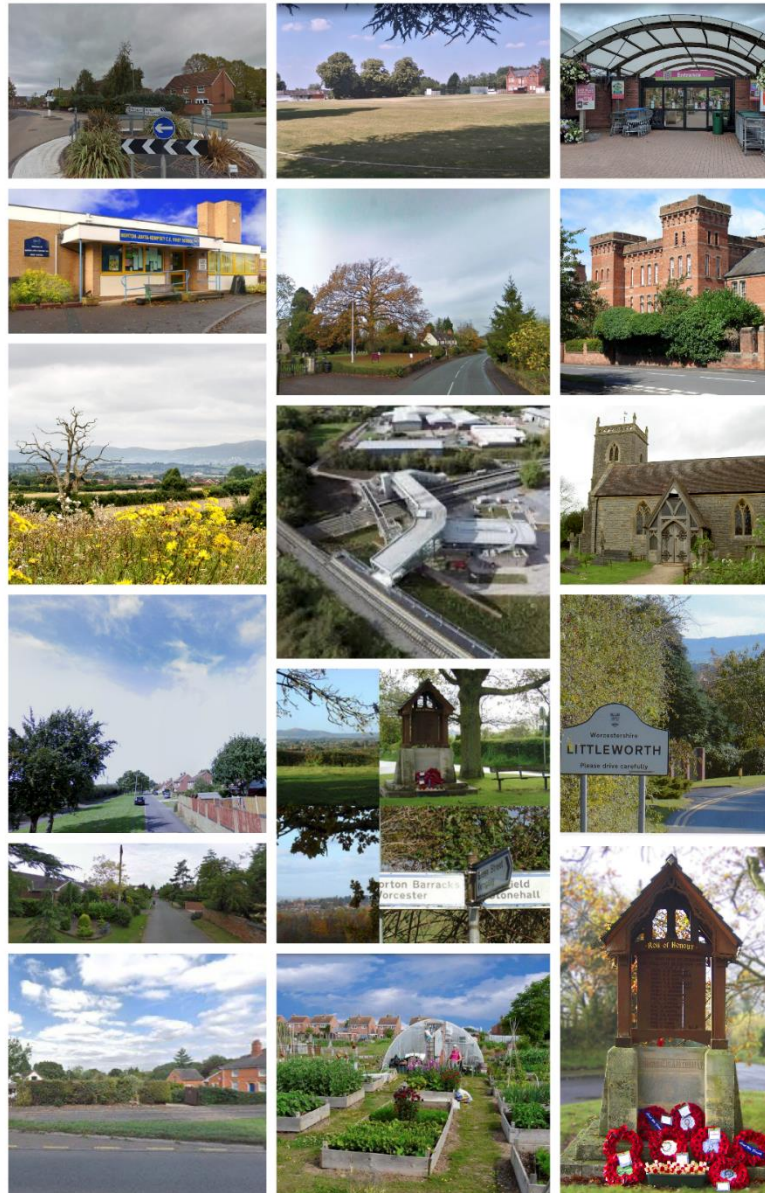




Norton-juxta-Kempsey Neighbourhood Plan Adopted Version December 2021



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1 Introduction

- 1.1 The Neighbourhood Plan has been developed on behalf of the Parish Council by a small dedicated Steering Group made up of residents and Parish Councillors. They have been guided through the process by independent planning consultants Brodie Planning Associates (BPA), who were appointed by the Parish Council in November 2018.
- 1.2 The group have worked over the last three years to turn community concerns and aspirations into planning policies that can be used to inform future development in the parish of Norton-juxta-Kempsey. Now the Plan has progressed through all the required stages it will be used by the Local Planning Authority and Planning Inspectors to determine all planning applications in the parish until at least 2030.

What is a Neighbourhood Plan?

- 1.3 In 2011 the Localism Act gave parish councils the opportunity to prepare Neighbourhood Plans. Norton-juxta-Kempsey Parish Council applied to designate the whole of the parish as a Neighbourhood Plan Area in October 2016 and the designation was secured on the 11 January 2017. The Parish Council subsequently successfully bid for funding from the Government to help prepare the Neighbourhood Plan.
- 1.4 Neighbourhood planning provides an opportunity for local people to influence the planning and development of the area in which they live and work. It gives the community a real say over local decision making, it can help to achieve goals through the planning system and address the challenges and opportunities facing the future vitality of the parish. Our Neighbourhood Plan is intended to last until 2030 and provides:
 - a shared vision for the parish;
 - some broad objectives which we think we help to deliver the vision; and
 - a set of policies which will make the vision a reality.
- 1.5 The adopted Neighbourhood Plan forms part of the statutory Local Development Plan alongside the South Worcestershire Development Plan (SWDP) 2016¹, the adopted Worcestershire Waste Core Strategy and the saved policies of the County of Hereford and Worcester Minerals Local Plan². In simple terms this means that any planning decisions in the parish will have to be taken in accordance with policies in our Neighbourhood Plan.

¹ The SWDP is under review at the time of drafting and a revised version is anticipated to be adopted in 2023; the policies in the updated SWDP will supersede those in the 2016 version once it is adopted.

² Worcestershire County Council is developing a new Minerals Local Plan for Worcestershire. This will supersede the saved policies of the County of Hereford and Worcester Minerals Local Plan once it is adopted.

- 1.6 The Neighbourhood Plan contains a wide variety of policies intended to address issues that are important to you the community. The overriding objective is to maintain the rural character of the area and the separate identities of each of our settlements. The policies encompass the identification and protection of important local green spaces, enhancement of community facilities and support for sustainable transport options. The transport policy encourages new footpath and cycle path routes and ensures that any new businesses generating HGV movements provide detailed transport plans to help mitigate the effects on our parish. The Plan does not identify any further housing sites as this was not well supported due to the level of planned strategic growth in and around the parish; nor does it allocate any additional employment sites for the same reason. It does, however, seek to protect existing employment sites and support the change of use of suitable agricultural buildings to employment uses to encourage rural enterprise, including home-working, that reduce the need to travel and support the rural economy. All our policies are designed to protect and enhance our local environment in order to bring long term benefits to our community.

The Statutory Process

- 1.7 In autumn 2016 the Parish Council initiated the Neighbourhood Plan process. The recent adoption of the SWDP (February 2016), which identifies several strategic locations for housing, employment and infrastructure growth in and immediately adjacent to the parish, highlighted the need for the local community to have more influence over the future development of the parish.
- 1.8 The Parish Council established a small Steering Group which comprised councillors and local residents; membership of this group has evolved over time, but core members have continued to meet regularly over the past three years to produce the Plan and report back to the Parish Council. In November 2018 the Parish Council instructed BPA independent planning consultants to guide the preparation of the Plan and to provide professional planning advice.
- 1.9 The Steering Group sought to formally designate the parish as A Neighbourhood Area in October 2016; this was subsequently approved in January 2017.
- 1.10 Throughout the Plan preparation process the Steering Group has engaged with members of our community to gain an understanding of the issues affecting them and any opportunities for development in the parish. Information has been gathered through a residents' questionnaire delivered to every household in the parish in April 2018 and a business questionnaire delivered to every known business in the parish in April 2019. Once results of these questionnaires had been analysed and the key issues identified and researched, the community were invited to attend a consultation event held on 21 and 22 February 2020 at two venues in the parish. This sought the community's views on the overarching Vision and Objectives of the Plan and the shortlisted sites that the Steering Group had identified to designate as Local Green Space.

- 1.11 Conversations have also been held with Norton Juxta Kempsey C of E Primary School as it changed to primary status (increasing its intake to include children in years 5 and 6); this was to ascertain whether there were any land use issues or requirements that could be delivered through the Neighbourhood Plan. A constant and open dialogue has been maintained with Wychavon District Council with regard to the emerging Local Plan review and also with Worcestershire County Council in relation to the Worcestershire Parkway development and its associated infrastructure.
- 1.12 Updated information has been shared on the Neighbourhood Plan pages of the Parish Council's website <https://nortonjuxtakempseyparishcouncil.org/>, through features in the parish newsletter, and promoted on the Facebook pages of various societies and community groups in the parish.
- 1.13 Local opinions have shaped the content of the Plan and extensive research has been undertaken to support the policies herein. Following the Regulation 14 Consultation in October/November 2020 a number of changes were made to the Plan and all comments received were responded to; these are published in the submitted Consultation Statement.
- 1.14 The Plan was then formally submitted to Wychavon District Council for examination on 14th April 2021. The Wychavon District Council then undertook a 6-week Regulation 16 Consultation which took place between Friday 21st May 2021 to Friday 2 July 2021. This was a final opportunity for residents and consultees to have a say on the Plan before it was examined by an independent examiner.
- 1.15 The independent examiner considers the Plan and any representations made during the consultation stage. The independent examiner's task is limited to considering whether the Plan meets the basic conditions. A Plan must:
- conform with EU and UK law;
 - conform with the requirements of Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017;
 - conform with the National Planning Policy Framework 2019 (NPPF);
 - be in general conformity with the strategic policies of the Local Development Plan, the South Worcestershire Development Plan (SWDP); and
 - contribute to sustainable development.
- 1.16 On the 9th August 2021 the independent examiner report was received and recommended the Plan proceed to local referendum with certain modifications. These modifications have been made and the Referendum Version (this document) is formally submitted to Wychavon

District Council for the referendum stage of the neighbourhood plan preparation process, as set out in the diagram below.

1.17 Wychavon District Council organised a parish referendum which was held on the 28th October 2021. This was a public vote where all parishioners on the electoral roll were invited to vote on the Plan. The 86% referendum vote in favour of the Plan means that it now forms part of Wychavon District's statutory Development Plan. This means, it must be taken into account in decision-making on planning applications and appeals in the parish.

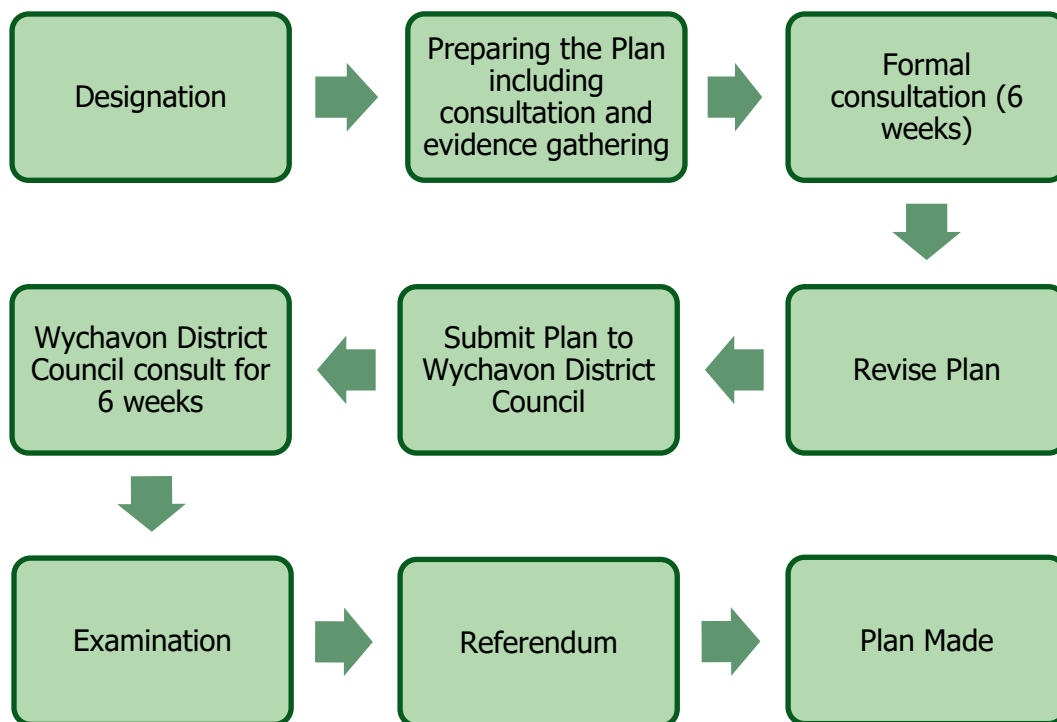


Figure 1. The Neighbourhood Plan Preparation Process

2 Norton-juxta-Kempsey Neighbourhood Plan Boundary

- 2.1 The whole of the parish of Norton-juxta-Kempsey (Figure 2) has been formally designated as a Neighbourhood Area through an application made on 17 October 2016 under the Neighbourhood Planning Regulations 2012 (part 2 S6) and approved by Wychavon District Council on 11 January 2017.
- 2.2 The parish includes the individual settlements of Hatfield, Littleworth, Norton and Brockhill, the hamlets of High Park and Woodbury Park and a significant amount of surrounding countryside; overall the parish covers approximately 749 hectares.
- 2.3 Two strategic sites from the adopted SWDP (2016) fall within the parish: part of the planned Worcester South urban extension (WSUE) in the north west of the parish³ and the recently completed (2020) Worcestershire Parkway station to the east of the parish. A considerable area of land to the east of the parish has also been identified as a future new settlement within the SWDP Review Preferred Options document (November 2019), centred on Worcestershire Parkway Station. The SWDP and its Review will deliver these large-scale strategic sites, whilst the Neighbourhood Plan will provide locally specific policies.

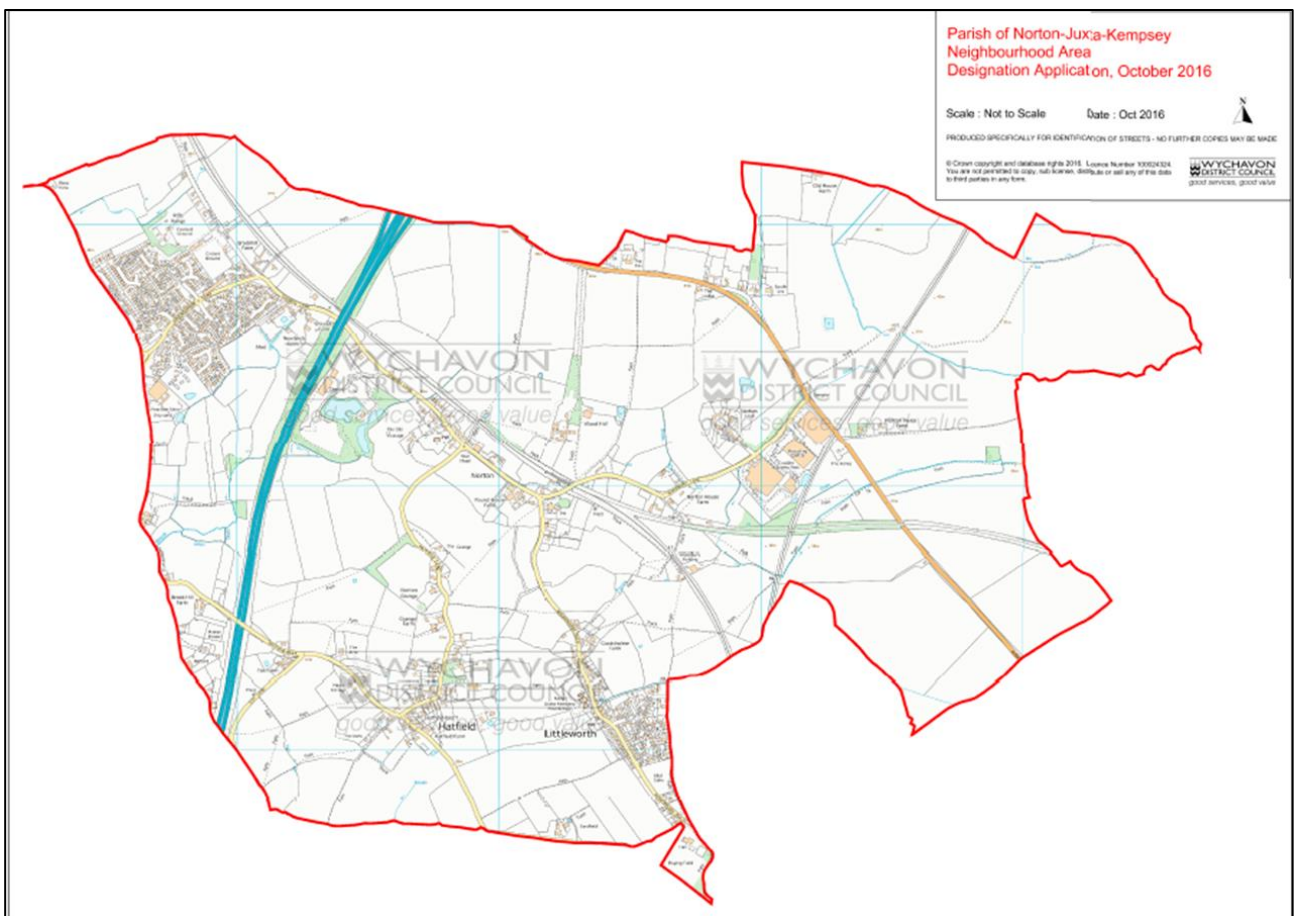


Figure 2. Norton-juxta-Kempsey Neighbourhood Plan Area. Source: Wychavon District Council 2016

³ The Worcester South urban extension (WSUE) is set out in policy SWDP45/1 *Broomhall Community and Norton Barracks Community* (Brockhill) in the adopted SWDP (2016).

3 Context

Location

3.1 Located to the south-east of the city of Worcester and immediately south of junction 7 of the M5 motorway, Norton-juxta-Kempsey Parish covers an area of 749 hectares (1850 acres). It is bisected north-south by the M5 motorway to the west and the B4084 to the east. The B4084 provides direct road access into Worcester City and the wider road network to the north as well as access to the market town of Pershore just over five miles to the southeast. The parish is also crossed north-south by the Birmingham to Bristol railway line, and east-west by the Worcester to London railway line, with the lines crossing at Norton junction, where there was once a station Norton Halt (formerly Norton Junction) which closed in 1966. However, in February 2020 a new train station, Worcestershire Parkway, opened to the east of the former station, providing direct rail links to London, Birmingham and Bristol and a 500-space car park with access from the B4084.

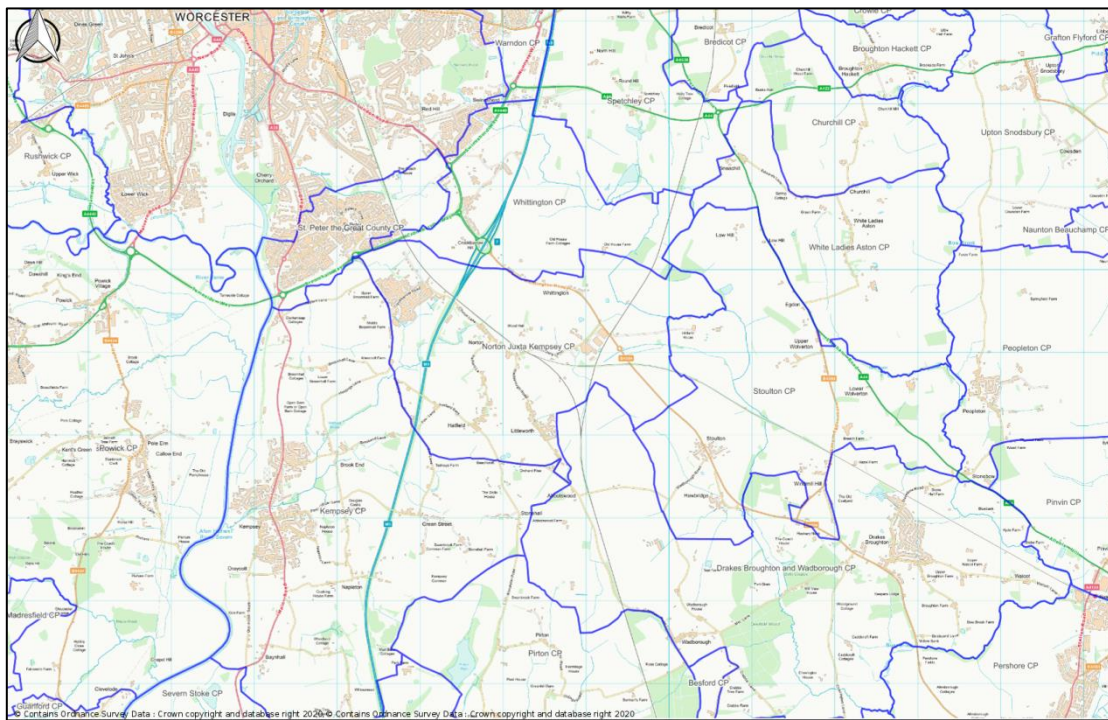


Figure 3. Norton-juxta-Kempsey and surrounds. Source: Parish Online

Settlements

3.2 The parish is home to 2375 residents living in 919 dwellings (Census, 2011). It is primarily rural in nature with a number of individual settlements dispersed within the open countryside; each having its own identity (see figure 3). The older settlements of Norton, Littleworth and Hatfield along with the smaller hamlet of High Park off the B4084 are long established and have a strong agricultural heritage with a number of farmsteads and open spaces. There is a further small hamlet of ten dwellings developed in the 1990s around Norton Hall, now in use as a Care Home, at Woodbury Park. To the north of the parish near to the boundary with Worcester City is the substantial Brockhill Village development, a

settlement that was constructed in the 1990s on and around the site of the decommissioned military Norton Barracks. This settlement is home to the majority of the parish's population with over 60 percent of residents living within it.

Employment

- 3.3 The parish has a rich agricultural heritage, and a number of operational farms and farmsteads remain today. The area also has strong military ties as Norton Barracks was home to the Worcestershire Regiment from 1881 – 1962 and prior to its closure was a large local employer. Prominent buildings from this era have been converted into residential accommodation and many of the roads are named after the battle honours of the Regiment.



Norton Barracks

- 3.4 The parish is home to several business premises covering a range of sectors from catering, haulage, education, leisure pursuits, architects, retail and reclamation amongst others; these businesses range in size with some employing 100 or more, whilst some employ fewer than five people. There is one business park at the site of the former Morganite Crucible Works on Woodbury Lane and a number of individual premises dispersed through the parish.

