mud and debris, particularly in winter
- Accessibility issues for wheelchair users, prams, and those with limited mobility

A number of respondents highlighted specific locations of concern, including:

- The High Street, particularly near the school and bends with limited visibility
- The Gate Inn crossroads and Station Road junctions
- Railway bridge and nearby crossing point
- Lack of decent link the school
- Routes to the sports field and recreation areas

## Honeybourne Neighbourhood Plan Review – Engagement Report

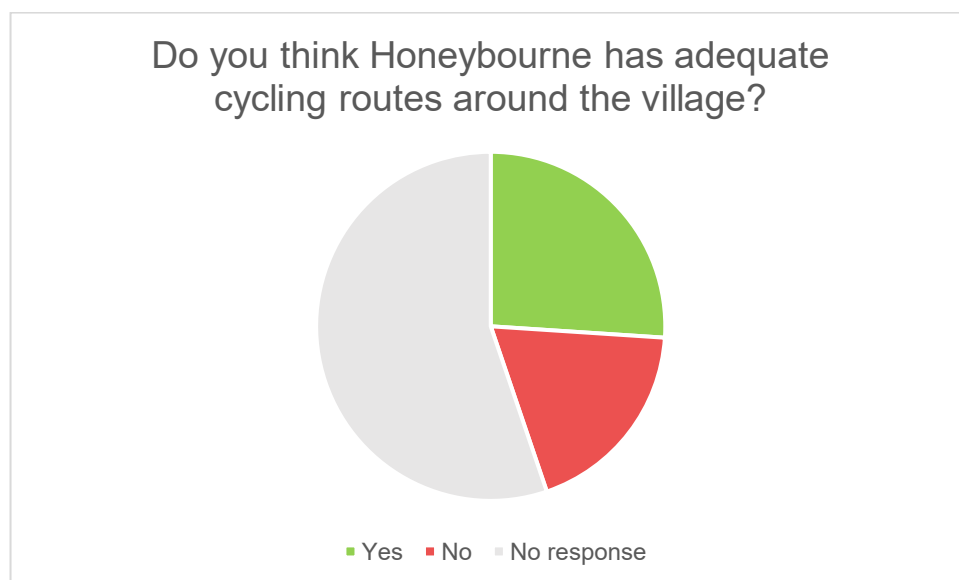
- Connections to other local amenities and surrounding areas

### Policy Implications

The evidence supports a policy approach which:

- Focus on key movement corridors, desire lines, and everyday journeys (e.g. school, station, village centre)
- Assess existing traffic conditions, including gateway features and current traffic calming measures
- Identify locations where improvements are needed to reduce speed and improve safety
- Review crossing provision, including availability, effectiveness, and informal crossing points
- Assess pedestrian infrastructure, including pavement width, continuity, accessibility, and surface condition
- Identify key constraints such as narrow roads, visibility issues, and conflicts between vehicles and pedestrians
- Apply best practice principles (e.g. LTN 1/20) to assess safety, directness, comfort, and accessibility
- Identify opportunities for improvement, including traffic calming, new crossings, better links between key destinations, and accessibility upgrades
- Ensure development proposals improve connectivity and accessibility, particularly for vulnerable users, especially where it is within their gift to do so.

### Question 9 – Cycle Routes



Comments:

- HGVs on the main road can make you feel unsafe on the way to Weston Burbage industrial estate and further on that road.

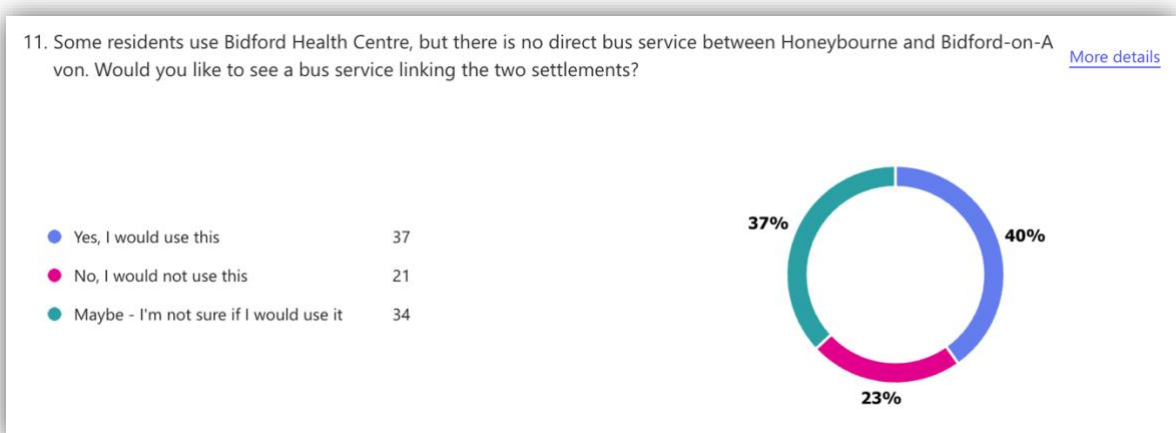
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- Way too many cars.
- Speed of traffic puts me + children off cycling.
- More promotion of the routes in the village news, or is there a local cycling group that uses routes through Honeybourne that can share where they go and how to join?
- Traffic lights over bridge don't give enough time for cyclists to get over safely.
- Don't know of any cycling routes but speeding traffic would deter me from cycling locally.
- Need to link up the school so children can ride.
- Honeybourne does not have adequate cycling routes. We have a village school, but the older children cannot cycle to it as there is no safe infrastructure for them to use. We need some dedicated cycle routes linking the school, park, plating field, station & the 2 shops.
- More cycle paths needed, particularly for school and down high street for young cyclists.
- Potentially 20mph limit down high street.
- Clearly labelled on road signs

