

HARVINGTON
DRAFT VILLAGE PLAN

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HARVINGTON DRAFT VILLAGE PLAN

1. Introduction

- 1.1 This plan is one of a number of village plans which form part of the Evesham Vale District Plan. It covers the period 1981 - 1991 and should be read in conjunction with the Report of Survey on the District Plan published in March 1981. It is also prepared within the context of the broad strategy set out in the Review of the County Structure Plan prepared by the County Council. This strategy anticipates that 1800 - 2100 new dwellings will be needed in the plan area by 1991. These could be located according to one of two strategies, a strategy of concentration and a strategy of limited dispersal. The details of these strategies are set out in Appendix 1.
- 1.2 After considering public reaction to these strategies the Council adopted a policy of locating the majority of new housing development in Evesham with limited development, in addition to that for infilling and local need, taking place in selected villages. Although Harvington was originally identified as a village capable of accepting further development it was decided that in view of the large amount of recent development and the large number of sites outstanding from the 1971 village plan, further growth would not be desirable.
- 1.3 This document gives a detailed account of the village and sets out draft policies which are intended to guide its future development. It is intended to stimulate public comment which will be considered by the Council who will amend the plan as appropriate. The final plan will then be combined with the plans for Evesham and the other villages in the plan area, to form the Evesham Vale District Plan.
- 1.4 The District Plan itself will be the subject of public consultation and if there are any relevant objections a public inquiry will be held before an independent Inspector. After the inquiry the Inspector will submit a report to the District Council who will then consider it and make any necessary amendments before adopting the plan. Appendix 2 sets out the full plan preparation process in more detail.

2. Location and Background

- 2.1 Harvington lies on a terrace of the River Avon approximately 3 miles to the north of Evesham. The oldest part of the village follows the line of the old Evesham - Stratford Road and is clustered around the Church. There are several fine timber-framed buildings in this part of the village which has retained its rural character in spite of extensive recent development further up the village.
- 2.2 Prior to the 1960's the growth of the village took place very slowly. The 18th and 19th centuries saw the construction of several large houses on the western edge of the old village - Langton House, Dalkieth and Harvington Grange. Further modest expansion took place when the Evesham - Alcester railway reached Harvington in the mid 19th century. The 1930's saw another period of growth along Station Road which picked up again in the 1950's. The most dramatic expansion has occurred since 1961 since when the village has almost doubled in size. The main areas of new development have been Orchard Place and Leys Road, Myatt's Field and Hughes Close.

3. Population and Housing - Existing Situation

- 3.1 In 1951 the population of the village was 677 and rose by 68 in the ensuing decade to reach 735 in 1961. Considerable expansion took place in the 1960's when the population of the village increased by nearly 400 reaching 1121 by 1971. Between 1971 and 1981 the population rose by an estimated 274. The most recent population data are as follows:-

Harvington Population & Housing Growth 1951 - 1981

<u>Year</u>	<u>Population</u>	<u>Dwellings</u>
1951	677	235
1961	735	269
1971	1121	419
1981	1395	498

Source: Census

- 3.2 In May 1982, there were an estimated 500 dwellings in Harvington of which 347 were in private ownership and 153 were local authority owned. Since 1977 there has been a decline in the rate of house building with only 10 new dwellings completed in the period March 1977 to March 1982.
- 3.3 The existing village plan was approved by the then Worcestershire County Council on 8th November 1971 and has formed the basis for development control in the village in the last 10 years. The plan provided for a growth in the population of Harvington from an estimated 1100 in 1968 to 1650 by 1981. In the event population growth has fallen short of this figure by some 250 people. Of the four sites zoned for residential development in the 1971 plan only the Blakenhurst Site (Off Leys Road) has been fully developed. Part of Site 1 (Hughes Close) has been built and there is a planning permission for a further 34 houses to the west of Hughes Close. Site 2 (Land between Village Street and Station Road) has remained largely undeveloped, though permission has recently been granted for a small development adjacent to Dalkeith comprising 4 houses. Two bungalows have recently been constructed at Site 3 (Finch Hay and Bank House) and a third is under construction. The remainder of this site is undeveloped. The boundaries of this area have been redefined to prevent any intrusion of new housing into the conservation area, or any further extension of the village into the surrounding countryside.
- 3.4 Excluding the outstanding planning permission at Hughes Close for 34 dwellings the remaining land zoned residential is some 5.0 acres in extent and could accommodate between 40 and 50 additional houses.