Community Facilities

- 3.5 Despite its large population the parish is not home to a vast array of community facilities but there are some very important ones that contribute to the quality of local resident's lives. There is a primary school and a separate preschool in Littleworth, along with a specialist college off Woodbury Lane catering for pupils from both within and outside the parish.



St Peter's Garden Centre

- 3.6 Situated on the edge of Norton on the way to Littleworth is a public house and restaurant and adjoining the settlement of Brockhill Village there is a garden centre that has a café and stocks a limited range of basic provisions along with specialist produce. The Parish Hall at Littleworth provides indoor facilities for local groups, a coffee shop and bar and also has extensive grounds and outdoor recreational facilities including play equipment, tennis courts, a football pitch and a Multi-Use Games Area (MUGA) which includes basketball, five aside football and netball court markings. There is also a private members sports club and bar, Worcester Norton Sports Club, located in Brockhill.
- 3.7 There are two places of worship in the parish, the Church of St James in Norton with its adjoining meeting room, and the Wesleyan Methodist Chapel in Littleworth.
- 3.8 Littleworth has two areas dedicated to allotments and the whole community benefits from access to an extensive network of public rights of way providing direct and easy access to the open countryside.

Development Pressures

- 3.9 Due to the parish's location immediately adjacent to Worcester City, with easy access to the M5 motorway and the recently completed Worcestershire Parkway Railway Station, the area is desirable to both residents and employers; residents can access a range of employment opportunities and leisure facilities locally and further afield with relative ease whilst businesses benefit from the area's excellent transport links. As such, land immediately adjacent to and partially within the parish has been identified for significant strategic growth in the South Worcestershire Development Plan (SWDP) 2016, with further growth anticipated in its advancing review.
- 3.10 The adopted SWDP (2016) identifies a substantial urban extension to Worcester City, known as the Worcester South urban extension (WSUE)⁴ (see Figure 4). It establishes the principle that approximately 20 hectares of employment land and around 2,600 dwellings will be delivered across the identified area by 2030 with its rate of delivery dependent upon the phased implementation of the Worcester Transport Strategy, and in particular the dualling of relevant sections of the A4440 Southern Link Road which is well underway at the time of writing.

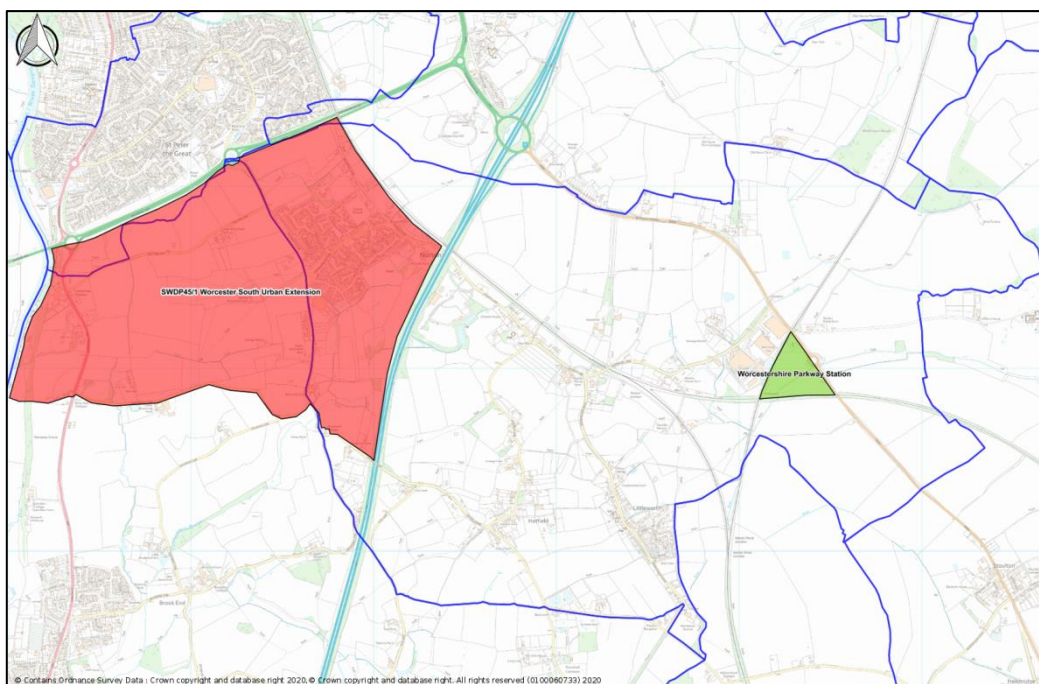


Figure 4. SWDP (2016) Allocated sites affecting the parish of Norton-juxta-Kempsey

- 3.11 The diagram overleaf demonstrates the differing land uses within the planned urban extension; despite the area identified covering a large extent of the parish not all of it is identified for residential or employment development, there are substantial landscape

⁴ Worcester South urban extension (WSUE) is dealt with under policy SWDP45/1 Broomhall Community and Norton Barracks Community within the adopted South Worcestershire Development Plan (SWDP) (2016).

SWDP 45/1 - Broomhall Community and Norton Barracks Community (Worcester South Urban Extension)

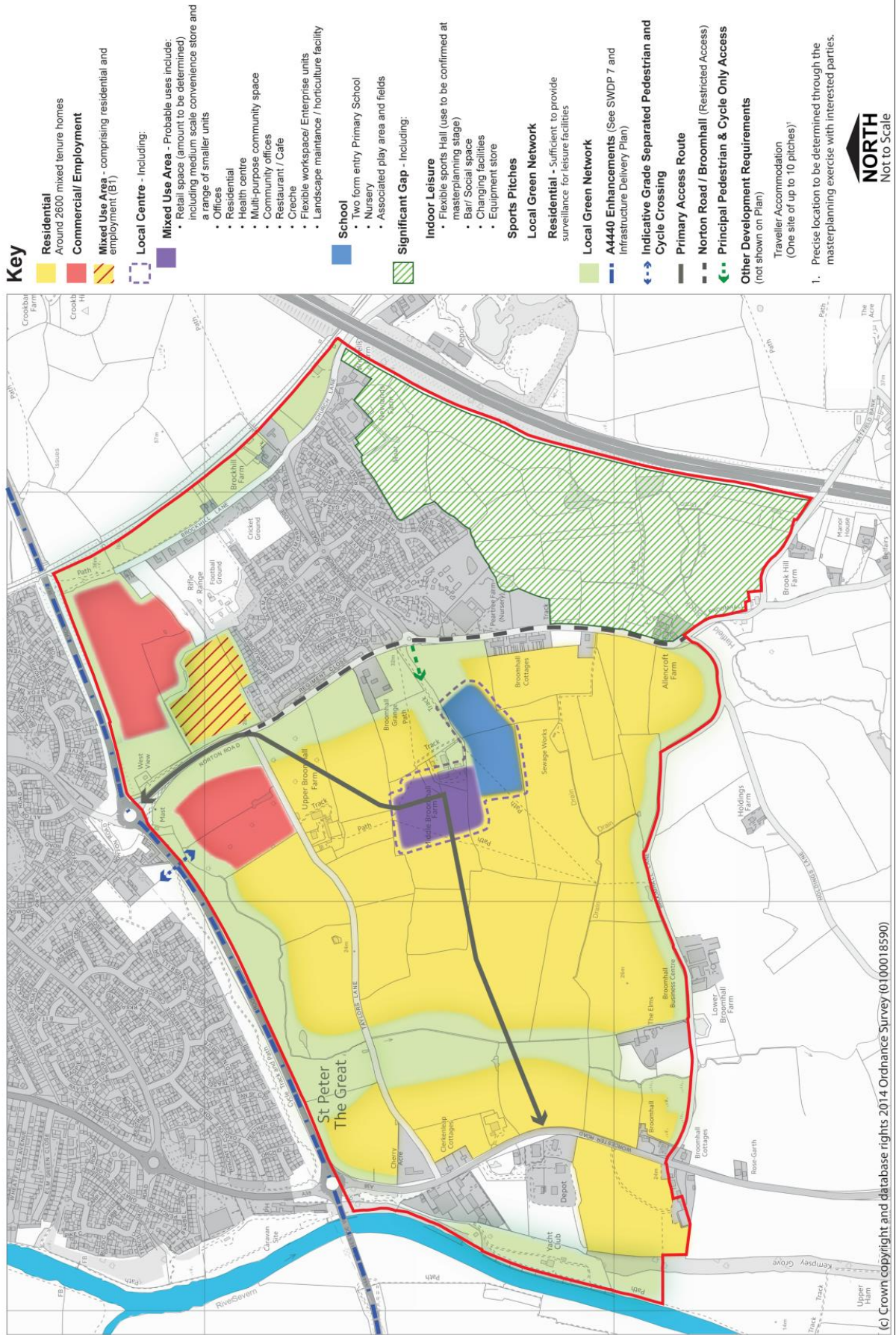


Figure 5. Indicative Masterplan SWDP45/1 Broomhall Community and Norton Barracks Community (Worcester South urban extension)

buffers and areas of open space that fall within the parish. The policy itself sets out a number of requirements that any development will need to comply with and provides clarity on the scale of built development within the parish; this equates to 85 dwellings in the proposed significant gap and an area of mixed-use development (residential and B1 office use) and another of commercial/employment development between Brockhill Village and the A4440. An extract of the policy can be found at appendix 1.

3.12 The SWDP (2016) also established the principle of the Worcestershire Parkway Railway Station (see figures 4, 6 and 7) which opened in February 2020 and now forms a critical part of the emerging SWDP Review strategy. The South Worcestershire Councils⁵ published the SWDP Review Preferred Options in November 2019, this included a large new standalone settlement focussed on Worcestershire Parkway. The exact form and layout of the new settlement is not yet fully understood but the indicative map identifies a broad area of approximately 1,130 hectares from the M5 in the north west to the A44 in the east and following the Cotswold and Malvern railway line along the west and extending to surround the settlement of Stoulton to the south east. The new town will potentially cover a vast area of open countryside and dramatically alter the landscape of the eastern half of Norton-juxta-Kempsey Parish and the surrounding parishes of Stoulton and part of Drakes Broughton and Wadborough.

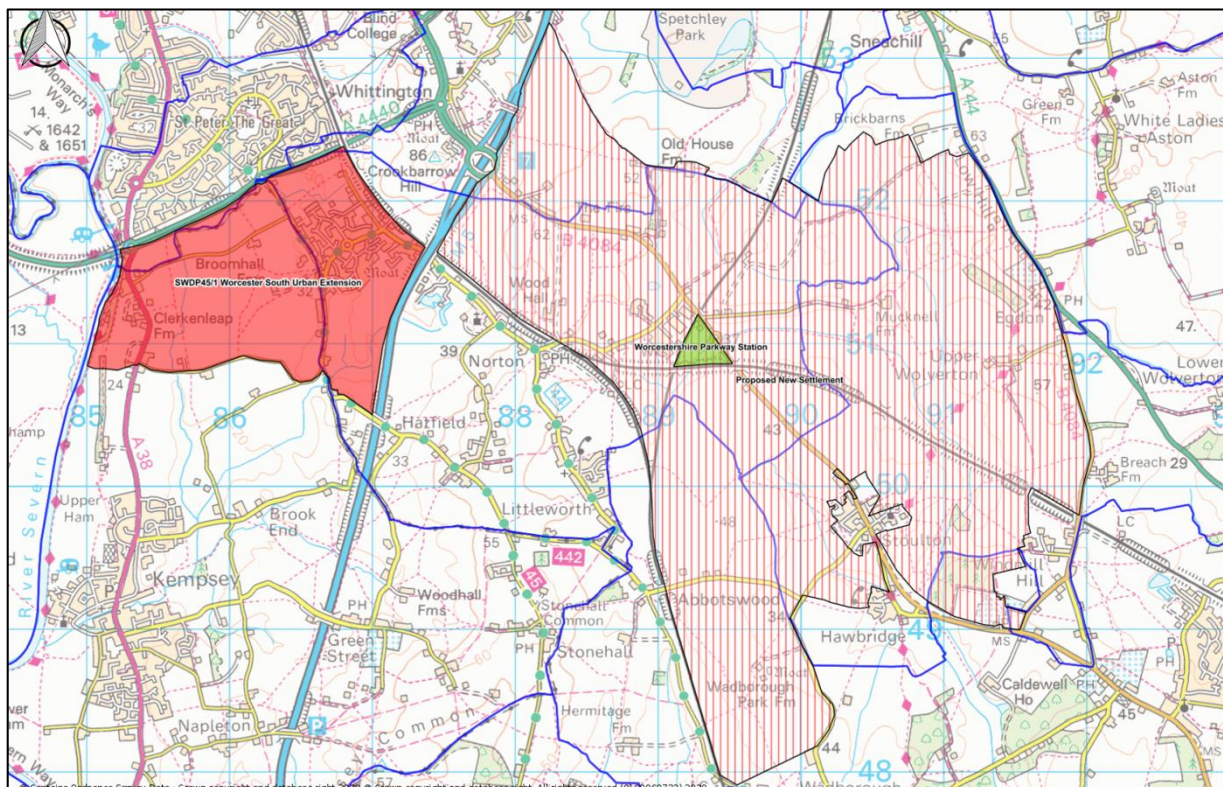


Figure 6. SWDP (2016) Allocated sites and the SWDP Review Preferred Options 2019 proposed new settlement at Worcestershire Parkway affecting Norton-juxta-Kempsey and surrounding parishes.

⁵ South Worcestershire Councils comprises Malvern Hills District Council, Worcester City Council and Wychavon District Council.

3.13 The anticipated scale of development is approximately 5,000 dwellings and 50 hectares of employment land by 2041 and it is anticipated that the town could increase by a further 5000 dwellings post 2041 with a further 10 hectares of employment land hence the scale of land identified. The town will include green energy generation, an integrated transport hub with opportunities for walking and cycling, and a range of services and facilities such as three primary schools and a secondary school, a leisure centre, shops and a library.

3.14 Given the proximity of the proposed new settlement to the existing rural settlements of Norton, Littleworth and Hatfield the SWDPR is proposing to extend the Significant Gap to cover these settlements and their surrounding countryside. The purpose of the gap is to maintain a clear separation between smaller settlements and urban areas. The Significant Gap is on land that would otherwise be subject to development pressure. Some development may still be acceptable in these areas including the reuse of rural buildings, agricultural and forestry-related development, playing fields, other open land uses and minor extensions to existing dwellings but the policy, once adopted should help to retain the settlements separate identities.

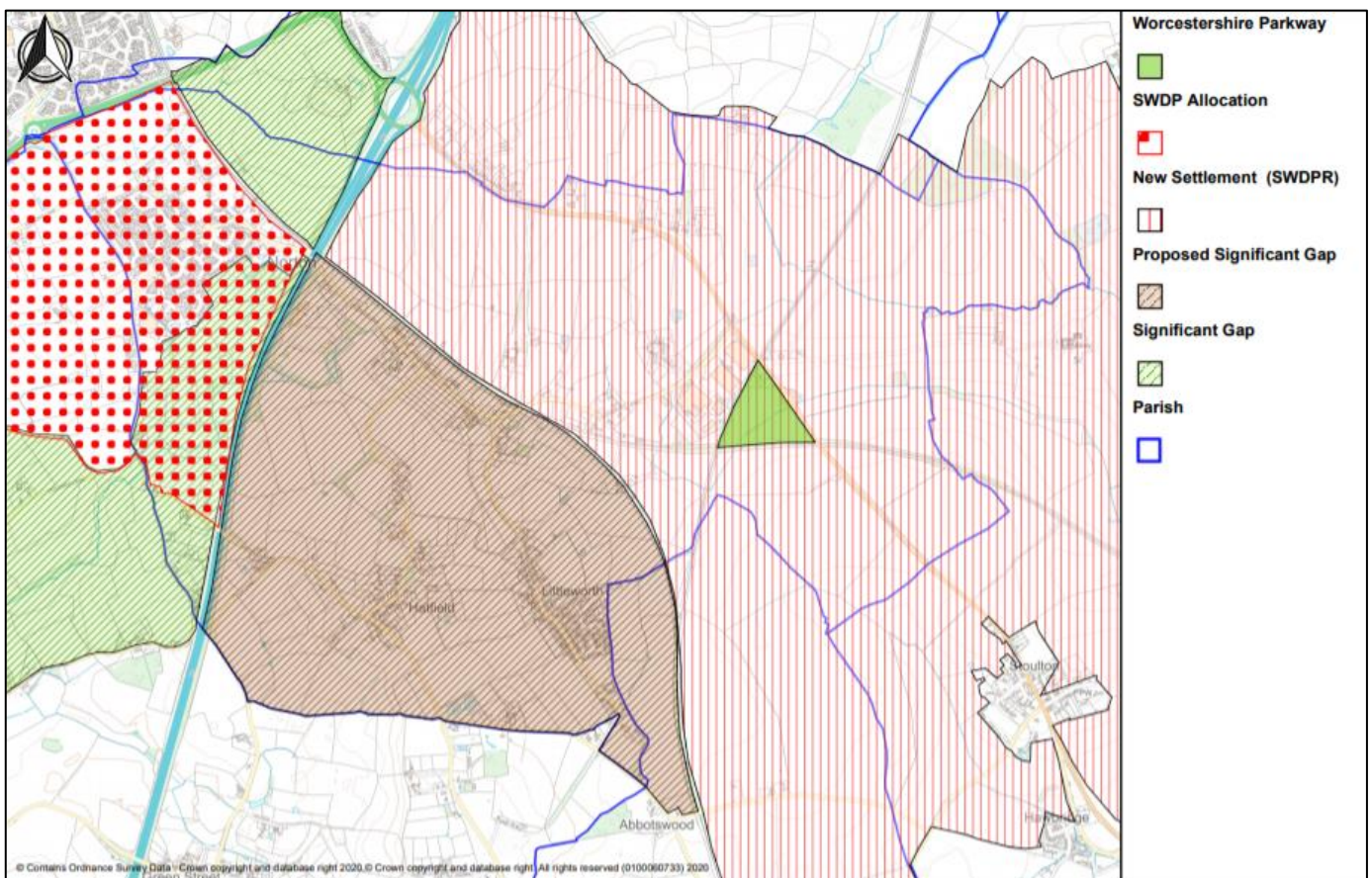


Figure 7. SWDP (2016) Allocated sites and the SWDP Review Preferred Options 2019 proposed new settlement at Worcestershire Parkway showing existing and proposed Significant Gap.

4 Understanding the Issues and Opportunities

- 4.1 The level of strategic growth set out in the previous chapter will undoubtedly have a significant impact on the area and may alter the way the existing community functions. However, this large-scale growth will take time to come forward and for the landscape and environmental impacts to be fully understood, and for the proposed services and facilities to be operational. The Parish Council accept that land to the east of the Bristol to Birmingham railway line will change significantly over the next two decades but for those that currently reside and work in the parish it is important that the Neighbourhood Plan addresses their concerns and aspirations and takes opportunities to influence, where possible, future development.
- 4.2 The Neighbourhood Plan is focussed on addressing matters that were raised during consultation with the community with a particular attention given to retaining the individual identities of existing settlements and maintaining the rural feel of the parish. The aim at the outset of the Neighbourhood Plan was to prevent the area from becoming a suburb of Worcester City and more recently, as the process has evolved and the SWDP Review has progressed, it is important that the parish's settlements do not become subsumed and lost within the proposed new settlement and that important landscape features and building characteristics are conserved.
- 4.3 Community engagement in the form of an initial survey conducted in 2018, prior to the SWDP Review, identified that local residents' greatest concern was becoming part of Worcester City and that the planned housing growth and new railway station and their associated impacts, are the greatest challenges faced by the area.
- 4.4 Other issues highlighted included: limited facilities and services; the current lack of infrastructure in the parish; the increase in traffic volume causing congestion and exacerbating parking issues in and around the rural settlements; the loss of the irreplaceable countryside to development; damage to valuable habitats and its impact on wildlife, and the overall loss of the area's rural identity.
- 4.5 The Plan has therefore developed policies to ensure that new development takes account of the areas rural heritage, key landscape features and maintains the identities of individual settlements and hamlets by retaining undeveloped gaps and creating where necessary landscape buffers. A policy to encourage the retention and enhancement of trees and hedgerows has also been developed to ensure new development takes opportunities to strengthen this defining characteristic of the area.
- 4.6 The open countryside, green spaces throughout the parish and the hedgerows and trees all contribute not only to the character of the area, which is important to the local community, but they are also critical as a habitat, they help mitigate the effects of climate change and

they also provide a space for recreation. Therefore, a policy has been developed to ensure new development takes opportunities to include green infrastructure and integrate it into the existing networks of green space and provide further enhancements.



Green route through the parish

4.7 The initial survey highlighted how important green spaces and the countryside were to the community therefore a full green space audit and assessments have been undertaken as part of the evidence base. Subsequent community engagement at open events and through an online survey in February 2020 confirmed that the Plan should include a policy designating and ultimately protecting important local green space for the duration of the Plan. All of the spaces proposed to the community were supported by at least 97 percent of respondents.

4.8 The initial survey in 2018 took place before the completion of the Parkway Station and sought to identify how many households would use the station and how they would access it. Although 88 percent of the 144 respondents raised concerns over the potential impacts of the Parkway on the rural road network, a large number (60 percent) stated they would be likely to use the station on a fairly regular basis with almost 50 percent stating they would use a car to access the station. However, 32 percent stated they would walk to the station and 19 percent stated they would cycle; this is most likely influenced by how far people live from the station. At the time of drafting the Parish Council continue to be in discussion with County Council regarding further improvements for accessing the station by foot and cycle and alterations to the road network including parking restrictions to prevent problems in the narrow lanes and to neighbouring businesses and residents. The community would also like to see improvements in bus services connecting to the station. Community aspirations that can't be dealt with by planning policies have been picked up in a separate Aspirations and Actions Plan in appendix 6, this will be reviewed and updated by the Parish Council.