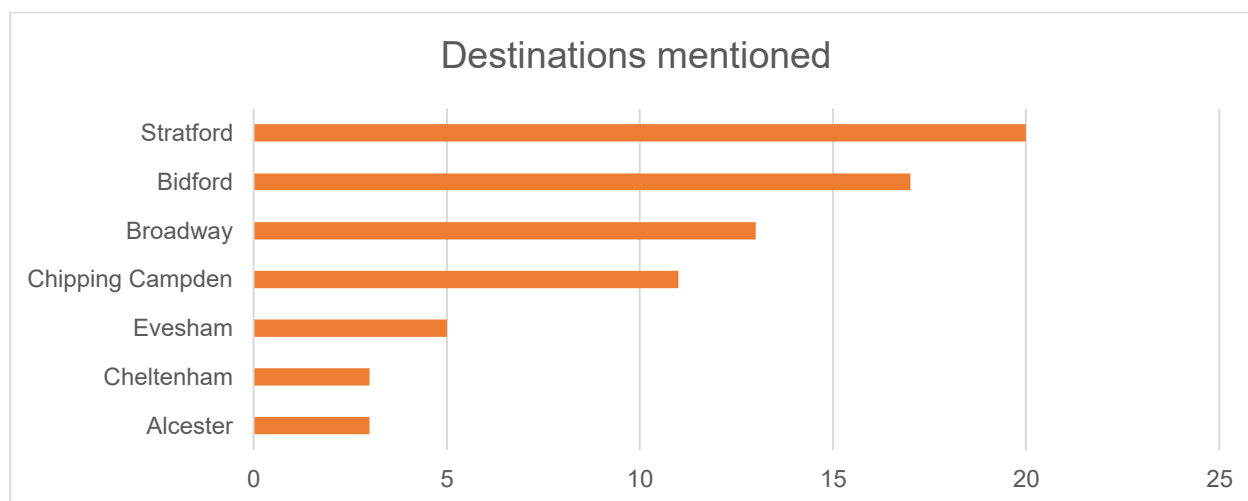
“Yes” and “No” is fairly split, whilst over half did not respond to the question, which suggests that cycling is not widely used within the village. Comments indicate that this is likely due to the layout of the village and a lack of dedicated cycling infrastructure, rather than an absence of demand altogether. Where feedback was provided, there was support for improved cycle provision, particularly where it would enable safer everyday journeys.

The most consistent suggestion was the need for better cycling links to the school, alongside improved connections to other key facilities. This supports the rationale for policies on improved cycle routes, reinforcing the work already undertaken.

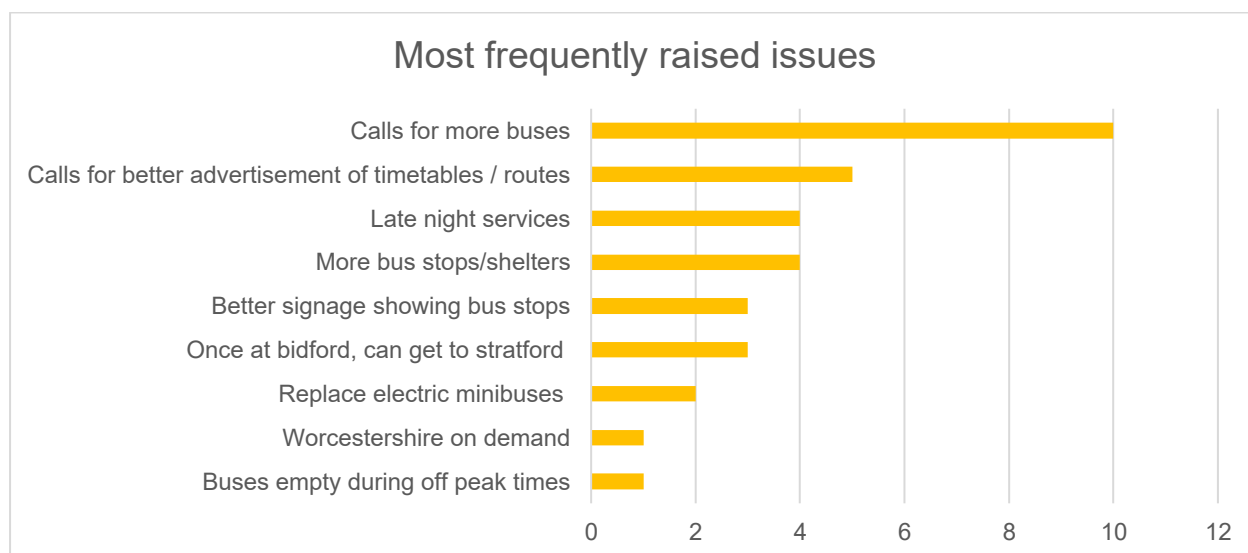
## Question 10 and Question 11 – Bus Services



### Requested destinations



### Suggested improvements



The results indicate a clear level of support for improved bus services. In response to the question about a potential service to Bidford Health Centre, 40% said they would use it and a further 34% said maybe.