4. Population and Housing - The Future

- 4.1 As stated above the growth of Harvington has not kept pace with the rate of expansion envisaged in the 1971 plan. Following consultations with the Parish Council regarding the desirability of zoning additional residential land in Harvington it was decided that existing commitments totalling some 115 dwellings were more than enough to cater for any possible local need over the next 10 years. The District Council therefore decided to adopt outstanding commitments from the 1971 plan but not to zone any new sites for residential purposes.

4.2 The Council is concerned that future development is successfully integrated into the fabric of the village and a purpose of the plan is to provide a policy framework to guide development control decisions in the village as a whole. In order to do this a number of distinct areas within the village have been identified and policies appropriate to each area have been formulated. These policies are set out below. The area to which each policy refers is shown on the proposals map. Areas not covered by a policy statement are considered to be outside the village and subject to normal structure plan policies. (See Appendix 3)

4.3 AREA A - Harvington Cross and Leys Road

This part of the village consists of predominantly modern estate development with a few older houses along Leys Road and at the Cross itself. It is bisected by the A435 Evesham - Birmingham Trunk Road which is heavily used and creates hazardous conditions for children and other pedestrians crossing from the Leys Road area to the main part of the village.

The site of Black and White Garages has an outline planning permission for residential development or alternatively light industrial use. Re-development of the site for light industrial use would be subject to the conditions set out in section 7.6 of this report.

POLICY A Infill development would be acceptable in this area except on either side of the A435. Further extension of development into the open countryside will be resisted.

4.4 AREA B - Village Street, Ragley Road, Station Road, Hughes Close

This is a residential area of mixed character including some older Victorian brick built dwellings on Village Street and Hughes Lane, and more uniform estate development on Ragley Road and Hughes Close. Station Road is a row of post-war houses set in large gardens backing onto well established orchards.

The Post Office Stores, Village School and Parish Hall make this area the focus for the modern village.

POLICY B1 Proposals for infill will be considered on their merits having regard to the general policies set out below.

POLICY B2 The design and layout of the new housing area off Hughes Close will have regard to the District Council's Booklet "Architectural and Planning Guidelines No.3" published in 1974, in particular:

"There shall be a high standard of design in the layout of the residential areas and in the buildings themselves".

4.5 AREA C - Grange Lane and Finch Hay

This is an area of mixed character to the east of Village Street based on two large early 19th century houses - The Grange and the Rectory. Infill development at Grange Lane and Rectory Close has been well integrated with older dwellings, and there is no opportunity for further infill in this area. 2 bungalows have recently been completed at Finch Hay and a third is under construction. The area to the rear of Malthouse Cottages would be suitable for a small low density development.

POLICY C Further infill on Grange Lane and Rectory Close will be resisted. The area to the rear of Malthouse Cottages should be developed to a maximum density of 5 to the acre having regard to the general development control policies set out below.

4.6 AREA D - Old Harvington

This is a historic part of the village which contains many picturesque buildings. Much of this area is covered by Harvington Conservation Area designated to give protection to an area of architectural importance.

The area also includes a large site bounded by Station Road, Church Street and Village Street which was zoned for residential development in the 1971 village plan. In view of its prominent location in the heart of the village and its proximity to the conservation area the District Council would wish to see a comprehensive scheme for the area showing a high standard of layout and design.

Because of service constraints in the area and problems with the disposal of surface water and foul sewage the development should be low density to a maximum of 8 houses per acre.

POLICY D1 Infill within the conservation area will be considered on its merits and there will be no presumption in favour. The bank between Anchor Lane and the west end of the by pass is a particularly attractive approach to the village and proposals for infill will be resisted.