4.9 Aside from concerns over traffic generation caused by the Parkway station 58 percent of respondents pre-empted the SWDP Review and identified that the station would most likely attract additional housing. Other potential impacts respondents identified included: the effect on house prices; potential increase in noise; increased crime risk; litter; loss of the rural landscape and the other



Parkway Station

potential development the station may attract. Many of these elements will require ongoing monitoring as the SWDP Review evolves and the future scale of development is better understood.

- 4.10 60 percent of respondents stated they would be likely to use cycle paths if they were provided in the parish, therefore a policy supporting new cycle paths has been included. This policy also supports improvements to the network of footpaths in the parish as these are well used; 62 percent of respondents use the Public Rights of Way in the parish more than twice a month with 35 percent using them more than five times a month. Of those that don't use the footpaths the main reason given by just 13 respondents was that they are overgrown; other useful suggestions from the community included improving signage and maintenance therefore these have been added to the Aspirations and Actions Plan at appendix 6.
- 4.11 Increases in heavy goods vehicle (HGV) movements and the associated environmental damage they cause in terms of damage to pavements, verges, noise and pollution were also highlighted as a concern. There are a number of businesses operating in the area that have fleets of HGVs and it is anticipated that this will increase with future development in the area. Therefore a policy to ensure that impacts are fully understood and mitigated has been developed.
- 4.12 The household survey asked about the level of use of some of the community facilities in the parish; it identified that the garden centre is the most well used facility followed by the pub. The Parish Hall is also well supported and used on a regular basis by a number of people. There were suggestions to increase the range of activities on offer in the hall to increase its popularity further including various classes and social events and the suggestion to reduce hall hire charges. There was also a suggestion of improved sports facilities.
- 4.13 The most sought after new facility identified in the residents' survey is a shop for basic provisions and/or a Post Office; this was also the most supported option for a new business that could locate in the parish, with 59 percent of respondents supporting the idea. The Parish Council have already started research into such a community business. It is noted however, that the urban extension in the SWDP is expected to provide a small retail outlet within the site that may also address this matter.
- 4.14 Given that the community facilities are of great importance a policy has been developed to protect the existing facilities in the parish and to support the development of new appropriate facilities that are in keeping with the parish's rural character and scale of the settlements.
- 4.15 Not surprisingly, given the extent of planned growth in and adjacent to the parish, there was no overall mandate to allocate further housing; 50.5 percent of respondents stated 'no' to allocating housing and 25 percent stated 'possibly', only 19 percent said 'yes' and a further

six percent didn't answer the question. Overall smaller schemes were considered preferable to larger schemes if further housing is required and low cost starter homes, bungalows, low cost family homes and executive homes were the most supported housing types.

- 4.16 There is no specified requirement within the adopted SWDP (2016) to allocate any further housing sites in the parish during the Plan period other than those already allocated through the strategic sites. The updated National Planning Policy Framework (2019) allows Parish Councils who are producing Neighbourhood Plans to request an indicative housing requirement figure from the local planning authority. Wychavon District Council provided the Parish Council with an indicative housing requirement number taking account of the latest evidence of local housing need, the population of the parish and the latest planning strategy for the District; they calculated that the housing requirement for the parish up until 2030 is only for one new dwelling. Therefore, the Plan has not set out to identify further housing sites but accepts that a few may be delivered through windfall development within the existing settlements and that substantial growth will be delivered on the strategic sites through the SWDP process.
- 4.17 The survey also asked households to identify where in the parish further housing growth would be most supported and although no areas scored highly the more supported areas were north of the Worcester to London railway line with between 11 and 16 percent of households stating this was their preferred location.
- 4.18 The parish is going to also see an increase in employment sites by 2030 as two parcels of land are allocated in the adopted SWDP (2016) for employment use to the north of Brockhill Village. Therefore, unsurprisingly 49 percent of households were against further employment sites being allocated through the Neighbourhood Plan and 21 percent didn't answer. It is also likely that significant areas of land close to the railway station to the east of the Bristol to Birmingham railway line may be allocated for further employment growth as part of the proposed new town in the emerging SWDP Review.
- 4.19 A business survey was also undertaken with local employers and identified that there was no real need for additional premises from local employers and that any future need would most likely be met through the planned development in the parish. Instead, the Neighbourhood Plan has taken the opportunity to develop a policy that supports the retention of existing employment sites and any necessary requirements to upgrade facilities.
- 4.20 A separate policy to deal with agricultural buildings and rural enterprise has also been developed given the rural nature of the parish and the number of farmsteads.
- 4.21 Results from the community engagement will be contained in more detail in the Consultation Statement that will be produced alongside the Plan.

5 Vision and Objectives

- 5.1 Based on the results of resident and business questionnaires the group identified the main areas the community wanted the Plan to focus on and created an overarching vision for how the parish would be by 2030 (the end of the Plan period).
- 5.2 The group sought clarification of the level of community support for the vision and objectives through a survey conducted at two open events and through an online survey. The community were invited to comment on the vision and objectives and asked to show their support for the Local Green Spaces identified and identify any other candidates for consideration. 100 percent of those that attended the event and responded online were in support of the vision.

Our Vision

By 2030 the essentially rural character within the separate settlements of Littleworth, Hatfield, Norton and Brockhill of the parish of Norton-Juxta-Kempsey will have been preserved, by appropriate development and by ensuring that existing and proposed infrastructure reflects the community's needs.

- 5.3 To help achieve this vision we have established a number of objectives; these objectives link back to the issues identified in the questionnaires and have provided a framework for the policies to be developed.
- 5.4 Once again public opinion was sought regarding the level of support for each of the objectives of the Plan. All were extremely well supported with between 94 and 100 percent of respondents' agreeing with the objectives; both the natural environment and local facilities objectives had 100 percent support.
- 5.5 Matters that were raised by the community but that could not be dealt with through planning policy have not been forgotten, they have been captured in the Parish Aspirations and Actions Plan at appendix 6. The Parish Council and relevant community groups will then be able to use this to identify priorities and actions.

Objectives

Natural Environment Objective

To protect and enhance the local natural environment including green and open spaces, bridleways, footpaths, cycle routes and views.

Traffic Impact Objective

To ensure that development has free and safe flow of traffic without unacceptable impact on the road system and parking. Encourage walking and cycling routes.

Local Facilities Objective

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

Local Economy Objective

To protect and enhance existing employment opportunities and support and encourage small scale and appropriate developments.

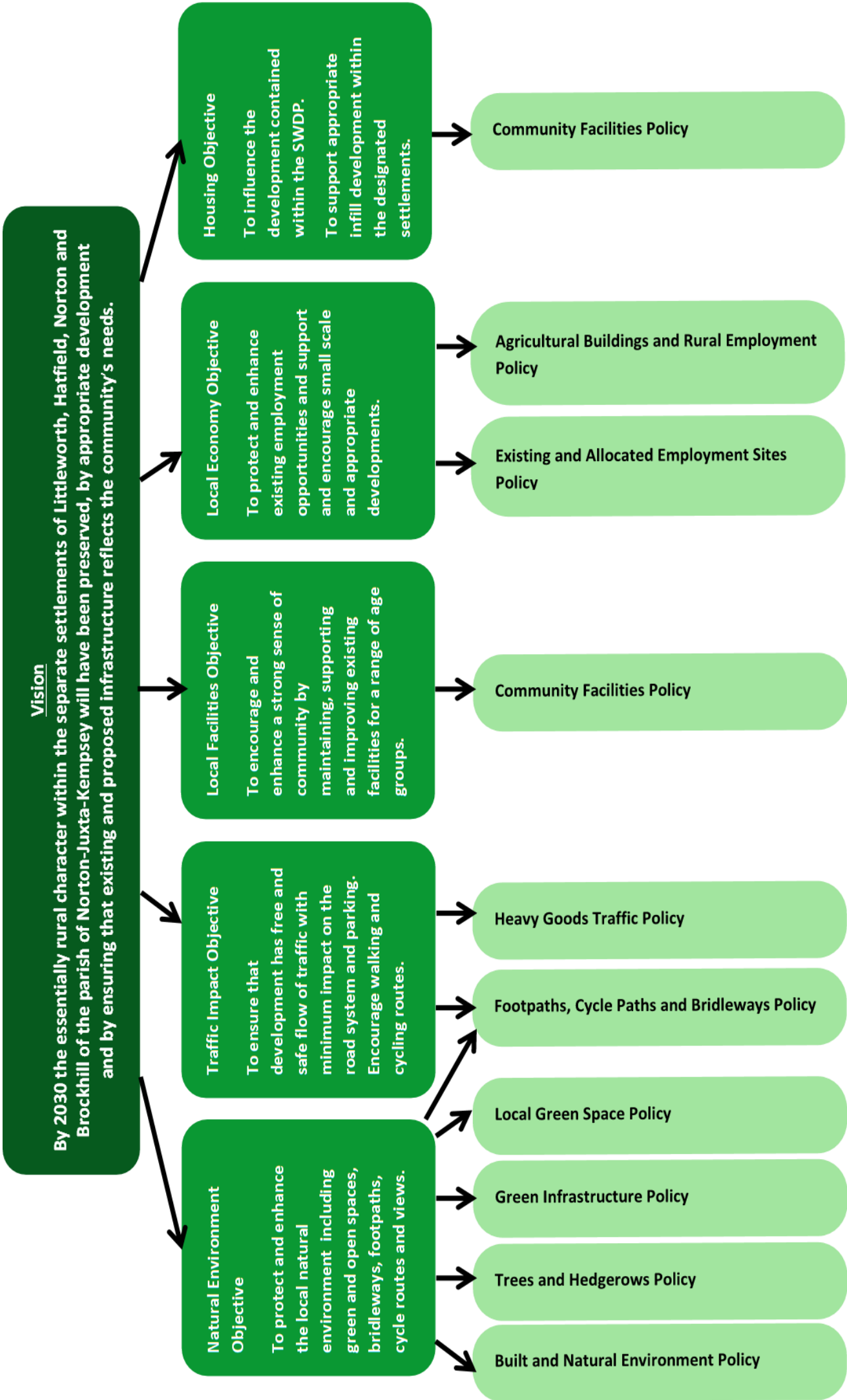
Housing Objective

To influence the development contained within the SWDP. To support appropriate infill development within the designated settlements.

6 Policies

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

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



The Built and Natural Landscape

Settlements and the built environment

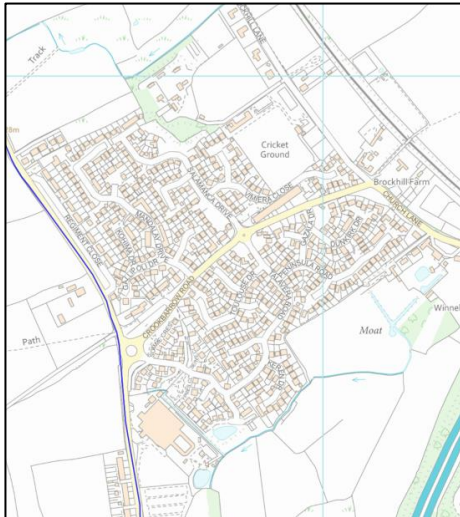
- 6.3 The parish of Norton-Juxta-Kempsey is primarily rural in nature with four distinct settlements dispersed throughout the area: Hatfield; Littleworth; Norton; and the more recently established settlement of Brockhill Village. There are two further small clusters of dwellings / hamlets, one at High Park and one within the former grounds of Norton Hall at Woodbury Park.
- 6.4 The landscape is rich in history with a number of historic buildings and landscape features falling within the parish. Indicative of the areas agricultural heritage there are a number of dispersed traditional farmsteads including several listed farmhouses. These include the Georgian Grade II listed Newlands Farmhouse, which is also home to a moat suggesting the presence of an earlier medieval farmstead, and the following Grade II listed farmhouses:
- the 17th and 18th century Old House Farmhouse;
 - the 17th century Cooksholme Farmhouse; and
 - the 18th century Pound House Farmhouse.

- 6.5 Other key listed buildings in the parish include the Grade II* Church of St James in Norton, a predominantly Norman structure, and the Grade II listed Keep and Flanking Wings of Norton Barracks, Brockhill. The imposing barracks and the surrounding area were home to the Worcestershire Regiment and overlook the cricket ground creating a distinctive character to this particular part of the parish. A number of listed 17th century cottages are scattered throughout the parish along with the larger residence of Norton Grange.



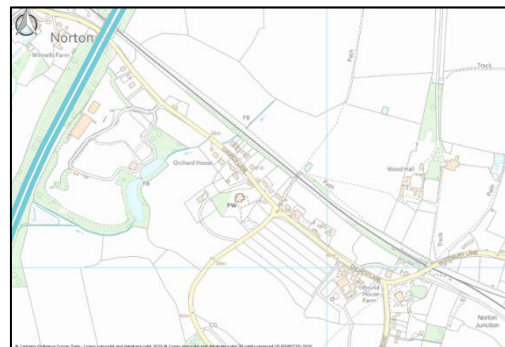
- 6.6 Each of the settlements retains its own unique identity with buildings from a range of periods. Aside from the imposing barracks, Brockhill village has been dominated by housing development in the 1980s and 1990s,

Church of St James, Norton



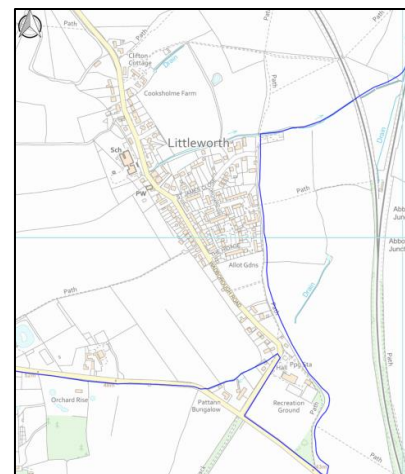
Brockhill Village

but is flanked by more traditional dwellings including cottages and farmhouses. The settlement itself is surrounded by open countryside forming a strong green buffer between the railway line to the east, the M5 to the south and the southern link road (A4440) to the north. The open countryside to the west forms part of the planned SWDP urban extension although the indicative masterplan clearly identifies the importance of retaining a green network (buffer) between the existing and proposed development to help retain its distinct identity and setting (see figure 5 in chapter 3).



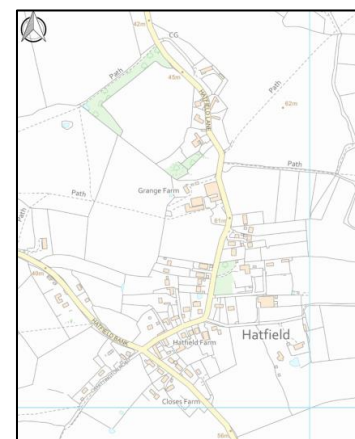
Norton

6.7 The settlement of Norton is more dispersed with linear wayside development including a number of farmsteads; its small core is clustered around the Church of St James. Again, there is a strong connection with the open countryside with roadside dwelling backing onto the open countryside. On exiting the settlement to the south east and southwest the lanes and verges take on a very rural feel narrowing with high well-established hedgerows interspersed with trees.



Littleworth

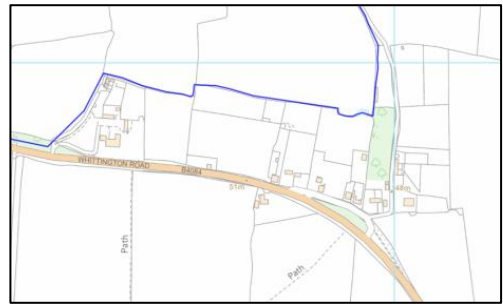
6.8 The settlement of Littleworth is slightly larger with an eclectic mix of buildings. The settlement although having an original linear wayside form has evolved and developed a more rounded core with a few cul-de-sacs leading off the main road through the village. The village is surrounded by open countryside and whilst providing a range of facilities still maintains its strong connection with the rural landscape. There is a large area of allotments, a village hall set in expansive grounds and a primary school.



Hatfield

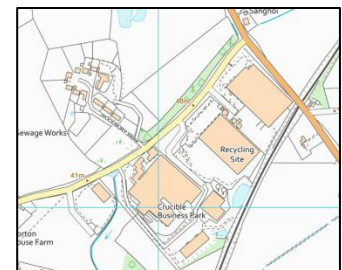
6.9 Hatfield is characterised by narrow winding lanes with well-established hedgerows. There are a range of house styles and types including farm buildings in this hamlet but most are set within generous plots with hedgerows, trees or walls abutting the lanes.

6.10 High Park is home to a cluster of dwellings including Victorian properties set back from the road behind a heavily planted verge; the properties are set in generous plots with well-established trees and pockets of woodland and orchard backing onto open countryside with large fields currently in arable farming use.



High Park

6.11 Woodbury Park is a 1990s development of ten dwellings set in the former grounds of Norton Hall, now in use a Care Home. Several of the dwellings have large gardens with plots bounded by mature trees; the development is set in the open countryside which is in also agricultural use. To the southeast of the development, separated by a bank of mature trees and hedgerow, lies the Crucible Business Park and large industrial units that are home to the recycling centre, EnviroSort.



Woodbury Park



Landscape character and the natural environment

6.12 The open countryside beyond these settlements is generally rolling lowland and is in mixed agricultural use. The fields are bounded by hedgerows interspersed with hedgerow trees with larger clusters of trees along waterways, including Hatfield Brook, and associated with settlements. The field patterns are predominantly small with areas of pasture providing important habitats. An important natural habitat in the parish is the Site of Special Scientific Interest (SSSI) grassland habitat at Cooksholme Meadows.

6.13 The Worcestershire County Council Landscape Character Assessment identifies that the parish is characterised by three different landscape types:

- Principal Settled Farmlands
- Principal Timbered Farmlands, and
- Wooded Estatelands

6.14 These character areas each have distinctive and defining characteristics with some of them being shared. They are set out in more detail within appendix 3 of the Plan. There are management strategies associated with each of these landscape types and the overarching theme for their future management is one of conservation and enhancement. There is concern of the loss and fragmentation of tree cover and hedgerows with changes in agricultural practices and new development. This can have a detrimental impact on wildlife and the landscape character of the area including the loss of traditional smaller field patterns and a shift to an uncharacteristic more nucleated settlement form.

6.15 The parish also benefits from a number of views of key landscape features beyond the parish boundaries; these play an important part in the area's historic setting, adding to the overall quality of the landscape character and sense of place. There are important views of the Malvern Hills from various locations within the parish; also visible is the motte castle, moated site, and medieval agricultural remains at Crookbarrow Farm to the north, in Whittington parish. To the north, in the parish of St Peter the Great, the parish boundary adjoins the historic battlefield of Battle of Worcester 1651 with Powick Bridge 1642.



View of the Malvern Hills

NJK1 Built and Natural Landscape Policy

It is important that any new development respects the context within which it is being developed and takes account of its surroundings. New development will be supported where it:

- A. Respects the local character and historic and natural assets of the surrounding area, and takes every opportunity, through design and materials, to reinforce local distinctiveness and a strong sense of place.**
- B. Makes a positive contribution to the street scene and surroundings.**
- C. Is of a scale, density, height and proportion that is sympathetic to the character of the area it is located in.**
- D. Does not visually erode the important, predominantly undeveloped gaps between the four settlements of Brockhill Village, Norton, Littleworth and Hatfield.**
- E. Demonstrates that the local landscape quality has been considered and informed by the most up to date Landscape Character Assessment guidance document⁶ and ensures views and vistas are maintained wherever possible.**

Reasoned Justification

1. Development proposals must demonstrate sufficient regard to the importance of retaining and improving key landscape and biodiversity features within the parish.
2. It is important that development does not have an adverse impact on key landscape features such as the distinctive hedgerows and the small scale of fields, and conserves the existing settlement pattern of farmsteads and rural dwellings dispersed throughout the area with wayside development forming small settlements. Large scale nucleated developments are uncharacteristic of the area. It is important that development does not lead to coalescence of settlements by protecting the predominantly undeveloped gaps between the four settlements and instead takes opportunities to preserve and promote their unique identities.
3. In the case of High Park and Woodbury Park these small hamlets must retain a connection to their setting within the countryside despite the potential new town development at Worcestershire Parkway. It is important that they are protected by a landscape buffer with enhanced planting to mitigate the impacts of the proposed large-scale development surrounding them and to prevent them from being dominated and subsumed within the town. It is important they maintain their rural identity.
4. New development should respect its surroundings and take account of the local built and natural landscape when considering the scale, density, height and proportion of development.

⁶ Appendix 3 of the Neighbourhood Plan

Respecting the historic environment should not stifle design but provide opportunities for enhancements and reinforcing local distinctiveness.

5. Visual and physical connections with the open countryside are an important part of the parish's character. A number of views of key landscape features beyond the parish boundaries play an important part in the area's historic setting, adding to the overall quality of the landscape character and sense of place. There are important views of the Malvern Hills from various locations within the parish; also visible is the motte castle, moated site, and medieval agricultural remains at Crookbarrow Farm to the north, in Whittington Parish. Any new development should take account of these features.
6. Opportunities to reduce carbon emissions and the environmental impact of new buildings is encouraged along with the incorporation of renewable energy generation as this will assist in delivering more sustainable buildings.
7. The wider landscape delivers multiple benefits for both people and wildlife, including opportunities for recreation, biodiversity enhancements and access to nature and contributes to the overall identity of the parish.