The most frequently referenced destination was Stratford-upon-Avon (20 responses), followed by Bidford (c.16–17 responses). Respondents note a bus to Bidford would be desirable because it has stronger existing bus connections, allowing onward travel to Stratford and other destinations. There were also calls for the reopening of the rail link to Stratford, which highlights the importance of this location as a destination for work, shopping, and services.

As close villages with a decent offer of services and leisure opportunities, Chipping Campden and Broadway were referenced as desirable locations for a

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bus route. However, this will be difficult to achieve, being located outside of the county area.

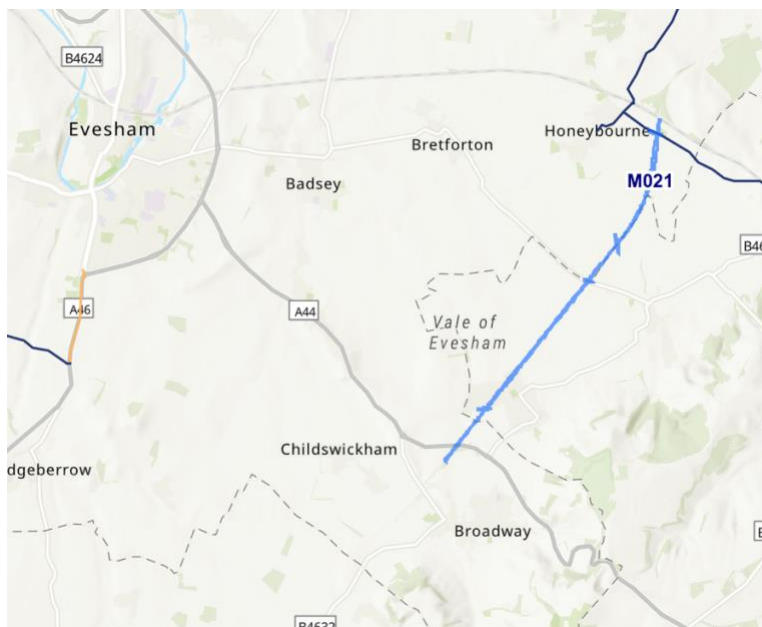
In addition to new routes, several respondents raised issues with the existing quality of bus provision. The most common concern was a lack of frequency and coverage (10 responses). There were also comments that services are not well advertised, which may contribute to low usage. Other suggestions included improved infrastructure such as bus stops, shelters, and evening services, although these were raised less frequently and may be more difficult to justify in viability terms.

### Policy Implications

In terms of deliverability, a service to Bidford appears the most realistic option, given its proximity and location within the same county. There is also the opportunity to investigate existing provision of bus stop infrastructure and highlight opportunities for improvements.

In contrast, connections to locations such as Chipping Campden and Broadway, while desirable, will be more challenging due to cross-boundary funding and viability constraints. However, a potential opportunity to deliver a cycle lane to Broadway has been identified (below) which the PC may have already looked into.

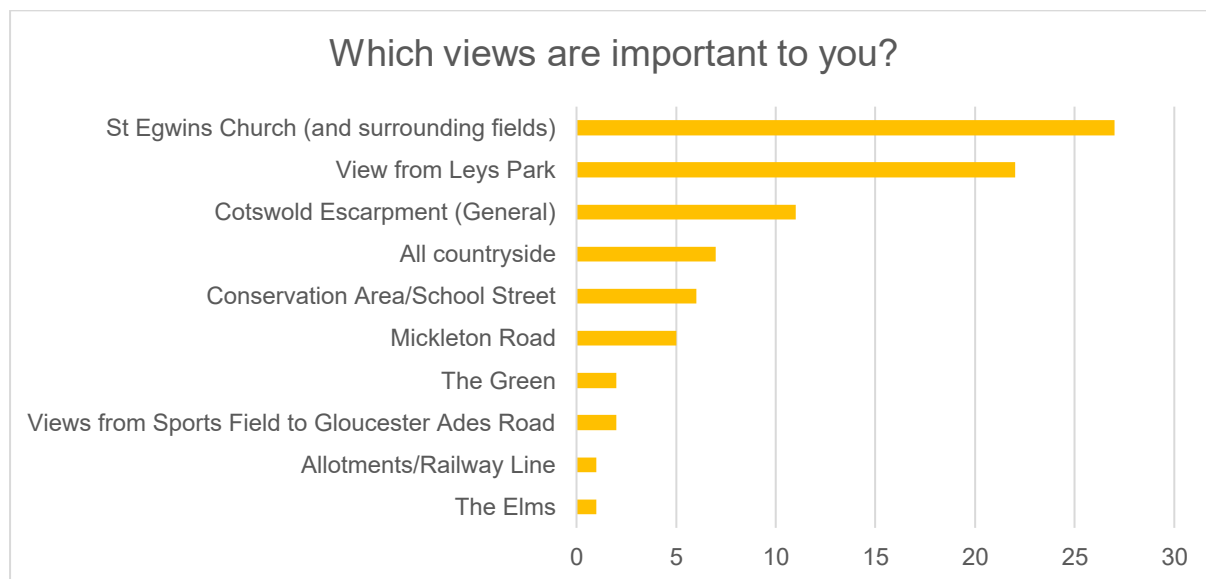
### Honeybourne to Mickleton/Broadway - Cycle Lane Opportunity



The above disused rail line connected to Mickleton Rd is owned by <https://www.railwaypaths.org.uk/> who are a registered charity that owns and manages former railway land and structures to provide paths for cycling, walking, horse riding and wheel-chair use.