NJK2 Trees and Hedgerows Policy

Development will be supported providing that:

- A. There is no unnecessary loss of, or damage to, existing trees or hedgerows during or as a result of development.**
- B. Proposals are accompanied by a tree survey that establishes the health and longevity of any affected trees, an arboricultural implications assessment and a tree protection plan. Where trees are close to development suitable root protection areas must be defined to prevent loss or damage.**
- C. Trees that cannot be retained as a result of the development are replaced as agreed with the Local Planning Authority.**
- D. Any replacement tree and hedgerow planting shall be of species appropriate to the local setting.**
- E. Additional new trees shall be planted in the context of a landscaping strategy for the site.**
- F. Any new trees planted must be maintained by the developer for a period of five years, or to a level of maturity that they will not fail.**
- G. Planning conditions or legal agreements will be used to secure the above.**

Reasoned Justification

1. The Landscape Character Assessments and their future management strategies published by Worcestershire County Councils (and summarised at appendix 3) clearly identify the loss and fragmentation of trees and hedgerows as a concern within the parish. Hedgerow boundaries to fields interspersed with hedgerow trees are a strong defining characteristic of the area and should where possible be retained; their loss risks the dilution of the essential scale of these landscapes.
2. Changes to agricultural practices coupled with pressure for new development has put ancient hedgerows and trees at risk. There is little evidence of new stock being planted or natural regeneration being encouraged, therefore the policy supports the Landscape Character Assessment guidelines to conserve the ancient hedgerow oak population, and enhance the age structure where possible through new planting. It is important that the pattern and composition of the hedgerow structure is appropriately managed and restored. There have been recent developments that have seen the removal and loss of important hedgerows that have not been replaced and it is vital that opportunities to mitigate any future loss are made.
3. Hedgerows and trees are important to both the physical appearance and retaining the rural character of the parish and are important habitats for wildlife providing refuge and linkages for foraging species. They also have benefits in helping to reduce surface water run-off at times of heavy rainfall.
4. Woodlands are not characteristic of the whole parish but opportunities to conserve and enhance tree cover along watercourses and those associated with settlements are encouraged. Any ancient woodland should be restocked with locally occurring native species to attempt to restore the tree cover pattern and the creation of new large-scale woodlands would be supported where appropriate.

Green Infrastructure

- 6.16 The parish has a wealth of interconnected green spaces (green infrastructure) that contribute to the quality and distinctiveness of the local environment. These spaces are diverse in character and include parks, gardens, informal grassed areas, linear paths, sports pitches and various other kinds of landscaped area. These spaces have multiple benefits as they create opportunities for walking and physical activity, generally adding to residents' quality of life, whilst providing important habitats and connectivity for wildlife and often performing important environmental roles such as providing natural drainage and areas of shade.
- 6.17 It is really important that green infrastructure forms an integral part of any new development; it should be considered at the beginning of the planning process rather than being an afterthought or token gesture therefore the following policy has been developed.

NJK3 Green Infrastructure Policy

A Green Infrastructure Plan should be provided for all major new development⁷ schemes to show how the development will protect and improve green spaces and corridors for people and nature, in the context of the surrounding landscape.

The Green Infrastructure Plan should:

- A. Seek to conserve important geological and topographical features and any key views or visual relationships.**
- B. Maintain and enhance wildlife corridors to prevent habitat fragmentation.**
- C. Use species appropriate to the local setting in planting schemes.**
- D. Promote active recreation by integrating walking and cycling routes through the scheme, ensuring they connect with existing Public Rights of Way, bridleways and active travel corridors where appropriate.**
- E. Incorporate areas for informal recreation and play, for example meeting places, tranquil areas and areas for natural play.**
- F. Where possible provide opportunities for local food production, either in the form of allotments or community orchards and gardens.**
- G. Include Sustainable Urban Drainage Systems (SuDS), where appropriate and necessary, that benefit wildlife.**

Reasoned Justification

1. Green infrastructure has multiple benefits and can, if well integrated and planned, improve the quality of new development in the parish. The parish is blessed with green spaces and a network of hedgerows and trees that are integral to its rural character. It is therefore important that any green infrastructure takes opportunities to integrate into the existing networks of greenspace and takes account of important landscape features in the parish.
2. Maintaining and enhancing wildlife corridors is important to prevent habitat fragmentation and it is important that opportunities for new planting use locally occurring native species. These will both bring about valuable biodiversity enhancements.
3. Access to good quality green space is important to the health and wellbeing of our community. Opportunities for informal and more formal recreation including footpaths, cycle routes, play areas or green gyms will help to encourage more healthy lifestyles.
4. Providing land for food growth will respect the areas agricultural heritage and provides opportunities for the local community to benefit further from local green space.

⁷ Major Development is defined in Annex 2: Glossary of the Framework

5. Green infrastructure also plays an important part in mitigating the impacts of climate change and can reduce the speed of surface water run-off and provide valuable areas of shade. It is important that any sustainable urban drainage techniques also take opportunities to provide wildlife benefits.

Green Open Space

- 6.18 Green open space plays an important part in the character and feel of the parish. The household questionnaire identified that residents valued green space in the parish including access to the open countryside through our network of public footpaths, the outdoor sport and recreation facilities in the parish, the pleasant outlook they provide and their overall contribution to the character of the area.
- 6.19 Given the high regard for green space in the parish the Neighbourhood Plan Steering group undertook an audit of green spaces in the parish and carried out assessment of the sites against the government's criteria for designating Local Green Space. All of the research including a Green Space Audit and site assessments are contained within a Green Space Background Paper that supports the Plan. Each site was tested against the government's criteria for designating as Local Green Space.

NJK4 Local Green Space Policy

The following areas identified on individual site maps at Appendix 4 are designated as Local Green Space and will be protected from development due to their particular local significance or community value:

- | | |
|----------------------|---|
| Site 1 (Map ref 1) | Site of the War Memorial at the junction of Church Lane and Hatfield Lane |
| Site 2 (Map ref 2) | Grounds, including graveyard, surrounding St James the Great |
| Site 3 (Map ref 3) | Large grass verge and hedgerow at Regiment Close |
| Site 4 (Map ref 4) | Grassed areas either side of Crookbarrow Road (by bus stops) |
| Site 5 (Map ref 6) | Land in front of Norton College |
| Site 6 (Map ref 7) | Green space at High Park - off B4084 |
| Site 7 (Map ref 8) | Farmland adjacent to north east of Brockhill Lane |
| Site 8 (Map ref 9) | Former football ground, Brockhill |
| Site 9 (Map ref 10) | Cricket Ground, Brockhill |
| Site 10 (Map ref 11) | Croquet Lawn, Brockhill |
| Site 11 (Map ref 12) | Wide verge to the east of Wadborough Road |
| Site 12 (Map ref 13) | Allotments, Wadborough Road, Littleworth |
| Site 13 (Map ref 14) | Parish hall land including playing field |
| Site 14 (Map ref 15) | Norton Juxta Kempsey C of E Primary School playing field, Littleworth |
| Site 15 (Map ref 16) | Trees and grassed area at Salamanca Drive |

Site 16 (Map ref 18). Area between Ypres Close and Nive Gardens and area between Seine Close and Nivelles Grove

Site 17 (Map ref 21) Land between 97 and 99 Wadborough Road, Littleworth

Site 18 (Map ref 25) Land at junction of Brockhill Lane and Church Lane

Reasoned Justification

1. Green open spaces form part of the character, identity and setting of the settlements and hamlets of Norton-juxta-Kempsey. Some of them have historic significance for example the grounds and graveyard provide a historic setting for the parish church, St James the Great. They provide a valuable habitat to flora and fauna and contribute to the vibrancy and health of the local community by providing a valuable recreation resource, visual amenity and areas of peace and tranquillity. Uncontrolled changes to green spaces can irrevocably alter their special character or intrinsic value.
2. The NPPF enables the Plan to designate areas of ‘Local Green Space’ for special protection, thereby ruling out new development on these sites other than in very special circumstances. Development which is permissible under very special circumstances might include the creation of playing fields, or other open land uses. However, it would exclude residential buildings, employment development, caravan parks, equine development or traveller sites.
3. Local Green Space does not need to be publicly accessible, although all those allocated either have public rights of way across them or are well used by local people for a range of purposes.
4. All eighteen of the sites are well contained, local in scale and located in or adjacent to each of the settlements and hamlets in the parish. They are demonstrably special to a local community and hold a particular local significance as demonstrated in the Green Space background paper.
5. It should be noted that the playing fields at Norton Juxta Kempsey C of E Primary School are also protected under policy SWDP38 Green Space. The Neighbourhood Plan is adding another layer of support for this designation.



Getting Around

6.20 Norton-juxta-Kempsey is a rural parish on the edge of the city of Worcester; it has road links into Worcester and the town of Pershore, access to the M5 at junction 7 just north of the parish boundary and the recently completed Worcestershire Parkway Railway Station to the east of the parish providing regular access to Birmingham, Bristol, Worcester and London.

6.21 Although the M5 and the B4084 bisect the parish the majority of the roads are relatively minor narrow country lanes some characterised by high hedges and others with grass verges. There is a strong reliance on the motor car to get around; 95 percent of households had at least one car in the 2011 census. The household surveys highlighted concerns about both the volume of traffic and the speed of traffic passing through the parish and the potential increase the parkway station will generate; it is important that alternative modes of transport are encouraged, are more accessible and are connected to each other. Although planning policy cannot deal with speed and volume of traffic these concerns have not been ignored and are dealt with at appendix 6 within the Parish Council's Aspirations and Actions Plan.

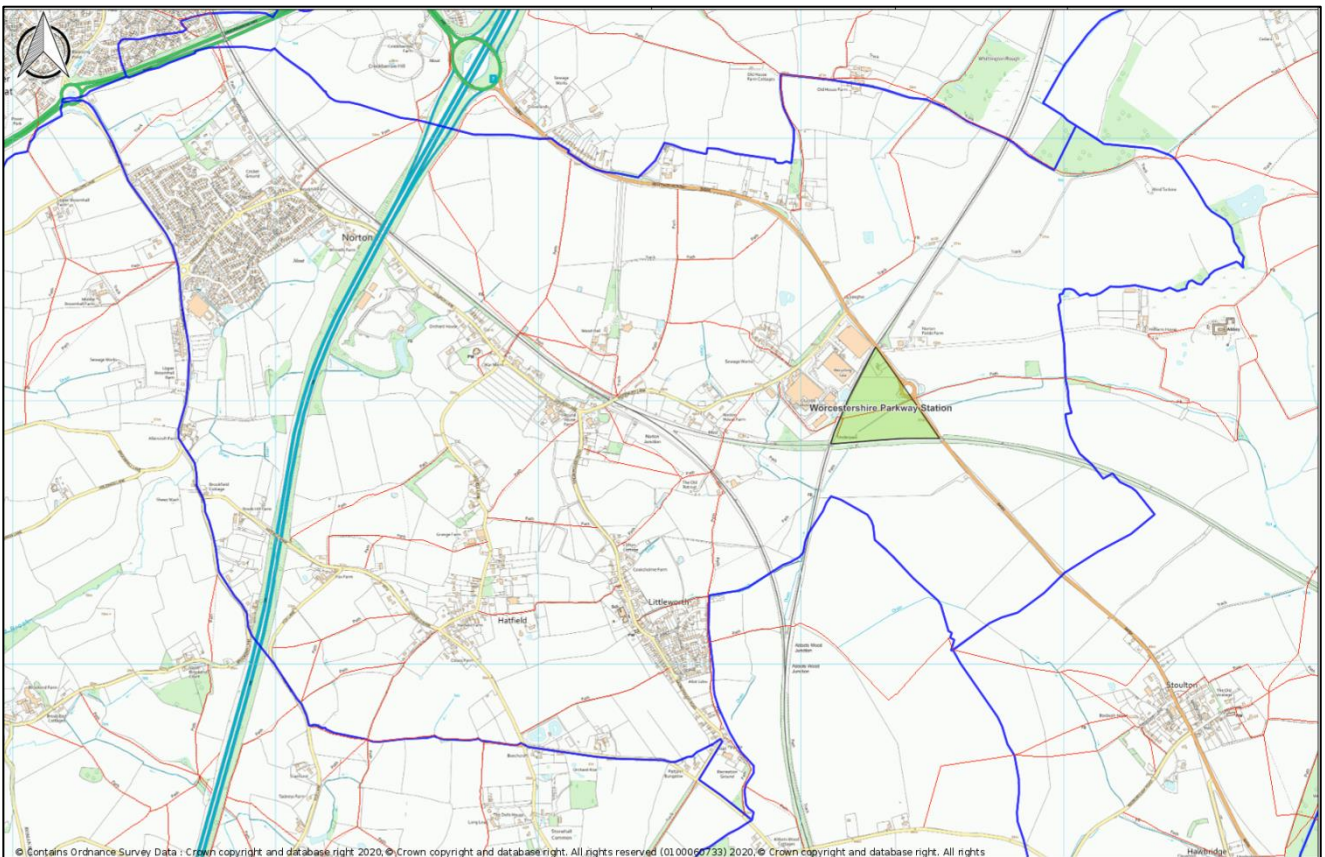
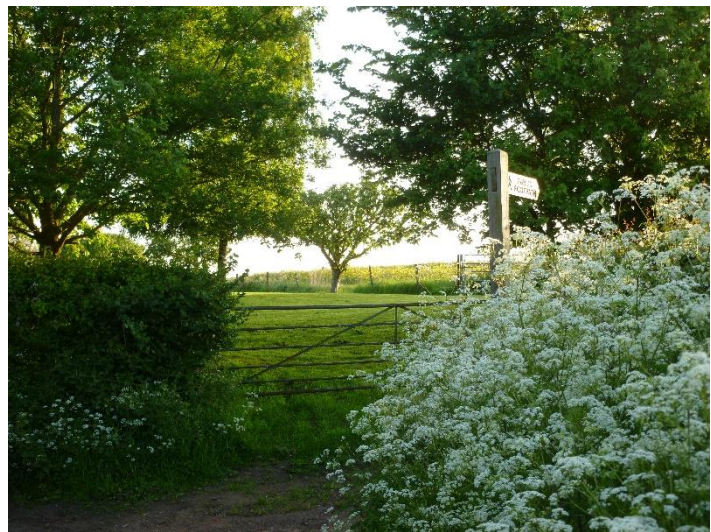


Figure 8. Roads, railway and Public rights of way in Norton-juxta-Kempsey. Source: Parish Online

6.22 There is a rural bus service providing hourly connections to Worcester, Pershore and Evesham six days a week (Route X50 along the B4084) which now calls at the recently completed train station. There is also a more infrequent service running through the parish connecting to local villages and the same towns.

6.23 Cycling is an increasingly popular hobby and there are two cycle routes (45 and 442) that pass through the parish running on road routes rather than a dedicated cycle path. An improved cycle and footpath connection has recently been completed from Brockhill to St Peters in Worcester city as part of the planned urban extension and a cycle connection to the train station will form part of the planned active travel corridor (ATC) identified in Worcestershire County Council's Local Transport Plan 2018-2030⁸. The provision of cycle paths was well supported in the household survey and the policy below provides support for this.

6.24 The parish is crisscrossed by numerous Public Rights of Way (footpaths) and a number of Bridleways used for leisure purposes; these are well used by locals as evidenced by the household survey. There is a bridleway from Hatfield to the school and bus stop in Littleworth, which has a hard surface and is separated from the adjacent fields by a hedge on one side and a fence on the other.



Public Right of Way

6.25 The majority of the parish is safe to get around by on foot with footways on at least one side on the main routes through Norton, Littleworth and throughout Brockhill Village. There is a footway link between Littleworth and Norton and on to Brockhill, however, there is no footway between Norton and Hatfield, nor are there any footways in Hatfield itself. Many of these routes are not lit at night which can deter use particularly during the winter months.

6.26 The section of road between the Retreat Public House and the Parkway station, part of the identified ATC does not have a footway at the time of writing (June 2020), and is considered by the Parish Council to be unsafe for walking and cycling. Lengthy discussions with Worcestershire County Council have taken place to seek a remedy for this situation and are still ongoing.

⁸ http://www.worcestershire.gov.uk/downloads/file/9024/worcestershire_local_transport_plan_4_2018-2030_-_adopted_2017

NJK5 Footways, Footpaths, Cycle Paths and Bridleways Policy

Proposals for the enhancement and improvement of footpaths, bridleways, cycle paths, and restricted byways will be supported.

To be supported development proposals must meet the following criteria to enhance accessibility and support local biodiversity:

- A. Clear and unobstructed access including appropriate signage;
- B. Any enhancements should link into the existing active travel network to provide opportunities to move around the parish without reliance on a motor vehicle;
- C. Native planting should be retained and enhanced wherever possible to provide wildlife corridors, support local biodiversity and maintain the traditional landscape character; and
- D. Where surface improvements are proposed these should not be to the detriment of the natural environment; any hard surfacing should be kept to a minimum and any materials used should be in keeping with a rural environment.

Proposals to address issues of safety for pedestrians, cyclists and horse riders that are of concern to the community will be supported. Proposals which are likely to create safety issues for pedestrians, cyclists and horse riders will be refused.

An active travel route combining a dedicated footway and cycle path to provide safe and suitable access connecting the existing footways at the junction of Wadborough Road and Church Lane to Worcestershire Parkway Railway Station will be supported.

Reasoned Justification

1. Public footpaths and bridleways are an important part of our heritage and have been used over centuries. They continue to be a key means of linking the settlements within our parish and with the surrounding countryside.
2. The Public Rights of Way, walking, horse riding and cycling routes should be protected and enhanced where possible. The encouragement of these activities is a key part of improving the health and well-being of our communities and of reducing our carbon emissions.
3. There are footways on at least one side on the main routes through Norton, Littleworth and throughout Brockhill Village. There is a footway link between Littleworth and Norton and on to Brockhill. However, there is no footway between Norton and the Parkway Station or between Norton and Hatfield, nor are there any footways in Hatfield itself. There are two major cycle routes within the parish, the Kempsey-Norton Loop and the National Cycle Network route 442 Worcester to Evesham. Improved safe linkages to the station will be supported to encourage locals to access the station in a sustainable way and reduce local car journeys.

Heavy Goods Vehicles

- 6.27 The parish has a number of large businesses located within it that rely on heavy goods vehicles (HGVs) either for delivery of their supplies or as part of their operation. These vehicles can cause damage to property's frontages, footpaths, hedgerows and grass verges as the roads are narrow and in some places properties close to the roadside. The narrow lanes and prevalence of on-street parking in some areas can prevent larger vehicles, including HGVs, buses and emergency vehicles from getting through areas in the parish. Due to access constraints there is a weight restriction of 7.5 tonnes in place in the parish along Crookbarrow Road, through the village of Norton and along part of Woodbury Lane over the railway bridge.

NJK6 Heavy Goods Traffic Policy

Any proposal requiring planning permission to change the use of land to General Industrial Use (B2), or distribution and storage uses (B8), or other uses which would generate heavy goods traffic, must demonstrate with the assistance of a Transport Statement that the proposal will not result in an unacceptable impact on highway safety or severe residual cumulative impacts on the road network.

Reasoned Justification

1. Residents have expressed their considerable concerns about the ever-increasing effects of traffic, but there is particular concern about the impact of Heavy Goods Vehicles accessing a number of sites within the parish. These include Worcestershire Parkway Station and any future development in this area, SMH Fleet Solutions on Church Lane, the industrial estate and waste management plant on Woodbury Lane, and the potential impact of proposed industrial developments on Norton Road.
2. All of these businesses generate HGV traffic that has the potential to pass directly through the parish affecting local residents and the rural road network; opportunities to mitigate increased traffic movements will be encouraged. Concerns include the volume of vehicles, the safety implications of these vehicles passing through the narrow lanes and the impact on other road users, pollution, and the noise associated with these large vehicles operating in the parish at antisocial hours of the day and night.



Narrow lanes in the parish

Community Facilities

- 6.28 Community facilities are extremely important to people's happiness, health and wellbeing. They provide for the health, welfare, social, educational, spiritual, recreational, leisure and cultural needs of the community, and play an important role in the development of vibrant and cohesive neighbourhoods by providing opportunities for people to meet and interact socially and help to create a sense of place.
- 6.29 The parish of Norton-juxta-Kempsey has a number of community facilities and services that help to make it a desirable and convenient place to live. The facilities are split across the settlements of Brockhill Village, Norton and Littleworth.

Cultural Facilities

- 6.30 The Church of St James lies in Norton; it has a small congregation and provides meeting room space in the adjoining Beechill Rooms for a range of community groups. It is a building of historic significance and is Grade II* listed. It has undergone a number of repairs in the last century and the south aisle, porch and vestry were added in 1875. The oldest part of the existing church is the 12th-century nave, which appears to have been lengthened in the 13th century. The chancel appears to have been rebuilt in the 14th century, and the tower may have been added late in the same century. In 2019 the church has been successful in obtaining a Lottery Grant to enable it to carry out essential repairs.
- 6.31 There is a Wesleyan Methodist Chapel in the village of Littleworth which has been in situ since 1835, this continues to host meetings and has a small congregation at its Sunday service.
- 6.32 Worcestershire Regiment Memorial Garden is located within the St Peter's Garden Centre adjacent to Brockhill Village. It was opened in 2015 in line with the World War 1 centenary. The garden has been designed in commemoration and recognition of The Worcestershire Regiment and is designed in the shape of a poppy. There is also a War Memorial located on at the junction of Church Lane and Hatfield Lane which is the location for laying the Remembrance Day wreath.

Educational Facilities

- 6.33 Norton Juxta Kempsey C of E Primary School is part of the Avonreach Academy Trust and is located in the village of Littleworth. The school is part way through increasing its age intake to eleven over a two year period (2019-2021) and has recently changed to primary status offering places for year 5 pupils from September 2019 and year 6 pupils from September 2020. The school is well subscribed and at the last reported school roll in January 2019 there were 121 pupils.
- 6.34 There are no real capacity issues at the school and the forecasting for the school, the Known Children Data 2018 published by Worcestershire County Council in October 2018, shows that there is only a slight capacity issue for reception in September 2020.

Published Admission Number	Due to start Sept 2019	Sept 2020	Sept 2021	Sept 2022
30	26	33	23	22

Table 1. Known Children data Source Worcestershire County Council, published October 2018



Norton Juxta Kempsey C of E Primary School

6.35 Norton Pre-School and Nursery is also located in Littleworth sited in a purpose built building to the rear of the Parish Hall. They offer places for up to 22 children. They have their own garden, access to the large playing field and an area dedicated as a Forest School.

6.36 Norton College is a specialist school for secondary students aged 11-19. It has been converted from former factory and office space into a bespoke learning environment to support young people who are not able to benefit from mainstream education.