The land is not mentioned in the LCWIP.

## Question 12 – Locally Important Landscapes/Views



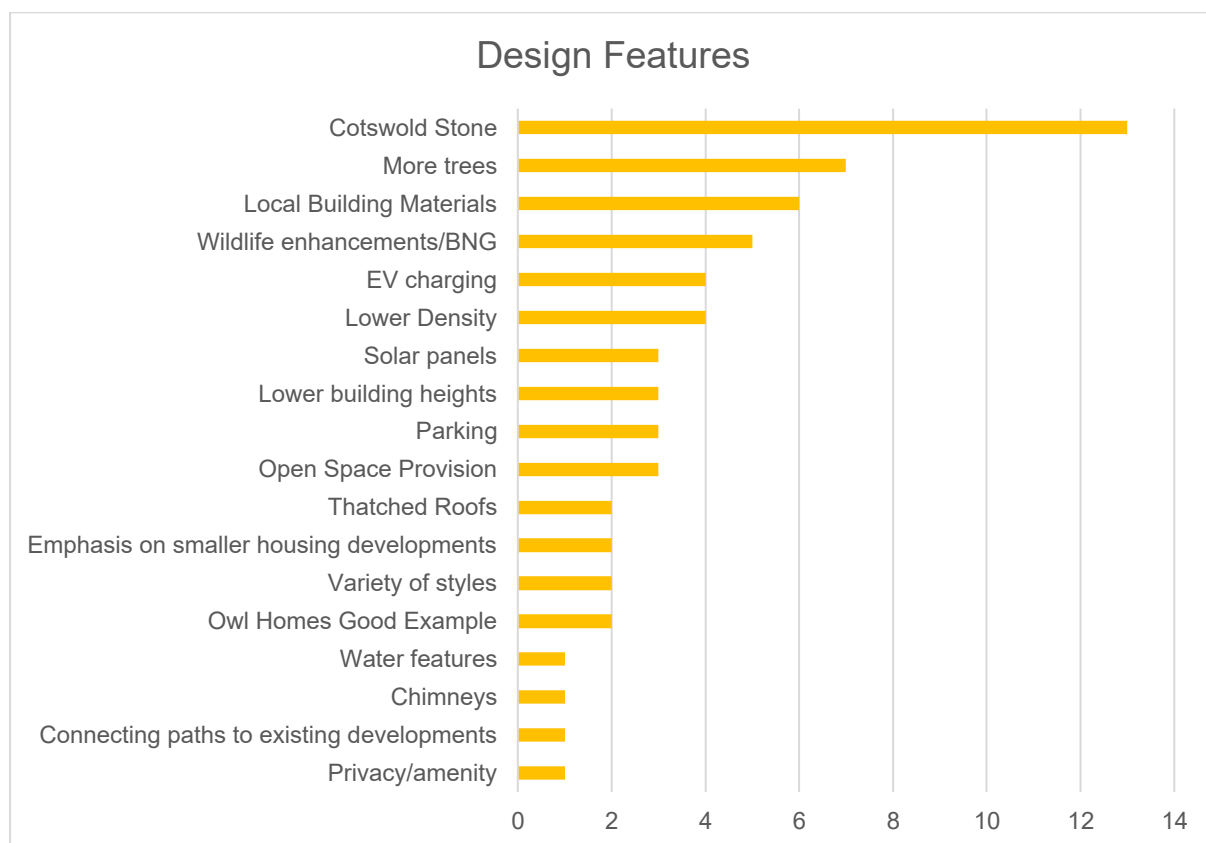
Views of St. Egwin’s Church (and surrounding fields) and views from Leys Park are the most strongly supported and are clearly valued by the community. There is also notable support for the Cotswold Escarpment, which is visible from various parts of the village.

Other locations, such as Mickleton Road, The Green, and the Conservation Area, were referenced less frequently. These are either already subject to existing protections, more difficult to define as specific views, or lack sufficient support to justify their protection.

### Policy implications

In relation to St. Egwin’s Church, any subsequent policy could identify key viewpoints towards it for protection, particularly where the spire forms a prominent character feature in the landscape. For Leys Park, the focus would be on preserving the open vista towards the escarpment, as many have identified that as the defining characteristic. There may be an opportunity to identify specific viewpoints along public footpaths, towards the Cotswold escarpment.

## Question 13 – Design



The most prominent theme is a preference for Cotswold stone and locally distinctive materials, alongside support for more trees and landscaping. There is also notable support for lower density development and lower building heights.

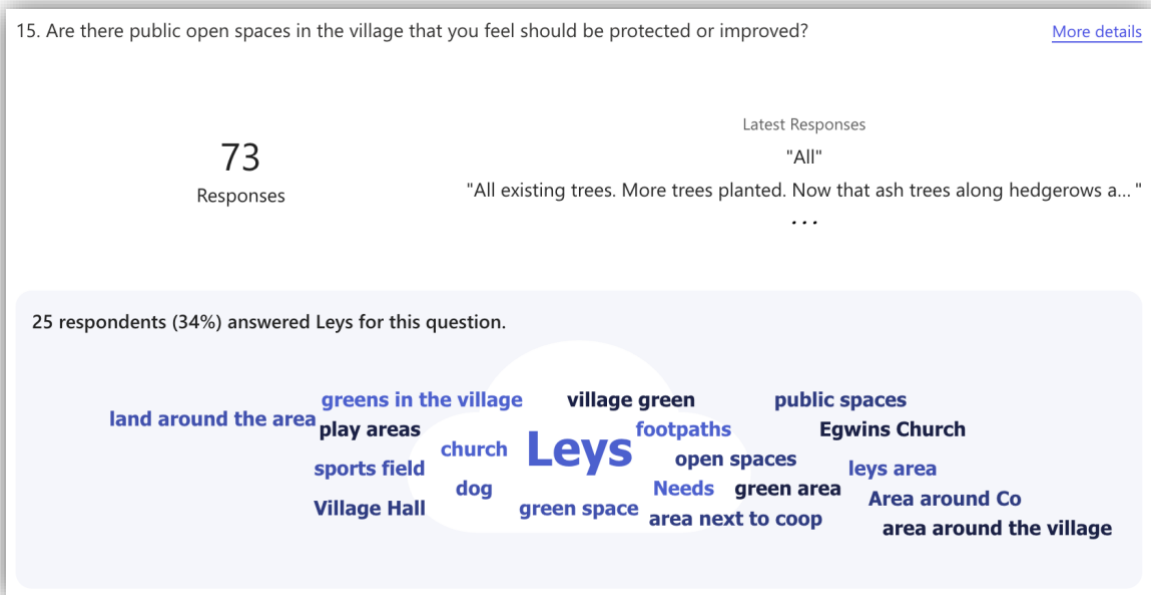
Other features, such as biodiversity enhancements, EV charging, solar panels, and generous open space provision, were supported but less consistently, indicating they are important considerations but not the primary drivers of community preference.

### Policy Implications

While the existing design policy H4 addresses a number of these priorities, the findings suggest it could be strengthened by being specific about what materials and design features are prominent in HB. It may be that this could include Cotswold stone, or a mixture of styles, noting also the conservation area appraisal and landscape character appraisal will comment on these matters.

The results also support the rationale for a tree policy within the Neighbourhood Plan, for not only the protection of existing trees but also the inclusion of new tree planting within development.

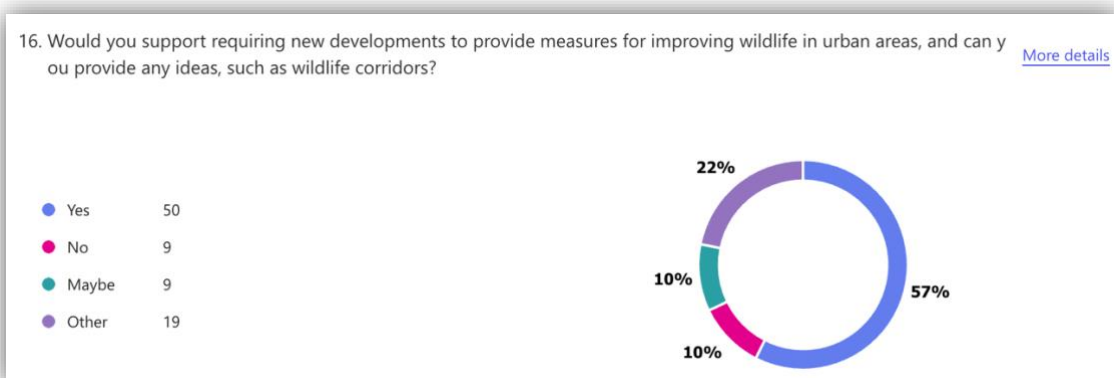
## Question 14 – Important Green Spaces



The responses to this question primarily reinforce the re-designation of existing Local Green Spaces within the Neighbourhood Plan. A small number of additional areas were identified, including land around the village hall and newer open spaces associated with recent development (e.g. Owl Homes).

A significant proportion of comments focused on maintenance and management issues, including the condition of footpaths, provision of bins, dog fouling, and general upkeep, which would not need to be addressed through the plan.

## Question 15 – Wildlife



- More native trees/shrubs
- Bird, bat and owl boxes, infrastructure for hedgehogs
- Wildflower verges
- Native hedgerows and shrubs
- Sustainable drainage

## Honeybourne Neighbourhood Plan Review – Engagement Report

- Urban heat island effect (tree planting)
- Unmown grass areas
- Wildlife corridors

The responses demonstrate support for a policy outlining priorities for wildlife provision in developments. The most suggested measure was tree and shrub planting due to their biodiversity benefits, but also for improving the local environment, including shading and reducing heat. There was also consistent support for wildflower verges and planting, to enhance biodiversity and pollination while improving the visual quality of open spaces.