Social Facilities

6.37 The Parish Hall is located on the edge of the parish in the settlement of Littleworth and is a vital part of community life. It is sited within its own extensive grounds including the parish's main playing field. The hall itself is well used with 47 percent of respondents to residents' survey indicating that they use the Hall. It provides meeting rooms for a variety of users and is home to the coffee shop and lounge bar, children's outdoor play equipment, the playing fields including woodland walks, and tennis courts; in addition, the Pre School is located on the same site.

6.38 Norton-juxta-Kempsey has one public house and restaurant, the Retreat Inn on the t- junction in Norton with footpath/ road connections to Littleworth. The pub is well used and supported by the community with 61 percent of respondents to the residents' survey using the pub. There is also a clubhouse bar at the Worcester Norton Sports Club in Brockhill.



Parish Hall

6.39 St Peters Garden Centre is located on a large site on the edge of Brockhill and provides a range of facilities including a café and restaurant, a deli, a garden centre and landscaped grounds. This is the most used facility in the parish based on the respondents to the residents' survey where 90 percent of people indicated that they had used the Garden Centre in the last year.

Leisure and sports facilities including open space and play facilities

6.40 There are a number of formal sports facilities located across the Worcester Norton Sports Club site in Brockhill. The 15-acre site provides facilities for members to play cricket, croquet, and target shooting sports; there is also a Club House and Bar at the site which is home to the Youth Club.



Cricket Ground, Brockhill

- 6.41 New and enhanced sports and social facilities are proposed to be delivered as part of the Broomhall and Norton Barracks community urban extension site in the SWDP (policy SWDP45/1) (not permitted at time of writing).
- 6.42 At the Parish Hall there are a wide range of facilities including public tennis courts, a Multi-Use Games Area (MUGA) with court markings for basketball, netball, and five a side football, along with a large playing field for informal play with footpaths providing circular woodland walks. The playing field hosts the Worcester Sorcerers baseball team as their home ground. There is further accessible open space in and around the church and cemetery. The school has a large playing field although this is not open to the public it is in regular use by the school.
- 6.43 There is play equipment sited within the grounds of the Parish Hall in Littleworth and between Ypres Close and Nive Gardens in Brockhill. An additional MUGA is to be provided as part of urban extension SWDP45/1 although this has not commenced at time of writing. There is also a private Go Karting Circuit located within Crucible Business Park in Norton and a private gym, Inspired Training in Norton.
- 6.44 There are multiple opportunities for walking throughout the parish with 19km of Public Rights of way and a number of well used bridleways. Although National Cycle route 44 and Regional Cycle route 45 pass through the parish, there are at the time of writing no dedicated cycle paths, however it is planned that one will be provided to connect with the Parkway development in the future when funds allow.
- 6.45 There is a large area of well used allotments within Littleworth providing opportunities for local residents to grow their own produce.

The Future of our Community Facilities

- 6.46 It is important that the community retains and where necessary enhances these facilities in a way that is appropriate to the wider parish needs and their immediate location. The provision of adequate levels of community facilities is also essential when considering new development proposals, especially as there is large scale expansion proposed adjacent to the parish.
- 6.47 The most sought-after new facility identified in the residents' survey is a shop for basic provisions; this was the most supported option for a new business that could locate in the parish, with 59 percent of respondents supporting the idea. It is noted however, that the urban extension in the SWDP is expected to provide a small retail outlet within the site that may address this matter.

NJK7 Community Facilities Policy

Development leading to the loss of an existing community facility listed below or which detrimentally impacts on an existing community facility in such a way that it loses amenity value will not be supported unless it can be demonstrated that:

- A. There is no longer any need or demand for the existing community facility; or
- B. The existing community facility is no longer economically viable; or
- C. The proposal makes alternative provision for the relocation of the existing community facility to an equally or more appropriate and accessible location within the parish which complies with the other general policies of the Neighbourhood Plan.

Norton-juxta-Kempsey has the following community facilities to be protected by this policy:

Leisure and sports facilities:

- Cricket Club and Grounds, Shooting Club and Ranges, Croquet Club and Lawns, Tennis Courts, Norton-juxta-Kempsey Parish Hall Playing Fields, Football Pitches and MUGA.
- *New and enhanced sports and social facilities on Broomhall are proposed within the allocated site policy SWDP45/1 (not permitted at time of writing).*

Children's play facilities:

- Play equipment at Parish Hall and between Ypres Close and Nive Gardens.
- *Multi Use Games Area to be provided as part of urban extension (not commenced at time of writing)*

Youth facilities:

- Youth Club at Worcester Norton Sports Club.

Green infrastructure:

- Allotments, Playing fields (Parish Hall) including woodland walks, Cemetery and grounds surrounding church, School playing field. *For full list please see the Green Space Audit.*

Meeting Venues:

- Parish Hall with meeting rooms, St James the Great Parish Church and adjoining Beechill Meeting Rooms.

Social Venues :

- The Retreat Pub and Restaurant, Parish Hall Coffee Shop and Lounge Bar, St Peters Garden Centre and Cafe, Norton Sports Club Bar.

Education Facilities:

- Norton Pre School, Norton Juxta Kempsey C of E Primary School and Norton College (Special Educational Needs).

Cultural facilities:

- St James the Great Parish Church, Methodist Church, Worcestershire Regiment Memorial Garden, and Norton-juxta-Kempsey War Memorial.

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

- D. Will not result in an unacceptable impact on highway safety or severe residual cumulative impacts on the road network, and will not result in any unacceptable impacts on residential amenity;**
- E. Demonstrates that the existing or proposed use would have, or would retain, sufficient vehicular and cycle parking to serve the use; and**
- F. Is of a scale to serve needs arising in the neighbourhood area and conveniently accessible for residents of the parish wishing to walk or cycle.**

Reasoned Justification

1. Community facilities play an intrinsic role in the life of rural communities and are crucial for economic, social and environmental sustainability. To encourage and enhance a strong sense of community and contribute to the community's wellbeing it is essential that Norton-juxta-Kempsey Parish retain their facilities and amenities and enhance and improve them where possible.
2. This policy responds to NPPF paragraph 83 (2019) which states that neighbourhood plans should promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship. It also refines policy SWDP 37 (Built Community Facilities) by identifying the specific facilities in Norton-juxta-Kempsey Parish to protect.

Employment

- 6.48 The parish has a very high level of residents that are economically active, 80 percent of the resident population were economically active when asked in the 2011 Census; this is higher than both Wychavon District (72 percent) and England (70 percent). This is perhaps explained by the fact that the parish has a higher proportion of 30-59 year olds than anywhere else in the District and a smaller proportion of retired people.
- 6.49 The 2017 mid-year estimates for the parish show that there has been 58.5 percent increase in residents in the 65+ age bracket since 2001 which could potentially have an impact on the number of people that are economically active today; this increase could be due to in-migration by retirees but is likely to be reflective of Britain's aging population. However, the 2017 mid-year estimates also show that the population of the area has grown overall by 10.1 percent with a 5.4 percent increase in the 16-64 age group, which once again is higher than the District's percentage increase and may mean that the number of those economically active in the parish will continue to be high.

- 6.50 The parish is located immediately adjacent to Worcester City, with easy access to the M5 motorway and the recently completed Worcestershire Parkway Railway Station. This makes it an attractive location to both residents, who can access a range of employment opportunities locally and further afield with relative ease, and also to employers, who in the employers’ survey identified transport and road linkages as the area’s greatest strength.
- 6.51 The parish is home to 27 known employers that have business premises in the parish (this does not include businesses run out of homes); covering a range of sectors from catering, haulage, education, leisure pursuits, architects, retail and reclamation amongst others. These businesses range in size with some employing 100 or more for example St Peter’s Garden Centre, SMH Fleet Solutions Limited and Severn Waste Services – Envirosort, whilst some employ fewer than five people.
- 6.52 Despite having a range of employment opportunities in the parish both the residents’ survey and the employers’ survey identified that many of those in employment travel outside the parish for work. The employers’ survey identified that of the seven employers that responded to our business survey on average just 16 percent of their employees lived in the parish. The residents’ survey which had a larger number of respondents identified that just two percent of respondents travelled to work within the parish whilst 31 percent worked within seven mile radius (e.g. Worcester / Pershore) and 31 percent travelled over seven miles. These commuter patterns are most likely to be directly attributed to the parish’s close proximity to Worcester City where there are more employment opportunities and relatively easy access to the motorway and employment opportunities further afield.
- 6.53 The residents’ survey identified that there was a very high level of home working, 31 percent among respondents; this is well above the district average of 15 percent. It is also a significant increase from the 2011 census where it was identified that 12.8 percent of the population worked mainly at or from home (164 people). This could be a reflection of improved access to the internet, or it could be because those that worked from home were more likely to respond to the questionnaire.
- 6.54 The parish is rural and the majority of the land is in agricultural use, however only 1.2 percent of the working adults are employed in this sector (2011 census). There are no overly dominant industries identified in the Census instead people were employed in a diverse range of industries, the largest sector being the wholesale and retail trade which includes motor repairs, followed by education and manufacturing. The table below shows a breakdown.

KS605EW Industry - All	Number	Percentage
All categories: Industry	1,281	100
A Agriculture, forestry and fishing	16	1.2
B Mining and quarrying	1	0.1

C Manufacturing	145	11.3
D Electricity, gas, steam and air conditioning supply	6	0.5
E Water supply; sewerage, waste management and remediation activities	6	0.5
F Construction	66	5.2
G Wholesale and retail trade; repair of motor vehicles and motor cycles	200	15.6
H Transport and storage	41	3.2
I Accommodation and food service activities	36	2.8
J Information and communication	61	4.8
K Financial and insurance activities	50	3.9
L Real estate activities	34	2.7
M Professional, scientific and technical activities	102	8
N Administrative and support service activities	44	3.4
O Public administration and defence; compulsory social security	123	9.6
P Education	159	12.4
Q Human health and social work activities	128	10
R, S, T, U Other	63	4.9

Table 2. Employment sectors, parish of Norton Juxta Kempsey Source: Census 2011

- 6.57 The residents' survey asked whether there was support for further opportunities for employment within the Neighbourhood Area in addition to the planned business park in the SWDP (2016) adjacent to the ring road. There was no majority in favour of this, instead 49 percent of respondents were against further employment development, 21 percent didn't answer the question and only 30 percent were for the idea of increasing opportunities for employment.
- 6.58 The survey also asked about preferred locations for new business development should it be required, providing a map split into 12 areas; none of the locations were well supported for new business development by local residents. However, sites north of the Worcester to London railway line had the most support with just 15 percent and 16 percent respectively of the respondents support for locating business development here.
- 6.59 Following the distribution of the survey and during evidence gathering for the Neighbourhood Plan the SWDP commenced its required five year Review. Throughout the process the Neighbourhood Plan group have maintained an open dialogue with Wychavon District Council to understand the SWDPs intentions for the parish, and in particular the planned town surrounding Worcestershire Parkway which was published in the preferred options of the SWDP Review. It is understood that there is likely to be an allocation for future employment development close to the Parkway site.

- 6.60 The Neighbourhood Plan group have accepted that despite the lack of support for employment growth in the parish identified in the Neighbourhood Plan survey, sites to the north of the Worcester to London railway line close to the station were the least opposed to by the community and that therefore they will support some employment growth in this area. At the time of drafting the precise scale and location of any allocation is unknown but it is understood that the area is earmarked for strategic growth in the SWDP Review. The Neighbourhood Plan will not allocate any further employment land and will work alongside the District Council to ensure that policies are developed to protect existing residents as much as possible from the impact of any such development and to retain important landscape characteristics. A key concern for local residents is known to be the volume and speed of traffic and the likely impact the new railway station and any associated development may have on the parish.
- 6.61 In relation to employment there is also a local concern over the impact of Heavy Goods Vehicles through the rural lanes and villages due to a number of employment sites that have a distribution and storage use or receive large delivery vehicles on a regular basis. Concerns include the volume of vehicles, the safety implications of these vehicles passing through the narrow lanes and the impact on other road users, pollution, and the noise associated with these large vehicles operating in the parish at antisocial hours (see NJK6 Heavy Goods Traffic Policy that deals with these issues).

NJK8 Existing and Allocated Employment Sites Policy

New employment development (other than homebased businesses) will be supported within existing employment sites, and within strategic employment and mixed-use allocations.

Intensification within the boundaries of existing and allocated employment sites will be supported. The expansion of these sites into the open countryside will only be permitted if it can be demonstrated intensification is not viable or practical and where the effects of any such expansion would be acceptable taking account of other policies in this Plan and compliance with criteria A to C below.

Proposals which lead to the intensification, improvement, modernisation or upgrading of current employment sites for employment use will be supported, provided that:

- A. The proposal will not be hazardous to road safety or the living conditions of residents.**
- B. They should include a traffic impact analysis or transport assessment which is proportionate to the development.**
- C. The scope for mitigation of any impacts is identified and implemented.**

There will be a strong presumption against the loss of commercial premises or land which provides employment and is of demonstrable benefit to the local community. Applications

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

- D. There is no market demand through active and continued marketing for at least a period of 12 months; or**
- E. The change results in the provision of better quality employment space allowing for a range of other business uses; or**
- F. The change is necessary to meet a clear need for community facilities; or**
- G. The site is unsuitable to continue as business use due to environmental considerations.**

Reasoned Justification

1. Encouraging existing businesses to stay in Norton-Juxta-Kempsey is important given the fairly limited amount of rural employment opportunities. The parish has a large working-age population, but the overwhelming majority of working residents commute further afield to neighbouring towns and beyond.
2. These sites contribute to the local economy and their continued use for employment purposes is encouraged and supported where any negative impacts can be successfully mitigated. Having a range of employment opportunities within the parish can help to encourage local residents to work within the parish, reducing commuting and the impact on the environment.
3. The Neighbourhood Plan is not allocating further sites for employment use as this will be delivered through the SWDP Review as part of a larger strategic development.
4. Expansion of existing employment sites into the open countryside should be avoided where possible; in the first instance new employment development should be directed to existing or allocated employment sites in the parish.
5. In considering redevelopment, expansion and intensification careful consideration must be given to local residents' amenity and the impact of any increased traffic on the rural road network and the villages. It is essential that accurate information is provided as part of a traffic impact assessment so that these can be verified and negative impacts can, where possible, be successfully mitigated; where negative impacts cannot be overcome permission will not be granted.

NJK9 Agricultural Buildings and Rural Employment Policy

The re-use, conversion and adaptation of farm/agricultural buildings for small businesses, recreation, or tourism purposes will be supported subject to the following criteria:

- A. The building is capable of conversion without substantial reconstruction;**
- B. The conversion/adaptation works respect the local character of the surrounding area and/or buildings;**

- C. The development proposed will not have an adverse impact on any archaeological, architectural, historic or environmental features, and where appropriate provides mitigation;
- D. There is no significant adverse effect on residential amenity;
- E. The residual cumulative transport impacts are not severe, and the development will not result in additional on-road parking; and
- F. Electric vehicle charging facilities are provided on site that meet the standards in the most up to date version of the Worcestershire Streetscape Design Guide. Development proposals that exceed the minimum standards will be supported.

Home based enterprise proposals will be supported where it can be shown that there will be no unreasonable adverse impact affecting nearby residents and countryside, or the character and appearance of the locality by reason of visual impact, vehicle movements, noise vibration, special lighting, advertising and activity at unusual hours.

Reasoned Justification

1. There are a number of farms within the parish with agricultural buildings that could be suitable for a variety of uses which would be appropriate in a rural location.
2. These could include the following:
 - Small businesses – craft or artisan related workshops and studios, small offices for start-up or established local businesses.
 - Recreation – health studios, rural educational centres, artist studios.
 - Tourism – holiday accommodation, specialist interest holiday bases.
3. Whilst seeking to re-use existing buildings, it is important to retain and protect the existing character of the buildings in question and thereby ensure that the proposals do not require substantial rebuilding works.
4. Additionally, it is important to ensure that the location of the buildings in question can provide sufficient parking and access without creating undue pressure on the rural road system. Any proposed use must take account of the impact on neighbouring properties and should not have a detrimental effect on residential amenity.

Housing

- 6.62 The parish and surrounding area have been identified for significant housing growth both within the adopted SWDP and its emerging review. There is likely to be a new town developed in the area immediately surrounding Worcestershire Parkway that is expected to deliver up to 5000 dwellings by 2041; doubling in size in subsequent years to 10,000. This is in addition to the planned urban extension to Worcester City, known as the Worcester South urban

extension (WSUE) where up to 2,600 homes will be delivered on land adjacent to the parish and 85 new homes will be built within the parish by 2030.

- 6.63 Not surprisingly, given the extent of planned growth in and adjacent to the parish, there was no overall mandate from the community to allocate further housing; 50.5 percent of respondents stated ‘no’ to allocating housing and 25 percent stated ‘possibly’, only 19 percent said ‘yes’ and a further six percent didn’t answer the question. Overall if housing development were to occur smaller schemes were considered preferable to larger schemes and low cost starter homes, bungalows, low cost family homes and executive homes were the most supported housing types.
- 6.64 In 2019 the Parish Council sought an indicative housing number from Wychavon District Council to identify if there was a requirement for the Neighbourhood Plan to identify further housing sites above those already identified in the adopted SWDP in accordance with the National Planning Policy Framework. Wychavon District Council’s adopted methodology for calculating a housing requirement for the parish up until 2030 meant that there is only a requirement for one dwelling until 2030 and 41 dwellings until 2041.
- 6.65 Since 2006 there have been 93 new dwellings completed in the parish and there are seven homes permitted in Littleworth that had not been completed at the time of drafting (2020); therefore, there is no immediate need to allocate any further sites for housing development in this Plan period.

Year	Number of dwellings completed	Location
2006-07	2	Keppler Church Lane
2007-08	1	Adj 25 Wadborough Road
2008-09	1	Hadfield Farm
2011-12	3	Woodside, Hatfield Lane, Norton,
2011-12	8	Land off Crookbarrow Road, Norton
2012-13	66	Land off, Crookbarrow Road, Norton
2013-14	1	Hatfield Lodge, Hatfield Lane, Norton
2014-15	10	Regimental Headquarters, Crookbarrow Road, Norton
2018-19	1	Lavender Cottage Woodbury Lane

Table 3. Housing Completions from 2006 to 2019 in Norton-juxta-Kempsey Parish.
 Source: Wychavon District Council Five Year Housing Land Supply Report.

- 6.66 The Plan has not set out to identify further housing sites but supports the delivery of new homes through windfall development on appropriate infill sites within the existing settlement’s development boundaries. It is hoped that this will deliver more natural and organic housing growth rather than extending settlements out into the open countryside. The

requirement has already been met and any further sites delivered in this way will contribute toward the longer-term targets.

- 6.67 Although it is understood that the development boundaries may change in the SWDP Review these are not expected to affect the ability of small infill sites to come forward given that the requirement is so low.

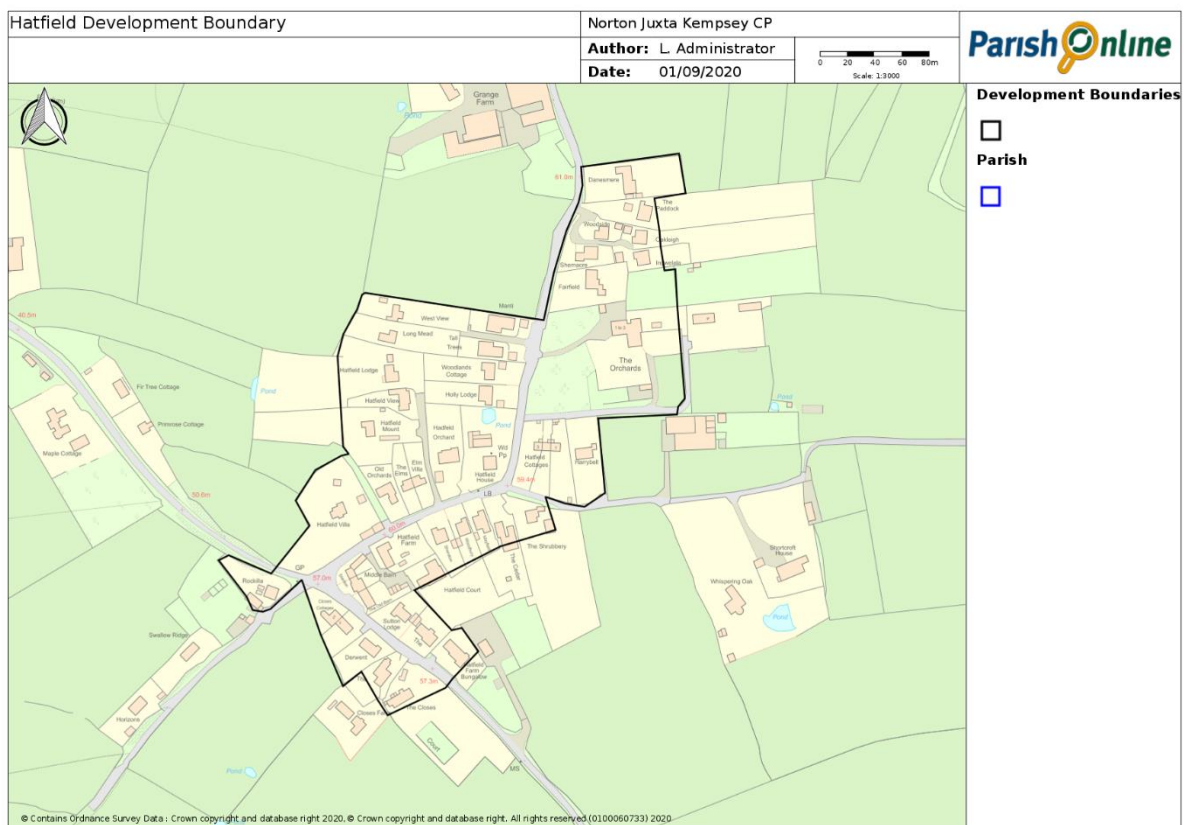
NJK10 Infill Housing Development Policy

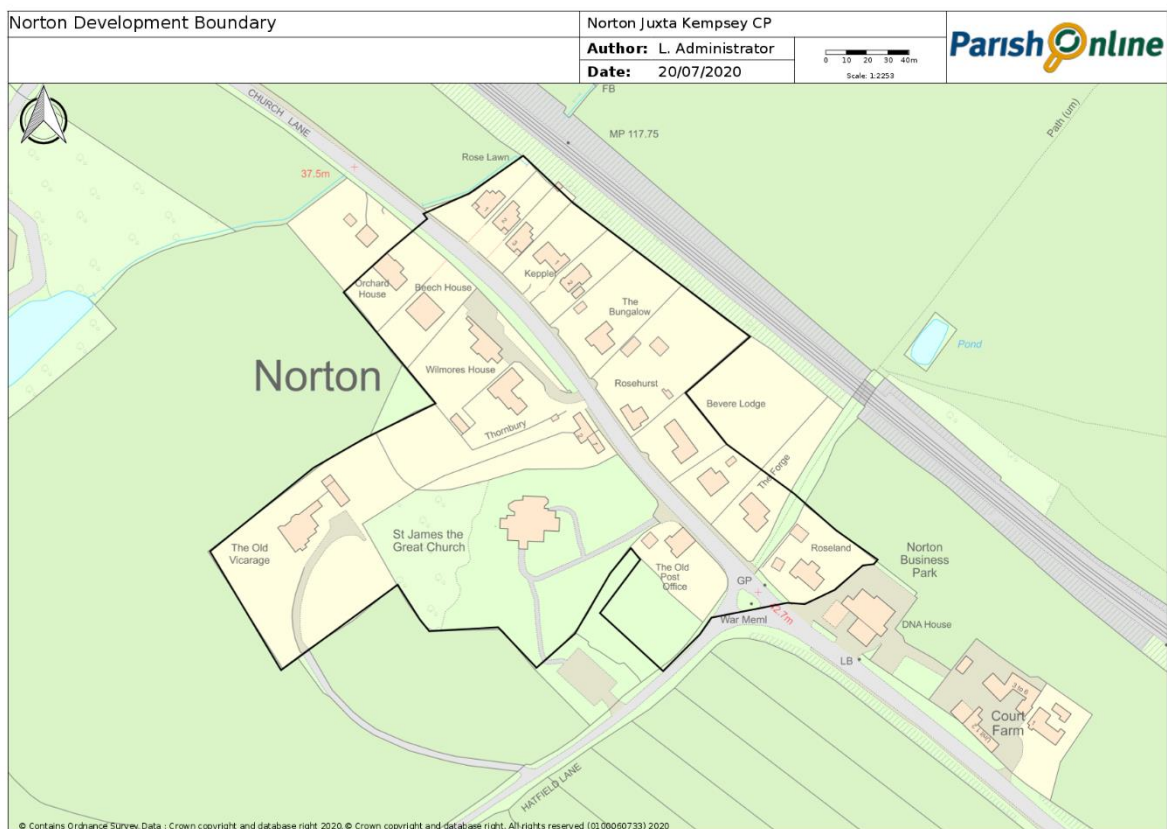
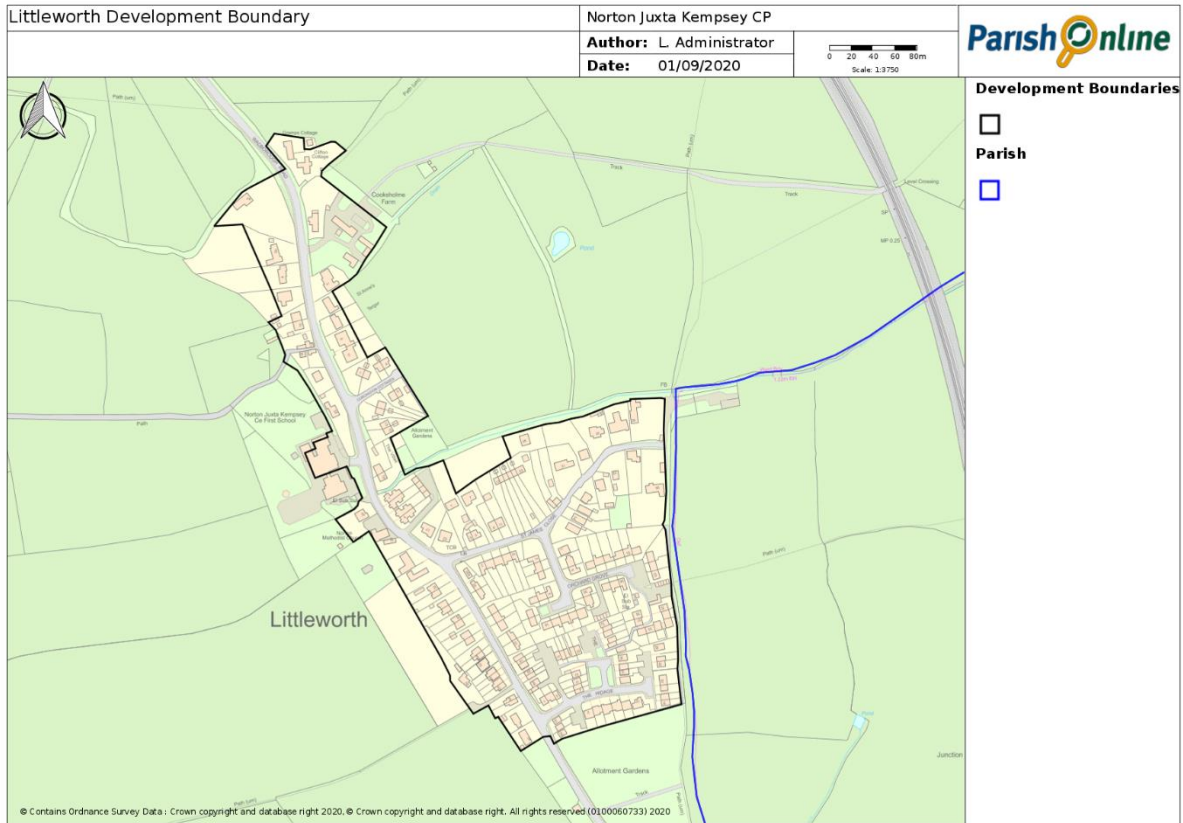
New infill housing development within the designated development boundaries as set out in the adopted South Worcestershire Development Plan, or as amended in the subsequent South Worcestershire Development Plan Review, will be supported.

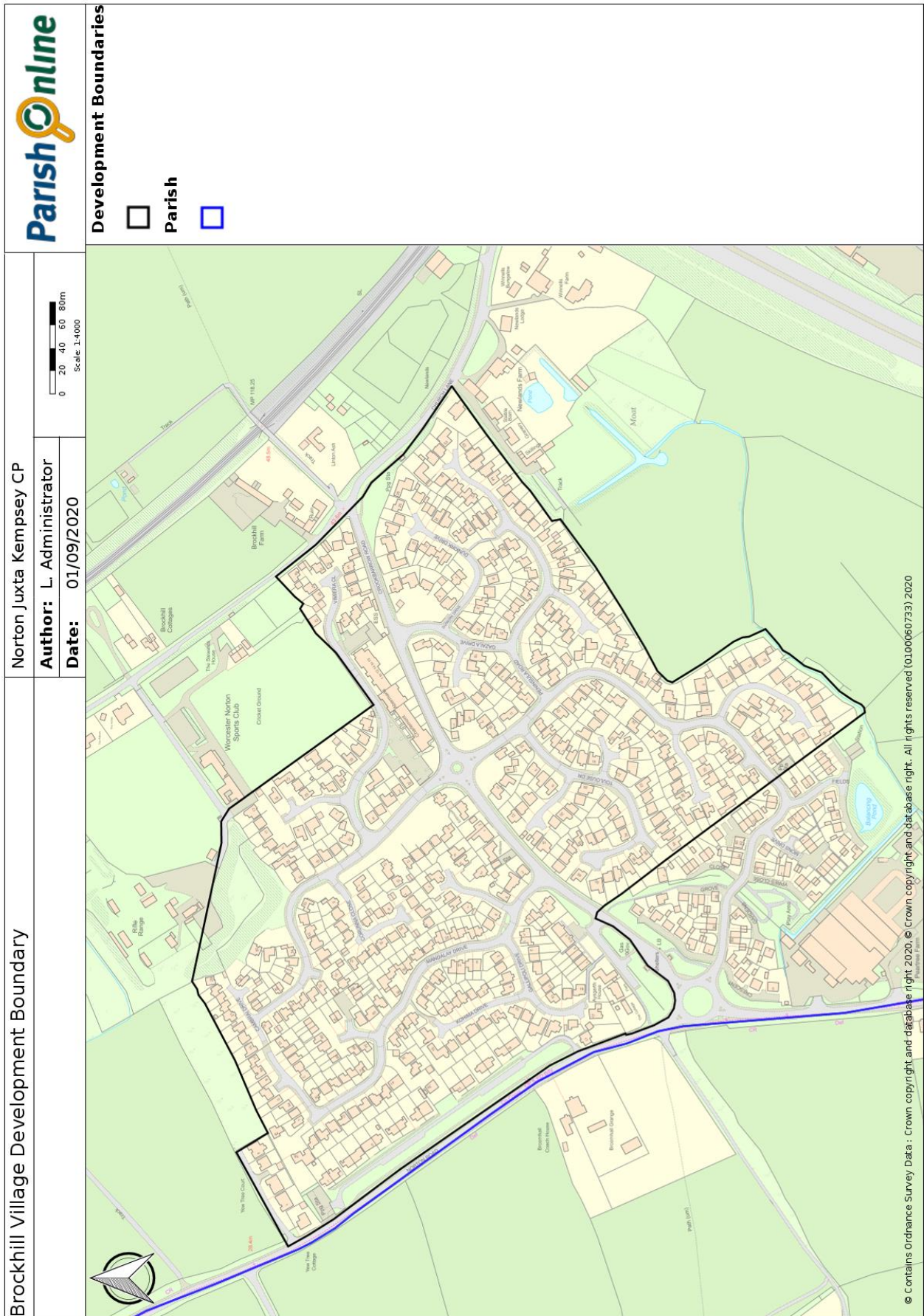
Reasoned Justification

1. Small scale housing development within development boundaries is considered to be acceptable and will deliver the small-scale growth that is required in the Plan period. It will help to maintain the natural character and scale of the existing settlements.

Settlement Boundaries (SWDP 2016)







7 Implementation

- 7.1 The adopted Neighbourhood Plan forms part of the statutory Development Plan and will be used by decision takers to determine the outcome of planning applications and appeals within the parish. It will also be used to steer development-related investment towards the potential infrastructure projects set out below.

Infrastructure Projects - Community Funding

1. Community Shop and Post Office
 2. Solar panels on Parish Hall roof
 3. Minibus service
 4. Street lighting – suggested for Littleworth and Brockhill Lane
 5. Cycle route between Norton and Littleworth
 6. Cycle and pedestrian route between Littleworth and new train station
 7. Enhancements to children’s play area BMX/ Mountain Bike pump track/roller skate/skate park
 8. Improvements to existing play equipment
 9. Youth provision
 10. Trim trail in Parish Hall grounds
 11. Tree planting
 12. Improved sports provision at Parish Hall.
 13. Wildflower meadow planting and improved planting on green spaces, e.g roundabouts and verges
 14. Improved footpaths particularly down Brockhill Lane
 15. Hatfield Lane one-way system
 16. Speed mitigation measures
- 7.2 These are not listed in order of importance to the community and should be seen as a non-binding indication of local priorities at the time of drafting. This is not an exhaustive list and will be reviewed over the Plan period and further projects may be included.
- 7.3 This series of local infrastructure projects will be prioritised for investment should development in the parish result in the availability of New Homes Bonus, Section 106 and neighbourhood proportion of the Community Infrastructure Levy (CIL) in the future. This will finance and deliver specific infrastructure projects relating to the development, to make the scheme satisfactory in line with paragraphs 54 to 57 of the NPPF (2019).
- 7.4 Given the uncertainty on when CIL receipts will become available, the priority and level of support will be determined on an ad-hoc basis by the Parish Council in consultation with the local community.

8 Monitoring and Review

- 8.1 The Norton-juxta-Kempsey Neighbourhood Plan covers the period 2020 to 2030 and will be monitored and where necessary reviewed. In the first instance the Plan will be reviewed within 12 months of the adoption of the SWDPR which is expected in 2023.

- 8.2 A significant amount of development is proposed within and beyond the parish boundary and the impact of this on the community and its facilities and services is yet to be fully understood. It is therefore essential that the Plan is reviewed regularly to ensure it is meeting the objectives and to understand whether any new issues have arisen. As a minimum the Plan will be reviewed every three years to ensure it is meeting the objectives and to understand whether any new issues have arisen.

- 8.3 Where new issues are identified changes may be required; for example, when policies are not working as intended, or are no longer relevant, or may have been superseded by new national planning policy, or a further review of the South Worcestershire Development Plan. In these cases, the Parish Council will seek to amend the Neighbourhood Plan and embark on the process of revising and adopting an up-to-date Plan.

9 Appendices

Appendix 1

Extract from Policy SWDP45/1, SWDP, 2016

A. SWDP45/1 Broomhall Community and Norton Barracks Community (Worcester South urban extension) (247.1ha):

- i. Delivery of approximately 20ha of employment land and around 2,600 dwellings. The rate of delivery will be dependent upon the phased implementation of the Worcester Transport Strategy and in particular the dualling of relevant sections of the A4440 Southern Link Road.
- ii. The dwellings will be of mixed size and type in accordance with the requirements of policy SWDP 14, and up to 40% will be affordable housing in accordance with the requirements of policy SWDP 15.
- iii. The diagram for SWDP45/1 below shows the broad distribution of land uses and of various policy requirements, which include a centrally located Local Centre incorporating: a range of community facilities and services including a two-form entry primary school, community building, emergency services infrastructure, children's centre and youth facilities; local convenience and comparison retailing; and mixed uses comprising modest scale business development (B1 only) and A2 uses, plus A3, A4 and A5 use class development of a scale appropriate to serving the local community.
- iv. The Local Centre should include no more than 2,500 square metres net of retail floorspace and no single convenience store should exceed 2,000 square metres net.
- v. There will be no built development in the parts of the site liable to flooding, as defined in the Strategic Flood Risk Assessment and / or a site specific Flood Risk Assessment.
- vi. New and enhanced sports and social facilities at Norton Barracks.
- vii. Subject to A viii and ix below, in the Significant Gap to the south of Norton Barracks, between Norton Road and the M5, only uses that maintain the openness of the land will be permitted.
- viii. No more than 85 of the 2,600 dwellings will be permitted east of Norton Road. Up to 40 of these will be in the Significant Gap, to provide surveillance of the proposed community, sports and recreation facilities.
- ix. Provision of a site for Travellers of up to 10 pitches within the urban extension.
- x. Contributions to infrastructure, in accordance with SWDP7 C, including education, sporting and recreational facilities, and emergency services infrastructure.
- xi. Measures, including proportionate contributions directly related to the development, to support and safeguard the implementation of relevant schemes set out in the

- Worcestershire Local Transport Plan 3, including the adopted Worcester Transport Strategy, such as: improvements to the A4440 (including phased dualling), the A38 and associated highways, public transport, cycle and walking infrastructure and services which shall include at least two grade-separated pedestrian / cycle crossings; improved accessibility by non-car modes to Worcester city centre, including a potential parking hub close to the A4440, to be agreed in consultation with Worcestershire County Council.
- xii. Safeguarding land on the southern side of the A4440 for the dualling of the road and the provision of the pedestrian and cycle bridges needed to provide sustainable transport links between the development and Worcester city walk and cycle networks.
 - xiii. A road network hierarchy and legible road layout within and adjoining the urban extension supporting the functions of the new neighbourhood, including traffic calming measures to safeguard the amenity of the Norton Barracks community.
 - xiv. Footpath and cycle networks within the development including safe links to Worcester city, the Local Centre and Norton Barracks.
 - xv. The provision of Green Space, including:
 - Play facilities, formal playing pitches and informal recreational facilities such as allotments.
 - A Green Space buffer to the west of Norton Road separating the Broomhall and Norton Barracks communities, of a scale that maintains their individual identities.
 - A Green Space buffer along the whole southern boundary immediately to the north of Broomhall Lane, providing a framework for the built development consistent with local landscape character.
 - A Green Space buffer to the north of Norton Barracks, between Norton Road and the railway line, designed to overcome visual and noise impacts of business development to the north by separating new and existing uses.
 - Green Space adjacent to the A4440 (after allowing for dualling or other improvements), to provide a framework for the built development, mitigate noise and flood risk and maintain the individual identities of Broomhall and St Peter the Great to the north.
 - xvi. Measures for the protection and enhancement of the significance of Middle Broomhall Farm and other listed buildings and their settings.”

Appendix 2

Extract from SWDPR Preferred Options (November 2019)

Worcestershire Parkway

17.1 Worcestershire Parkway will be the main focus of strategic development for the plan period to 2041. The broad area, as identified on the Policies Map, extends to approximately 1,130 hectares and is bounded by the M5, A44, the Cotswold and Malvern Line, the north east - south west main railway lines and Stoulton to the east.

The deliverable capacity for the plan period is approximately 5,000 dwellings and 50 ha of employment land. The boundary of the allocation contains sufficient land to deliver far more development beyond 2041.

SWDPR 49: Worcestershire Parkway

A. Land uses (Policy map to be prepared for the pre-submission SWDPR):

- xvii. Residential - 5,000 dwellings (variable densities and location to be agreed through a masterplan SPD).
- xviii. Employment - 50 ha. Most of this will be located south of the B4084 near to Junction 7 of the M5 (to be confirmed through a masterplan SPD).
- xix. Retail - A town centre with 2-3 local centres (to be confirmed through a masterplan SPD).
- xx. Office / Commercial / Leisure (buildings); likely to be focused on the town centre.
- xxi. Education; one secondary school and three primary schools.
- xxii. Green Infrastructure - A minimum of 40% Green Infrastructure.
- xxiii. Energy Generation - Solar Power and storage sufficient to power at least a quantum of development proposed.
- xxiv. Flood Risk - betterment with respect to the total surface water runoff.

Transport Infrastructure

B. Whilst the most important element, Worcestershire Parkway Station, is already being delivered, further investment is necessary in order for the new settlement to function effectively and minimise impacts on surrounding road junctions, in particular Junction 7 of the M5. There is the need for:

- i. Additional platform and further dualling of the Cotswolds and Malvern Line between Worcestershire Parkway and Worcester Shrub Hill Station in order to deliver a 20 minute interval rail service.
- ii. Dedicated cycle way provision, avoiding M5 Junction 7.
- iii. A new link road linking the B4084 with the A44.

Other Infrastructure

C. An exhaustive list of infrastructure requirements cannot be confirmed yet, rather this will be set out in the pre-submission document. For now, the following are likely to be required :

- i. Emergency Services Department, e.g. a police post, fire station.
- ii. Health Infrastructure, e.g. doctors surgery.
- iii. Education- For the 5,000 dwellings a secondary school and three primary schools
- iv. Community Facilities; over and above a leisure centre there is likely to be a need for social facilities such as a town hall and youth centre.
- v. In addition to a leisure centre, the new town will require various formal sports facilities, e.g. football, rugby and hockey pitches.

Appendix 3

Landscape Character Assessment Overview

The Worcestershire County Council Landscape Character Assessment identifies that the parish is characterised by three different landscape types:

- Principal Settled Farmlands
- Principal Timbered Farmlands, and
- Wooded Estatelands

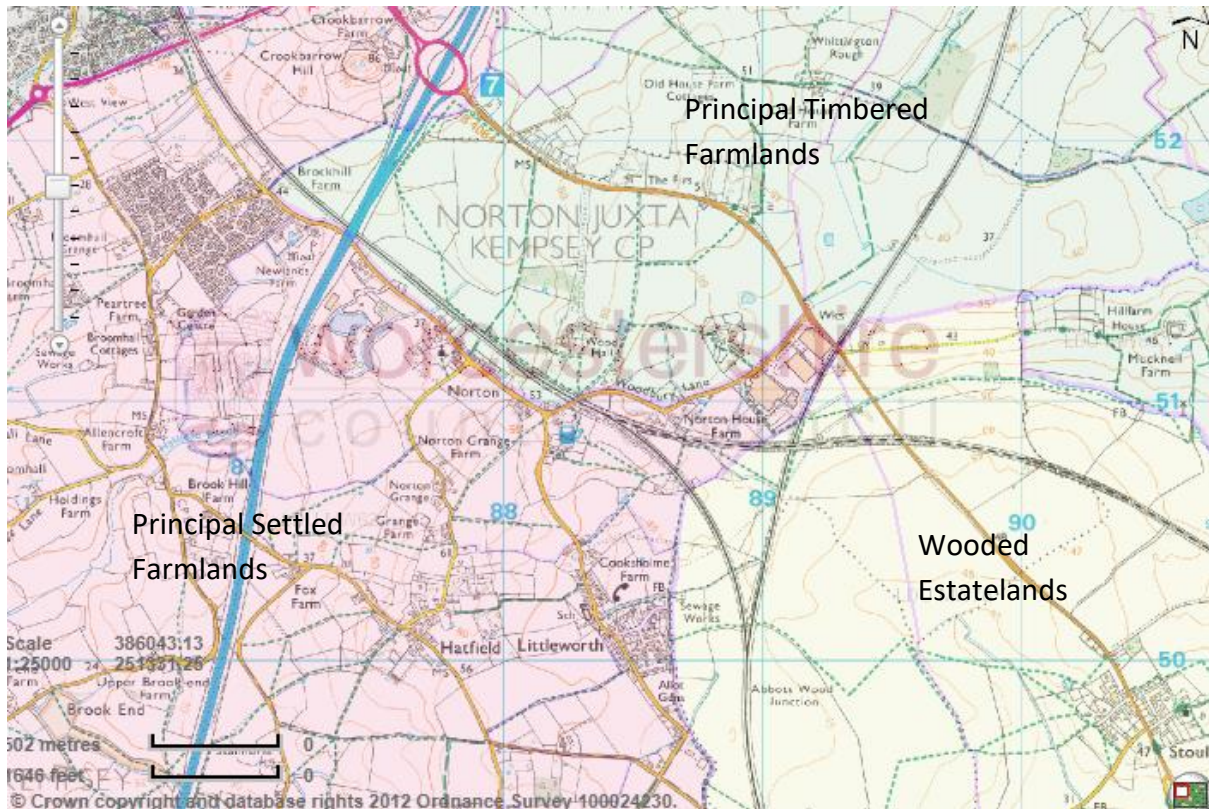


Figure 9. Landscape Character Area Map extract taken from Worcestershire County Council Landscape Character Area Interactive Map⁹

The settlements in the parish lie within the Principal Settled Farmlands character type (shown in pink) where the primary characteristics of this landscape type are clearly evident; with hedgerow boundaries to fields, and farmsteads and rural dwellings dispersed throughout the area with clusters of wayside development forming small settlements. The built features are linked by a network of narrow, winding lanes which nestle within a matrix of small hedged fields. These sit within a rolling lowland topography with mixed farming being the primary land use.