More strategic measures, such as wildlife corridors, were mentioned less frequently, suggesting that residents place greater value on tangible, visible interventions rather than broader ecological concepts.

### Other General Comments

- Request for double yellow lines / parking restrictions at narrow/bend on High Street (near the Thatch)
- Call for increased police presence / enforcement
- Need for better maintenance of Co-op area
- Desire to improve green spaces, particularly for young and elderly users
- Need for more dog waste bins
- Concern about drainage, flooding, and sewage capacity, with suggestion for sustainable water reuse measures
- Need to complete/upgrade footpath link between Co-op field and Whitworth Gardens
- Concern about too much housing development and loss of village character
- Perception that infrastructure capacity is insufficient to support growth
- Issues relating to flooding and sewage capacity, and impacts on residents
- Calls for better maintenance and upkeep of the village
- Concern that all consultation responses should be properly considered, not selectively
- Doubts about the effectiveness of the Neighbourhood Plan in influencing development
- Specific concerns about the Rainier Homes development
- Preference for brownfield development over greenfield
- View that the village hall is underused, with suggestions for improvement
- General cynicism and lack of confidence in planning processes

**Front Page**

Example Titles:

- Honeybourne Neighbourhood Plan
- Honeybourne Neighbourhood Plan 2026 – 2041
- Honeybourne Neighbourhood Plan Review

Plan Period:

- 2026 – 2041 (coincides with the end date of the SWDP Review)

**Framework**

1. **Main document:** contains essential information, planning policies and justification.
2. **Appendix Documents:** contains essential information on specific policies to aid their interpretation. Kept separate from main plan as it will not always be relevant (e.g. Local Green Space justification).
3. **Evidence Documents (EDs):** supporting justification for the plan or specific policies (for example, a statement to demonstrate how the plan meets the legal requirements).

**Plan structure****Change log (for internal use only)****Foreword (1-2 pages):**

- What this document is / summary of engagement / basic rules of neighbourhood plans
- How the HNBP is structured (what each policy does and how to use supporting documents)
- What happens next (Reg 14 consultation)

**Table of Contents****Section 1 - Introduction and Background to the Parish**

- Location and setting
- History and character
- Community facilities and services
- Population and housing growth
- Broader planning context

**Section 2 - Vision and Objectives**

- Old vision/objectives
- Community Survey (confirmed support for existing NP objectives and suggested new policy areas)
- Revised vision
- Revised objectives (split these into themes)

### Section 3 – Planning Policies

Theme	Policy	Purpose
Housing	Housing Mix	Short Housing Needs Assessment to meet needs of community, including bungalows.
Housing	Housing Tenure	Sets out the preferred split for affordable housing (rented/purchase).
Design	All development	Lists design principles for all developments. Provides evidence of key design characteristics to be reinforced.
Design	New development	Lists additional criteria for new developments. Highlights local design SPD and conservation area appraisal.
Infrastructure	Facilities	Protects local community facilities, provides reasons why, and any capacity issues which could be funded/improved.
Infrastructure	Local Green Spaces	Protects local valued green spaces and provides reasons for their designation.
Infrastructure	Railway Station	Identifies capacity issues which are relevant to development proposals which comment on this as a sustainability credential.
Travel	Public Footpaths	Highlights priorities for improvements, connections and design etc.
Travel	Cycle Lane	Identifies need for cycle lanes through village that avoid busy roads.
Environment	Flooding	Provides evidence of local flooding for consideration by statutory flooding authority.
Environment	Trees and Hedges	Promotes tree retention and increased planting, and use of indigenous species.
Environment	Valued Landscapes	Builds on existing policy by identifying valued views and landscapes – views of St Egwins Church and from the Leys Park.
Environment	Agricultural Development	Operational development or changes of use directly associated with, and necessary for, agricultural activity will be supported. Identify any businesses in the area.
Economy	Employment Facilities	TBC

#### Additional policies (TBC)

- Housing Allocations
- Speeding / Pedestrian safety
- Bus services
- Ecology / Supporting Nature Recovery

#### **Section 4 – Monitoring and Delivery**

- Monitoring framework (indicators, triggers for review, data sources)
- Delivery and implementation (who does what – parish council, LPA, partners)
- Infrastructure delivery (CIL priorities, s106 expectations)
- Stewardship / long-term management (open space, SuDS, community assets)
- Developer engagement expectations (pre-app discussions, community involvement)
- Review process (when and how the plan will be reviewed or updated)

#### **Section 5 – Glossary and Definitions**

# HONEYBOURNE NEIGHBOURHOOD PLAN REVIEW 2026

## Employment Policy Review — Policy H14

*Review Note prepared for the Steering Group*

April 2026

### 1. Purpose of this Note

This note reviews the current status of Policy H14 (Retention and Redevelopment of Existing Employment Sites) in the Honeybourne Neighbourhood Development Plan (adopted April 2020). It sets out changes to the named employment sites since adoption, notes employment changes elsewhere in the parish not covered by Policy H14, and identifies matters for the Steering Group and Planning Consultant to consider when revising the policy for the updated Plan.