Hedgerow loss and deterioration is of concern and is already in evidence locally, this risks the dilution of the essential scale of these landscapes. The pressures for development in the area may also result in concentrations of new development creating a more nucleated settlement pattern uncharacteristic of the area. The Landscape Management Guidelines identify that it is important that efforts are made to conserve and enhance the unity and scale of the landscape

⁹ <http://gis.worcestershire.gov.uk/website/LandscapeCharacter/>

with particular emphasis given to retaining its settlement pattern and the hedgerow boundaries to fields.

Woodlands are not characteristic within this part of the parish but opportunities to conserve and enhance tree cover along watercourse and those associated with settlements are encouraged within the Landscape Management Guidelines.

The small-scale fields of permanent pasture found within these landscapes can often be of significant nature conservation interest and are under threat from more intensive arable farming. The Landscape Management Guidelines are supportive of seeking opportunities to conserve all remaining areas of permanent pasture.

The majority of the land north of the Worcester to London railway line in the parish falls into the Principal Timbered Farmlands landscape type (shown in green at figure 9). Again, hedgerow boundaries to fields are a primary characteristic, but the area has a more obvious ancient wooded character with a notable pattern of hedgerow trees, predominantly oak. The secondary characteristics include an organic enclosure pattern, a small-scale landscape, with hedgerow trees creating filtered views and rolling lowland with occasional steep-sided hills and low escarpments.

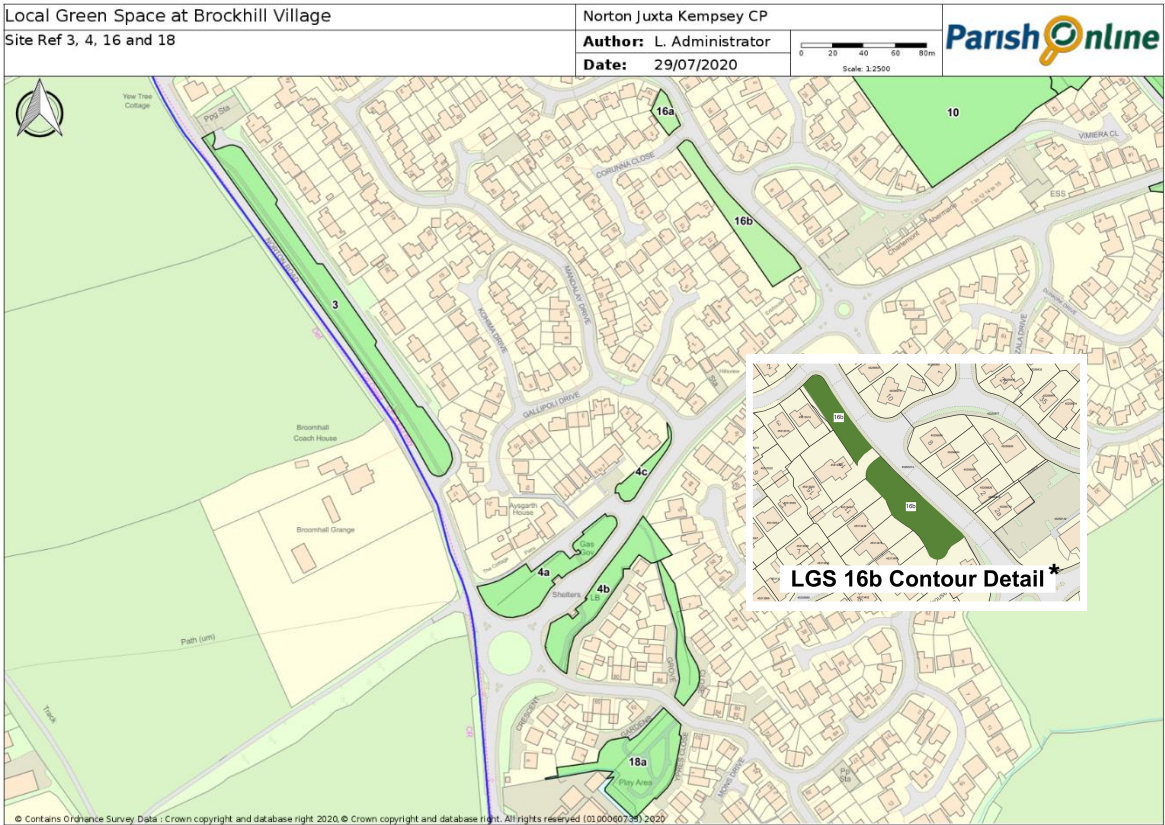
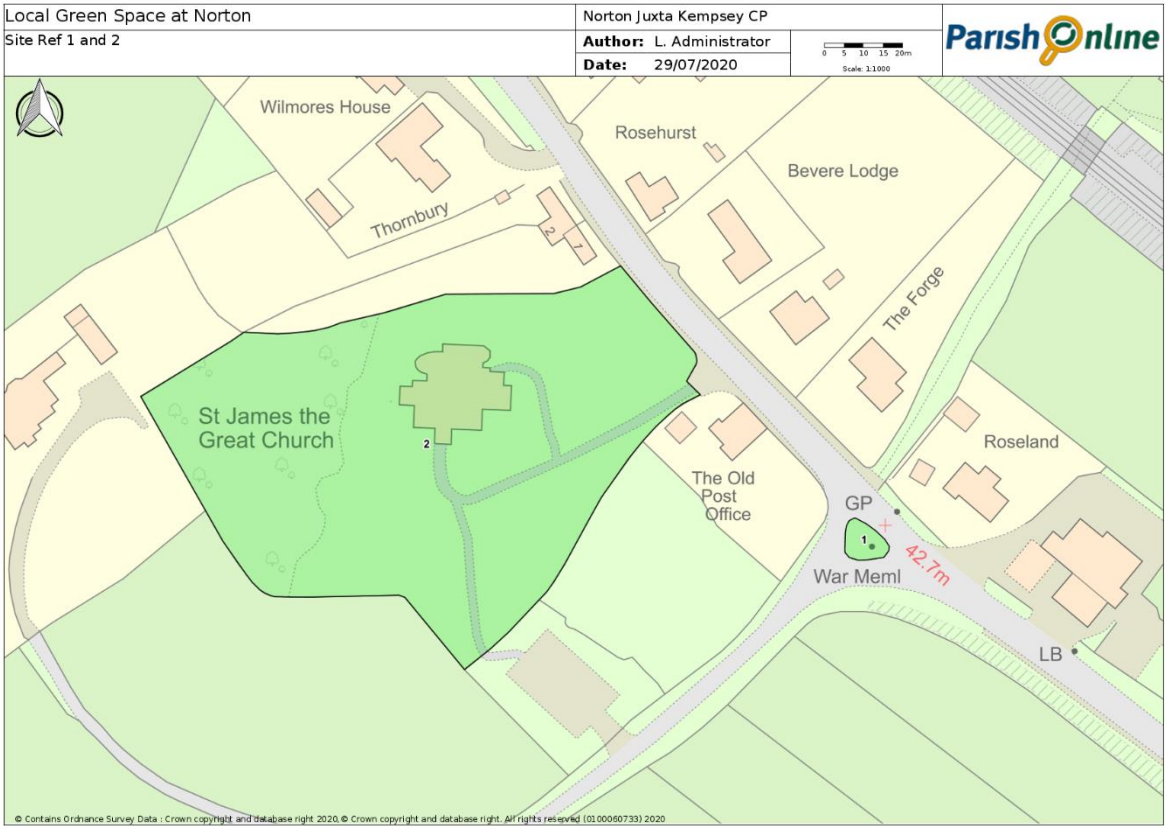
The basic concern for the retention of the character of this landscape is the loss of scale and structure due to the decline and fragmentation of the elements of tree cover, most notably of hedgerow trees. Changes in the type of agricultural use puts ancient hedgerows and trees at risk with little evidence of new stock being planted or natural regeneration being encouraged. Therefore, the general guidelines for Principal Timbered Farmlands are to conserve the ancient hedgerow oak population and enhance the age structure where possible through new planting. It is important that the pattern and composition of the hedgerow structure is appropriately managed and restored. Any ancient woodland should be restocked with locally occurring native species to attempt to restore the tree cover pattern. The planting of new woodlands and tree cover along watercourses and highways is also encouraged.

A smaller south eastern part of the parish falls within the Wooded Estatelands landscape type (shown in yellow overleaf). Here the landscape type is defined by larger scale farmland and with areas of woodland usually apparent despite their absence in this case. The topography is rolling with occasional steep-sided hills and low escarpments and a semi-regular pattern of large hedged fields.

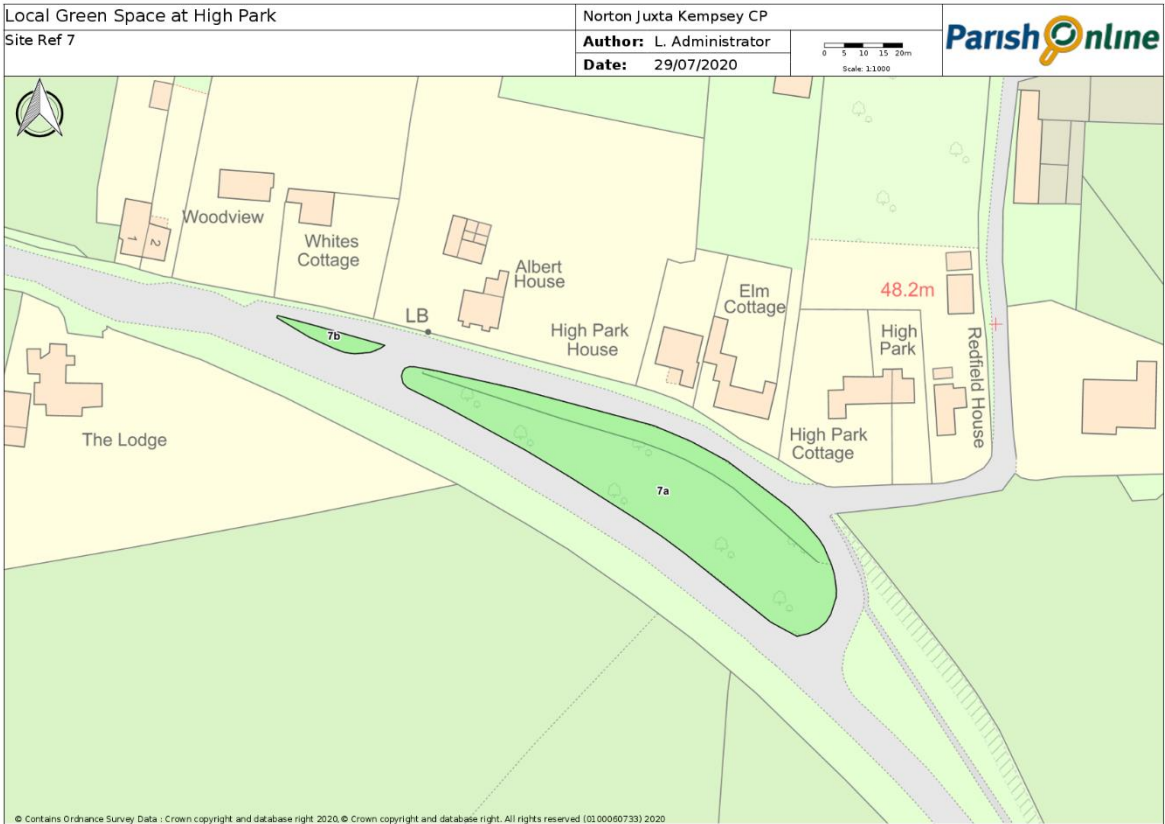
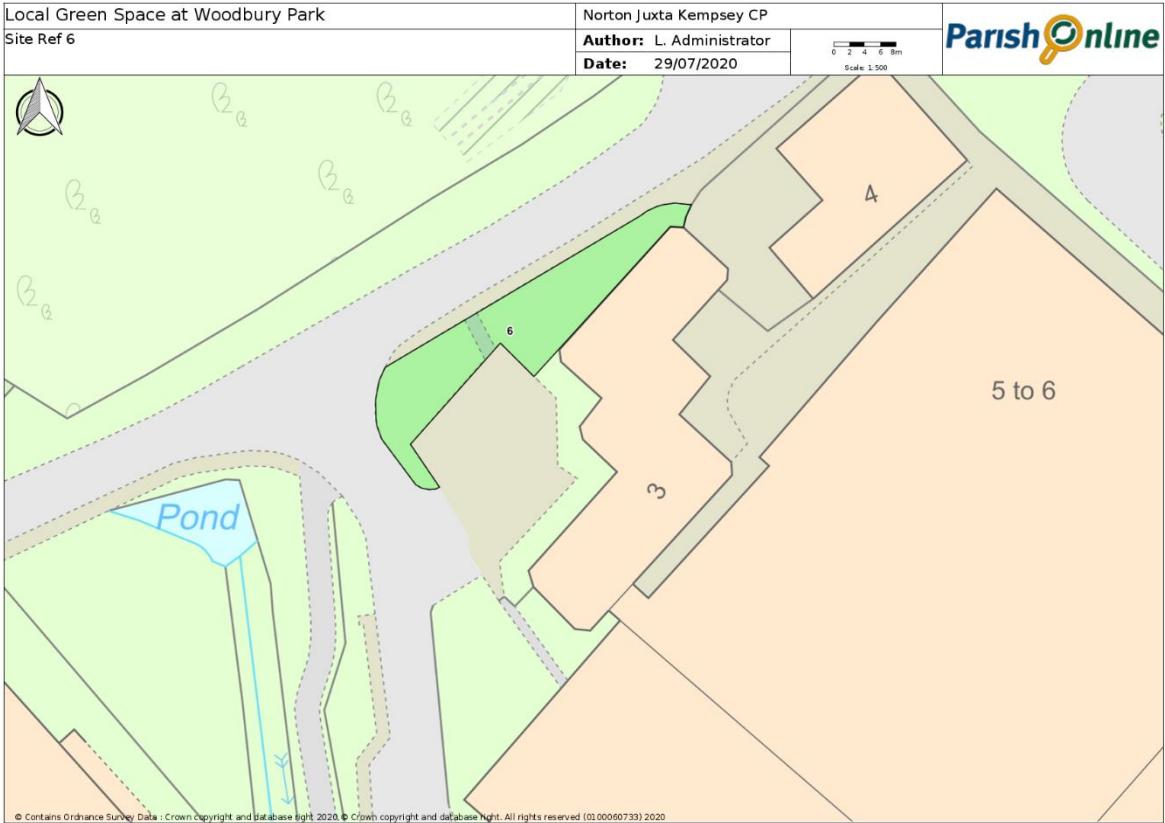
There is once again concern over the loss of woodland and the general guidelines are to restore the woodland character by restocking with locally occurring native species and to encourage the creation of large-scale woodlands.

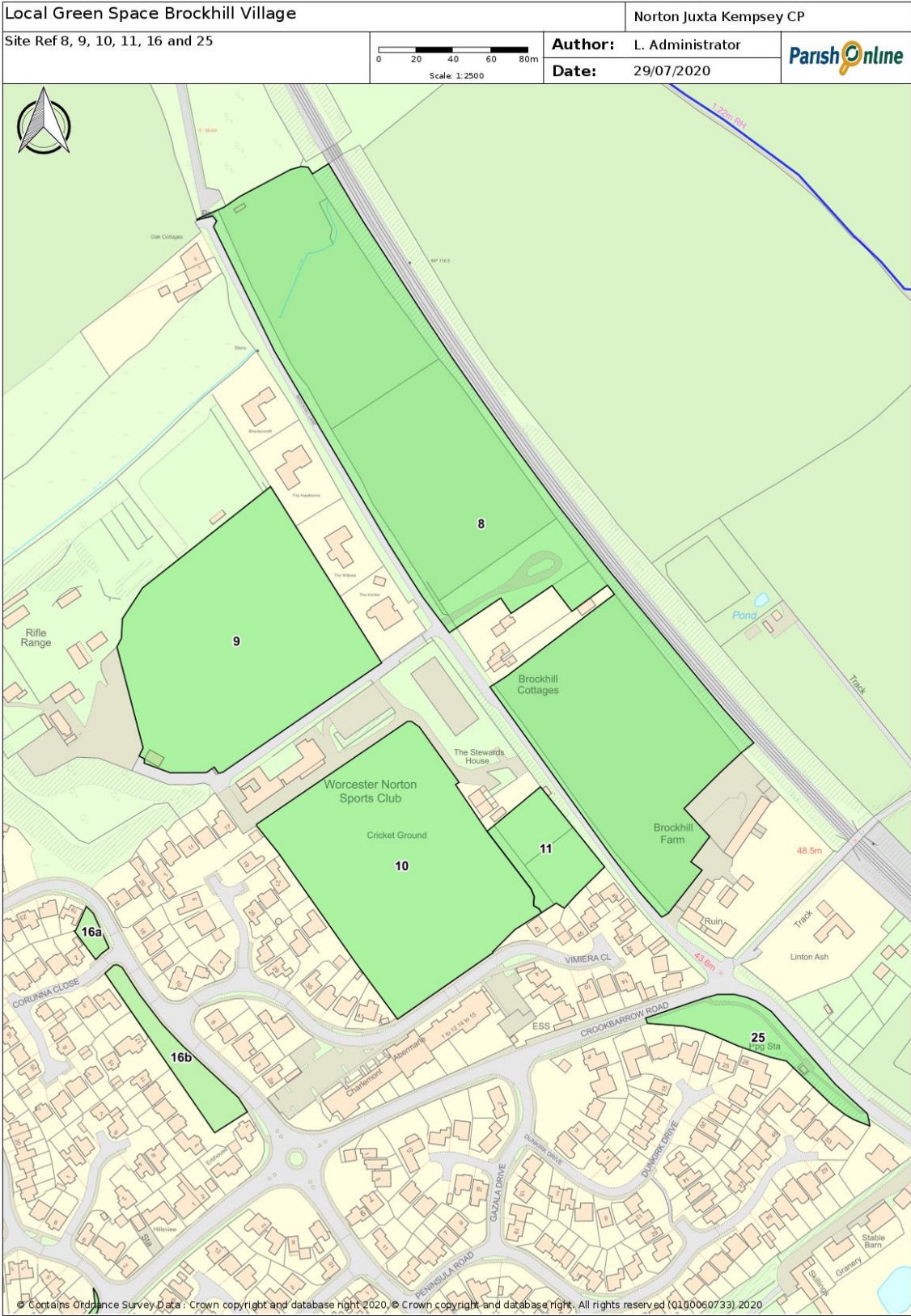
Larger field patterns have seen the loss of hedgerows and the conservation and restoration of the hedgerow pattern, including hedgerows and hedgerow trees to provide linkages for wildlife between the woodland blocks is encouraged.