### 2. Policy H14 — Summary

Policy H14 protects six named employment sites from change of use away from B1, B2, B8, tourism, leisure and recreation-related employment. Applications for change of use are only supported if the site has been actively marketed for at least 12 months without interest, if the change meets a clear community facility need, or if the site is environmentally unsuitable to continue as a business use.

All six sites remain in existence and in active employment use. The policy has therefore been effective in its core purpose. However, one site has changed hands and operator since adoption, and the review below suggests updating the description of that site.

### 3. Current Status of Named H14 Sites

Site	Current Status and Notes
<b>Site 1 Honeybourne Airfield Trading Estate / Two Shires Park</b>	Remains a significant employment site accommodating approximately 30 businesses across a range of uses. The site continues to be the largest single concentration of employment in the parish. Multiple businesses remain registered at the estate on Companies House. No material change since adoption. Policy protection remains appropriate.
<b>Site 2 Brickworks Trading Estate, Buckle Street</b>	Confirmed as still in active employment use with businesses operating at the estate. Note: Fairview Trading (building and landscaping materials) operates on Buckle Street but is not located within the Brickworks Trading Estate itself. Policy protection for the estate remains appropriate.
<b>Site 3 Westward Business Centre, Buckle Street</b>	Confirmed as still operating on Buckle Street. Businesses remain registered at this address on Companies House. Westward Business Centre is located close to the Brickworks Trading Estate on Buckle Street. Policy protection remains appropriate.
<b>Site 4 The Ranch Caravan Park</b>	Continues to operate as an established 5-star family-run holiday park on 130 acres on Station Road. The company is confirmed active on Companies House with accounts filed to November 2024. The Ranch offers touring caravan pitches, holiday homes for hire and purchase, an outdoor heated pool, gym, sauna, games room and a licensed clubhouse serving food. It is an important

	<p>tourism and leisure employer in the parish, supporting the wider visitor economy and providing indirect support to local businesses through visitor spend. Policy protection remains appropriate and the tourism and leisure employment contribution of the site should be explicitly recognised in any revised policy wording.</p>
<p><b>Site 5 Badham's Garage (now Academy Motorsport Ltd)</b></p>	<p>Badham's Garage has ceased trading. The site at 96 Stratford Road is now occupied by Academy Motorsport Ltd, an official partner team of Ford Performance and Multimatic. Academy Motorsport provides race car preparation and engineering, road and track builds, driver coaching, and corporate hospitality and VIP race experiences, and is described as one of the most successful race teams in the UK. The site remains in active B2 employment use. The description in Policy H14 should be updated from 'Badham's Garage' to 'Academy Motorsport Ltd, 96 Stratford Road' whilst making clear that the policy protects the employment use of the site regardless of the occupier.</p>
<p><b>Site 6 All Things Wild</b></p>	<p>Confirmed open and actively trading. All Things Wild operates as an all-weather family visitor attraction and nature centre, open daily 10am to 5pm, with animals, indoor and outdoor play areas, dinosaur experiences, and an on-site café. It is a significant leisure and tourism employer in the parish and supports the wider visitor economy alongside The Ranch. The policy note in the adopted Plan regarding the planning unit boundary remains relevant and should be carried forward into any revised policy. Policy protection remains appropriate.</p>

#### 4. Employment Changes in the Parish Not Covered by Policy H14

The following changes to employment uses in the parish since adoption are noted for information. These sites are not among the six named in Policy H14.

##### **Sycamore Drive — New Retail Units**

A parade of several new retail units on Sycamore Drive was completed approximately 2023. The units are lettered, with Ludify Automotive Ltd having occupied Units E/F, Sycamore Drive, Honeybourne, WR11 7AE. Other units in the same parade have been occupied by a specialist cat veterinary practice and a café/bakery, each in separate units.

Ludify Automotive Ltd did not simply close — according to a notice published in the London Gazette on 28<sup>th</sup> January 2026, the company passed a Resolution for Winding-up on 28<sup>th</sup> January 2026 following a Meeting of Creditors on 19<sup>th</sup> January 2026 (Company Number 14279158). This is a matter of public record. Units E/F are vacant following the liquidation. The cat veterinary practice and café/bakery remain in occupation and are trading.

The fact that a new business went into liquidation within approximately two to three years of brand new units being completed is notable. With Units E/F now vacant, there is a risk that an application could come forward to convert them to a non-employment use. The Planning Consultant may wish to consider whether the Sycamore Drive parade warrants inclusion in a revised Policy H14, or similar employment protection policy, to give the Parish Council a planning tool to resist any future loss of these units to non-employment uses. In the absence of such protection, there is currently nothing in the NDP or the SWDP that would specifically prevent such a change of use.

### ***Waterscapes and Gardens, Unit B, Sycamore Drive***

On the opposite side of Sycamore Drive from the retail units described above is Waterscapes and Gardens Ltd, located at Unit B, Sycamore Drive, Honeybourne, WR11 7AE. This is a completely separate and distinct site. Waterscapes and Gardens is a well-established aquatic garden centre and landscaping business which has been trading since at least 2019 and is confirmed active on Companies House. It offers aquatic plants, garden products, pond and lake construction, garden design and landscaping services, alongside the Jungle Café which provides both indoor and outdoor seating overlooking water features and tropical planting. It is rated on TripAdvisor as one of the top three things to do in Honeybourne and draws visitors from outside the parish.