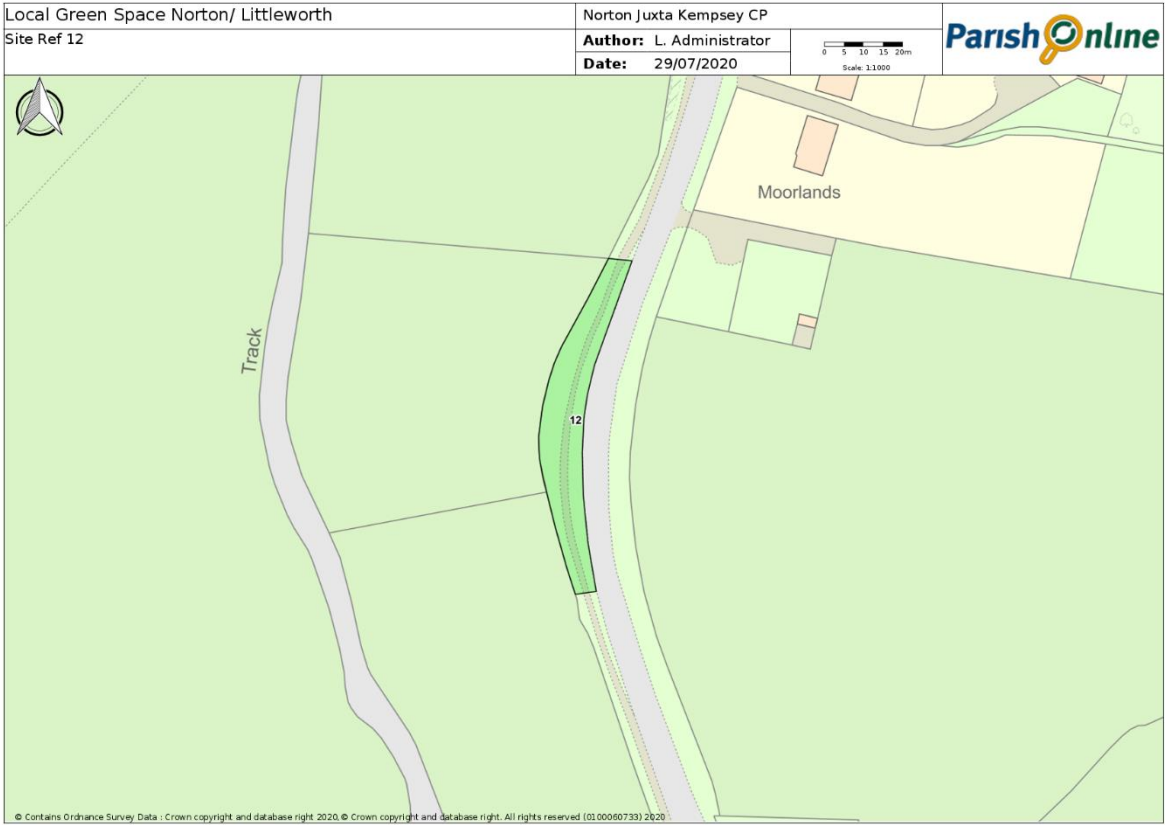
Appendix 4
Local Green Space Maps

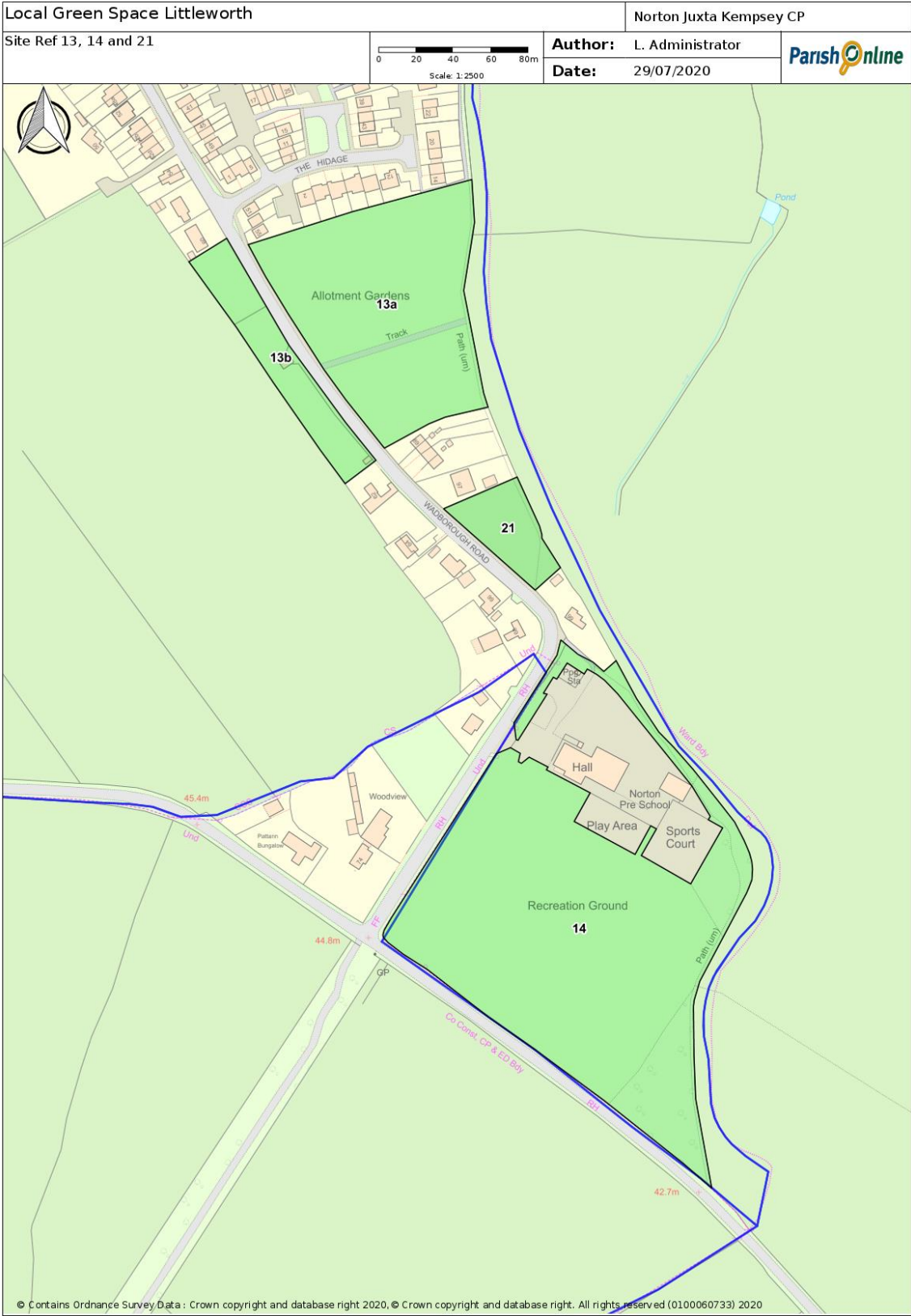


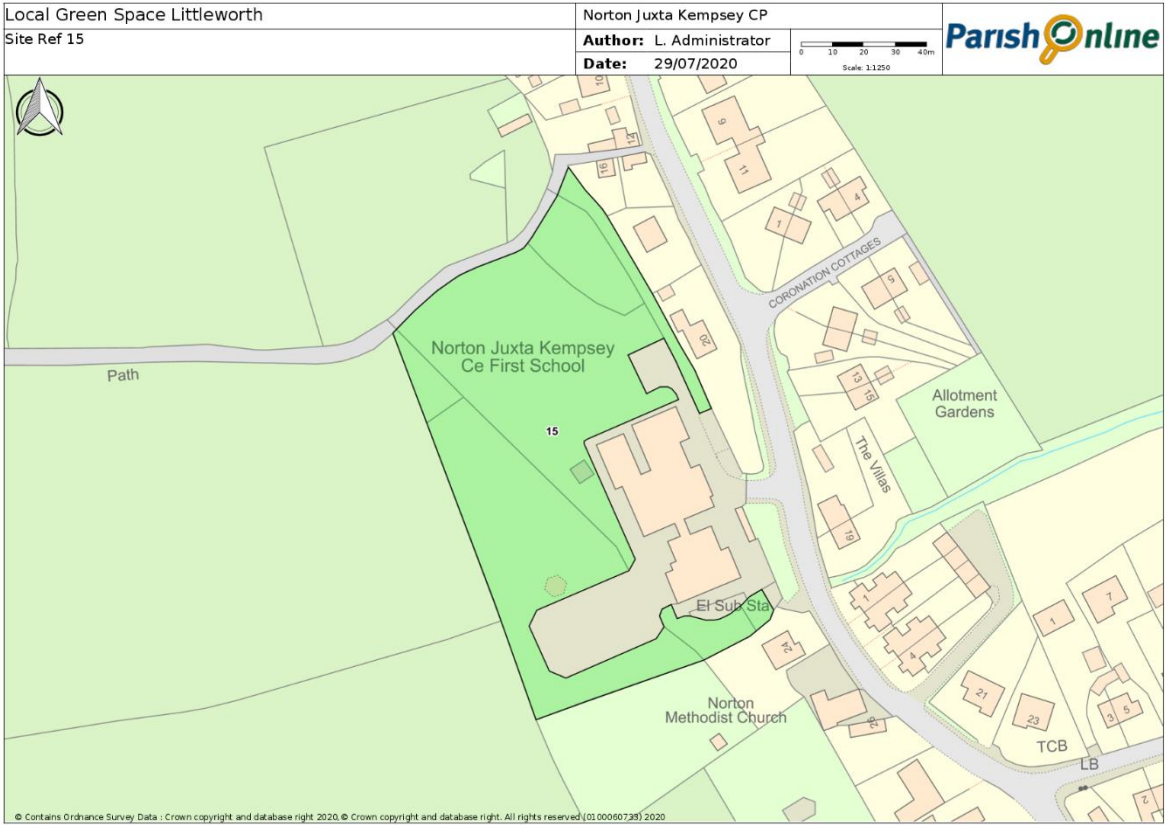
*also see Page 65 for contour detail of LGS 16b











Contour detail of Local Greenspace reference 16b

Appendix 5

Glossary of Terms

Active Travel Corridor (ATC)	A route that can be a footpath/ cycle path or road that allows pedestrians and cyclists to move around.
Adoption	The procedure by which a plan becomes formal council responsibility. The Neighbourhood Planning Regulations also call this stage 'made' for the purposes of a Neighbourhood Plan.
Appeal	The process by which a planning applicant can challenge a planning decision that has been refused or had conditions imposed.
Allocation	A piece of land that has had a particular use earmarked via a Neighbourhood Plan or Local Plan. This might be for housing, employment or another use such as open space.
Amenity	A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the interrelationship between them, or less tangible factors such as tranquillity.
Basic Conditions	Criteria that a Neighbourhood Plan must meet before it can come into force. These are: <ul style="list-style-type: none"> • They must have appropriate regard to national policy, • They must contribute to the achievement of sustainable development, • They must be in general conformity with the strategic policies in the development plan for the local area, • They must be compatible with UK and EU obligations, • They must conform with the requirements of Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017.
Biodiversity	The variety of different types of plant and animal life in a particular region.
Brockhill Village	The settlement built in the 1990s around the former Norton Barracks. The South Worcestershire Development Plan calls it Norton Barracks Community.
Change of use	A material change in the use of land or buildings that is of significance for planning purposes e.g. from retail to residential.
Community engagement	Involving the local community in the decisions that are made regarding their area.

Community Facilities	Buildings, services and land uses intended to meet the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community.
Community infrastructure levy (CIL)	Allows local authorities to raise funds from developers undertaking new building projects in their areas. Money can be used to fund a wide range of infrastructure such as transport schemes, schools and leisure centres. Parish Councils are entitled to 25% of CIL payments received once a Neighbourhood Plan has been adopted/ 'made'.
Conformity	There is a requirement for neighbourhood plans to have appropriate regard to national policy and to be in conformity with local policy.
Consultation	A communication process with the local community that informs planning decision-making.
Consultation Statement	A document which details when, where and how the public and stakeholders have been consulted, issues that were raised and how they were addressed.
Development	Legal definition is "the carrying out of building, mining, engineering or other operations in, on, under or over land, and the making of any material change in the use of buildings or other land."
Development boundary	A policy in the Local Plan (SWDP) that draws a line around the built form of a settlement within which the principle of development is acceptable as long as it accords with other policies in the Local Plan.
Development Plan	A document setting out the local planning authority's policies and proposals for the development and use of land in the area. In this case the South Worcestershire Local Development Plan (2016).
Employment Land	Land that is used or is proposed to be used for offices, industry and/or storage and distribution – covered by the B Class in the Use Classes Order.
Evidence base	The evidence upon which a development plan is based, principally the background facts and statistics about an area, and the views of stakeholders.
Examination	For neighbourhood planning, an independent assessment carried out by an examiner to determine whether a Neighbourhood Plan meets the Basic Conditions.
Footpath	A pedestrian right of way away from the highway.

Footway	A footway is a surfaced path that either forms part of a highway or runs alongside it. Although footways are commonly referred to as 'footpaths', in law footpaths are paths away from the highway, not along them.
Green infrastructure	Interconnected green space that can have a range of functions. Landscape, biodiversity, trees, allotments, parks, open spaces and other natural assets.
Green space	Those parts of an area which are occupied by natural, designed or agricultural landscape as opposed to built development; open space, parkland, woodland, sports fields, gardens, allotments, and the like.
Green Space Background Paper	A document containing an overview and assessment of green spaces within the Neighbourhood Area to support the policies in the Neighbourhood Plan; it forms part of the evidence base.
Habitats Regulation Assessment	Tests the impacts of a plan or project on nature conservation sites of European importance and is required under EU legislation.
Infrastructure	Basic services necessary for development to take place e.g. roads, electricity, water, education and health facilities.
Infill development	The infilling of a small gap within an otherwise built up area e.g. within gardens or in place of an outbuilding between two houses.
Listed buildings	Any building or structure which is included in the statutory list of buildings of special architectural or historic interest.
Localism	Shifting power away from central government control to the local level. Making services more locally accountable, devolving more power to local communities, individuals and councils.
Local green space	This is a formal designation that may be made by neighbourhood plans, to provide protection for green spaces valued by the local community.
Local Development Plan	The adopted Local Plan sets out what type and how much development will occur across the area to 2030 and a suite of policies to help manage development, it is called the South Worcestershire Development Plan. It covers the 3 authorities of Wychavon District Council, Malvern Hills District Council and Worcester City Council.
Local planning authority	Local government body responsible for formulating planning policies and controlling development; in this case it is Wychavon

	District Council for most planning matters and Worcestershire County Council for transport, minerals and waste planning.
Local referendum	A direct vote in which communities will be asked to either accept or reject a particular proposal.
Local transport plan	Plans that set out a local authority's policies on transport on a five-yearly basis. This is produced by Worcestershire County Council.
Minerals plan	A statement of the policy, advice and guidance provided by local authorities regarding the extraction of minerals. This is produced by Worcestershire County Council.
Mixed use	The development of a single building or site with two or more complementary uses.
Multi use games area (MUGA)	A fenced off area with built in goal post units for various types of sports games, such as football, netball, basketball or tennis.
National Planning Policy Framework (NPPF)	Sets out the Government's planning policies for England and how these are expected to be applied.
Neighbourhood Area	The local area in which a neighbourhood plan or neighbourhood development order can be introduced. In this case the parish of Norton-juxta-Kempsey.
Neighbourhood Plan	A planning document created by a parish or town council or a neighbourhood forum, which sets out the vision for the neighbourhood area, and contains policies for the development and use of land in the area. Neighbourhood plans must be subjected to an independent examination to confirm that they meet legal requirements, and then to a local referendum. If approved by a majority vote of the local community, the neighbourhood plan will then form part of the statutory development plan.
Neighbourhood planning	A community initiated process in which people get together through a local forum or parish or town council and produce a neighbourhood plan or neighbourhood development order.
Neighbourhood Plan Steering Group	For the purposes of producing the Norton-juxta-Kempsey Neighbourhood Plan a group of residents and parish councillors have formed to develop the Neighbourhood Plan. They report to the Parish Council.
Planning conditions	Planning conditions are provisions attached to the granting of planning permission.

Planning permission	Formal approval granted by a council allowing a proposed development to proceed.
Policy	A concise statement of the principles that a particular kind of development proposal should satisfy in order to obtain planning permission.
Public open space	Open space to which the public has free access.
Retail	The process of selling single or small numbers of items directly and in person to customers. The use category defined as Class A1 in the Town and Country Planning (Use Classes) Order 1987.
Rural	Areas of land which are generally not urbanised; usually with low population densities and a high proportion of land devoted to agriculture.
Section 106	Developer contributions, also known as planning obligations, can be secured via a section 106 legal agreement or planning condition attached to a planning permission. They help mitigate any adverse impacts generated by new development on infrastructure and facilities. Sometimes developers can self-impose obligations to pre-empt objections to planning permission being granted.
Setting	The immediate context in which a building is situated, for example, the setting of a listed building could include neighbouring land or development with which it is historically associated, or the surrounding townscape of which it forms a part.
Site of special scientific interest (SSSI)	A protected area designated as being of special interest by virtue of its flora, fauna, geological or geomorphological features. Sites of special scientific interest (SSSI) are designated under the Wildlife and Countryside Act 1981 by the official nature conservation body for the particular part of the UK in question.
South Worcestershire Authorities	Malvern Hills District Council, Worcester City Council and Wychavon District Council.
South Worcestershire Development Plan (SWDP)	The adopted Local Plan setting out the planning policies and strategic growth for the area until 2030. It covers the 3 authorities of Wychavon District Council, Malvern Hills District Council and Worcester City Council and is used by planning officers to determine planning applications.
South Worcestershire	The Local Plan is currently under review as required by national planning policy. The review document will supersede the SWDP and

Development Plan Review (SWDPR)	it is expected to be adopted by 2022. The Preferred Options for the SWDPR were consulted on in November 2019.
Stakeholders	People who have an interest in an organisation or process including residents, business owners and government.
Strategic policy	A policy that is essential for the delivery of a strategy, for example, the overall scale and distribution of housing and employment in an area.
Sustainable development	An approach to development that aims to allow economic growth without damaging the environment or natural resources. Development that “meets the needs of the present without compromising the ability of future generations to meet their own needs”.
Sustainable urban Drainage Systems	An artificial drainage solution which uses natural processes to reduce and slow the quantity and rate of surface water run-off from new development, dealing with it as close to the source as possible.
The Plan	Norton-juxta-Kempsey Neighbourhood Plan
Tree preservation order (TPOs)	An order made by a local planning authority to protect a specific tree, a group of trees or woodland. Tree preservation orders (TPOs) prevent the felling, lopping, topping, uprooting or other deliberate damage of trees without the permission of the local planning authority.
Urban	Having the characteristics of a town or a city; an area dominated by built development.
Windfall	Sites which have not been identified as available in the Local Plan. They normally comprise previously developed sites that have unexpectedly become available.
Worcester South Urban Extension (WSUE)	This is the planned Hopfields development between Norton Road and the A38. It is set out in the South Worcestershire Development Plan (2016) under policy SWDP45/1 Broomhall Community and Norton Barracks Community (Worcester South urban extension). A copy of the policy can be found at appendix 1.

Appendix 6

Parish Aspirations and Actions

There were a number of matters that were identified through community consultation that are of concern and interest to the community but that cannot be addressed through planning policy. These aspirations and actions have been identified and it is the intention of the Parish Council to address these during the Plan period either through the Parish Council or in conjunction with others including, through a community group established to address the issue, or through another appropriate body. The aspirations and possible actions are set out below divided between those which are already in-progress or ongoing and those yet to be considered and/or actioned. “In-progress” implies a specific action which will be completed within a set time period, “ongoing” is for actions which require continuous long-term attention.

Work has already commenced against some of these aspirations and achieving these has the potential to enhance the quality of life for residents of Norton-juxta-Kempsey and provide environmental improvements. However successful delivery will always depend on the availability of adequate funding and the willingness of partner organisations to work with the Parish Council.

The Parish Council is always willing to consider new parish aspirations arising from all sources.

LIST A - In Progress and Ongoing

	Aspiration	Possible Actions to Deliver Aspiration	Status as at 22/7/20
1	Improve Public Rights of Way	Check and where necessary ask WCC to improve signage	In progress
2	Improve Public Rights of Way	Review condition and where required get WCC to carry out maintenance	In progress
3	Improve Public Rights of Way	Publish footpath maps/ routes online and/or in parish newsletter as a feature to improve awareness.	Not started
4	Minimise the volume, type and speed of traffic	Work with WCC to explore appropriate ways to reduce the speed of traffic (Traffic calming)	Ongoing
5	Minimise the volume, type and speed of traffic	Carry out speed surveys to identify hotspots and invest in appropriate mechanisms e.g. Vehicle Activated Road Signs to address the issue; liaise with police.	Ongoing

	Aspiration	Possible Actions to Deliver Aspiration	Status as at 22/7/20
6	Minimise the volume, type and speed of traffic	Carry out traffic counts to understand any increases in the volume of traffic.	Ongoing
7	Minimise the volume, type and speed of traffic	Continue to press WCC for full implementation of ATC along Woodbury Lane.	Ongoing
8	Minimise the volume, type and speed of traffic	Monitor HGV traffic in the parish and work with local companies to promote alternative routes and prevent traffic through narrow routes.	Ongoing
9	Reduce need to use cars	Lobby County Council for bus connections to train station and ensure coverage for the parish and its settlements.	In progress
10	Reduce need to use cars	Lobby for safe cycle and pedestrian access to the train station and Worcester City (aligns with 7 above).	Ongoing
12	Reduce need to use cars	Introduce community minibus services to link parish to transport hubs and local facilities.	In progress
13	Prevent parking problems	Monitor the roads surrounding the train station for parking issues; and where necessary work with the County Council to install mechanisms to prevent on street parking.	Ongoing
14	Prevent parking problems	Liaise with the school to ensure there are no parking issues caused by school traffic. Work with the school to identify whether a walking bus or alternative options could encourage more children to walk to school.	Ongoing
15	Improve local shopping facilities	Set up local shop/post office at parish hall.	In progress
16	High quality Broadband	Continue to pressure Superfast Worcestershire and BT Openreach to eliminate any remaining pockets of below 24MB download service.	Ongoing
17	High quality Broadband	Continue to lobby all infrastructure suppliers to ensure the parish is kept up to date as new technology becomes available e.g. FTTP (NB This is a long-term aspiration).	Ongoing
18	Eliminate dog fouling	Ensure provision of adequate numbers of "poo bins" around the parish. Map locations on Parish-on-Line.	In progress
19	Eliminate dog fouling	Continue to educate, encourage and coerce errant dog owners. Name and shame?	Ongoing

	Aspiration	Possible Actions to Deliver Aspiration	Status as at 22/7/20
20	Environmental	Install EV charging points at the parish hall.	In progress
21	Environmental	Install solar panels at the parish hall to make the hall largely self-sufficient in electricity supply.	In progress
22	Environmental	Set up village apiary.	In progress
23	Environmental	Encourage appropriate tree planting.	Ongoing
25	Young People & Leisure facilities	Encourage the owners to raise the standard of equipment and maintenance of the privately-owned Brockhill play area.	Ongoing
28	Safety and security	Work with WCC and WDC to improve existence and condition of footways alongside main routes in the village. (links into 4 and 7 above).	Ongoing

LIST B – To be Considered

	Aspiration	Possible Actions to Deliver Aspiration
11	Reduce need to use cars	Explore options for additional cycle paths in the parish.
24	Young People & Leisure facilities	Create Trim Trail in recreation ground?
26	Young People & Leisure facilities	Support the setting up of youth clubs and sports clubs for young people.
27	Safety and security	Consider selective street lighting/low level lighting e.g. Brockhill Lane.
29	Health	Encourage the provision of a Medical Practice or Health Centre more local to the parish.
30	Services	Support any future initiatives to provide mains gas supply throughout the parish.

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