Waterscapes and Gardens was already trading when the NDP was adopted in April 2020 but was not included in either Policy H14 or Policy H12 at that time. Given its established presence, its contribution to the local visitor economy and its dual role as both a retail and café business, the Planning Consultant's advice is sought on whether it should be included in the revised Plan, either as a named employment site under a revised Policy H14 or as a community facility under Policy H12.

### **5. Established Businesses Not Listed in Policy H14**

The following long-established business operating in the parish is not currently named in Policy H14. The Steering Group may wish to consider whether it should be included in the revised policy.

- Honeybourne Pottery — a second-generation family business established in 2001, making it one of the longest-established businesses in the parish. The pottery has been run by the same family since its foundation. It is an award-winning visitor destination offering immersive hands-on clay workshops and selling handmade pottery, having received nine TripAdvisor Travellers' Choice Awards since 2016 and been voted Best Workshops in the Cotswolds. It draws visitors from outside the parish and contributes meaningfully to the local visitor economy alongside All Things Wild, The Ranch and Waterscapes and Gardens. Despite its long establishment and visitor economy contribution, it is not currently named or protected under either Policy H14 or Policy H12. The Planning Consultant's advice is sought on whether the evidence base required to support its inclusion in the revised Plan is proportionate given the scale of the business.

### **6. Tourism, Leisure and the Visitor Economy**

The adopted NDP already recognises tourism and leisure as legitimate employment-generating uses through Policy H14, which lists The Ranch and All Things Wild alongside more conventional employment sites. This approach should be retained and strengthened in the revised Plan.

Together, The Ranch, All Things Wild, Waterscapes and Gardens and Honeybourne Pottery (if included) represent a cluster of visitor-facing businesses that contribute meaningfully to the local economy and support indirect employment through visitor spend at local shops, pubs and other facilities. Any revised policy wording should make explicit that tourism, leisure and cultural businesses are valued employment uses that the Plan seeks to protect and support.

### **7. Local Services, Retail and Food and Drink Businesses**

The parish has a number of small local service, retail and food and drink businesses that contribute to village life and provide local employment, including a Chinese takeaway, an Indian restaurant, and a hairdresser. These businesses are not appropriate for inclusion in Policy H14, which is specifically designed to protect B1, B2, B8 and tourism and leisure employment sites.

Several existing businesses already have policy protection elsewhere in the NDP. The two public houses — the Gate Inn and the Thatched Tavern — are protected as named community facilities under Policy H12. The Co-op and One Stop (which also houses the post office) are protected as Village Shops under Policy H12, item 6. These businesses do not require inclusion in Policy H14.

As noted in Section 4, Waterscapes and Gardens at Unit B, Sycamore Drive is an established aquatic garden centre, landscaping business and café which was trading at the time the NDP was adopted in 2020 but was not included in either Policy H12 or Policy H14. The Planning Consultant's advice is sought on whether it should be captured in the revised Plan.

The Planning Consultant's advice is also sought on whether the revised Plan should include a separate, short policy on protecting local retail and service uses more broadly. This would provide a degree of protection for businesses such as the takeaways and hairdresser that currently have no specific policy protection in the NDP, and would be consistent with the NPPF 2024 approach to supporting rural economies and maintaining the vitality of rural communities.<sup>1</sup>

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<sup>1</sup> Paragraph 86 of the NPPF 2024 requires planning policies to support a prosperous rural economy and enable the retention and development of local services and community facilities in villages. The Neighbourhood Plan must be consistent with this national policy requirement in order to pass the basic conditions test at examination. The inclusion of policy protection for local services is therefore not a discretionary choice but a matter of conformity with national planning policy.

## **8. Matters for the Planning Consultant and Steering Group to Consider**

The following matters are identified for consideration and discussion:

- Update Site 5 description from 'Badham's Garage' to 'Academy Motorsport Ltd, 96 Stratford Road', with a note that the policy protects the employment use regardless of occupier.
- Consider whether Honeybourne Pottery should be added to the list of named employment sites in the revised policy, subject to proportionate supporting evidence.
- Consider whether the Sycamore Drive retail units warrant specific policy recognition given they are newly constructed and have already seen a change of occupier within a short period.
- Consider whether Waterscapes and Gardens (Unit B, Sycamore Drive) should be included in the revised Plan as a named employment site under a revised Policy H14 or as a community facility under Policy H12, given it was trading at adoption in 2020 but was not captured at that time.
- Strengthen the policy recognition of tourism, leisure and cultural businesses as valued employment uses in the parish.
- Consider whether a separate policy on protecting local retail and service uses would be appropriate in the revised Plan, to cover businesses not captured by Policy H14 or H12.

- Review alignment with NPPF 2024 provisions on rural economy and employment land, consistent with the agreed direction of travel confirmed at the Parish Council meeting of 10 February 2026.
- Consider whether the criteria for allowing change of use away from employment remain appropriate, in particular the 12-month marketing requirement.