POLICY D2 Conversion of redundant agricultural buildings will be considered on merit providing the proposal would not radically alter the appearance of the building.

POLICY D3 Access to the new housing area should be from Station Road at the point indicated on the proposals map. There should be a pedestrian link to Church Street but no vehicular link.

POLICY D4 Existing trees are only to be felled as part of a comprehensive landscaping scheme to be agreed by the District Council. A five metre strip to the north side of Church Street will be reserved for tree planting.

4.7 In addition to the policies relating to specific areas the following general policies will apply to the village as a whole:-

- POLICY G1 Any new development must however reflect the character, siting and materials of existing nearby dwellings.
- POLICY G2 The design and layout of new housing areas should have regard to the principles and policies contained in the District Councils booklet "Architectural and Planning Guidelines No. 3" published in 1974, in particular:
- There shall be a high standard of design in the layout of residential areas and in the buildings themselves".
- POLICY G3 Proposals which would result in tandem development (i.e. the siting of a new dwelling to the rear of an existing dwelling having no direct road frontage and causing a reduction in privacy to the existing dwelling) would be resisted.
- POLICY G4 Consideration will be given to the conversion of redundant buildings of architectural merit to new uses.

5. Conservation

- 5.1 The original settlement at Harvington was clustered around the 12th century Church of St James on high ground overlooking the flood plain of the River Avon. Until very recently Church Street formed part of the main route from Evesham to Stratford. The construction of the Harvington by-pass has brought about a great improvement in the environment of this part of the village.
- 5.2 The oldest domestic buildings are timber frame cottages with thatched roofs, characteristic of many Worcestershire villages. In some cases thatch has been replaced at a later date with tiles. The approach to the village from the western end of the by-pass is particularly attractive, with cottages set into the bank surrounded by many mature trees. Planning policies will aim to preserve the character and appearance of this approach.
- 5.3 There are two large Georgian houses in Village Street in red brick and all 18th - 19th century building is in red brick with clay tiles or slates.
- Generally the building is closely spaced and set on the back of the pavement or having narrow front gardens.
- 5.4 The main objective of the District Council's planning policy is that the character and setting of the Conservation Area is retained and enhanced. In this respect, it must be remembered that the setting is considered in terms not only of the individual buildings, but also the groups of buildings, the relationship of one to another, and the quality and character of the spaces and landscape between them.
- 5.5 The following conservation policies will apply in Harvington:

- POLICY H1 New buildings and extensions should generally be built in the inherent local building materials (or their modern

substitutes if the original genuine materials cannot be obtained. New buildings, though, should be modern in design but in sympathy with the surrounding buildings. Historical styles of architecture will normally be considered inappropriate as they tend to devalue the merits of the existing genuine buildings.

POLICY H2 Generally all new building and extensions should have pitched roofs, (although some single - storey extensions may be acceptable with flat roofs) and the overall size, scale and proportion of these buildings should be in harmony with nearby buildings and the area as a whole.

POLICY H3 The position of a new building on its site should be determined by its relationship with adjoining buildings and open spaces, but generally buildings should be sited in similar position to those original buildings which form the character of the settlement. This usually dictates much tighter building lines, with buildings, in some cases, sited at back-of-pavement. Normal planning standards in some cases may be relaxed in order to achieve the best visual results.

POLICY H4 Garages and outbuildings, should be constructed of similar local materials to match the existing adjoining buildings and generally should have pitched roofs, excepting where screened or where they can be relaxed in order to achieve the best visual results.

6. Trees and Woodland

6.1 The District Council has the power to protect trees which they consider contribute to the amenity of the area by serving a Tree Preservation Order on the owner. This Order may include individual or groups of trees adjacent to the carriageway contributing to the localised scene or on trees that are visible from outside a village and yet still contributing to the overall landscape of the area. Harvington has many mature trees, particularly in the old part of the village, and the District Council will consider designating TPO's if necessary to protect these trees.

6.2 Under the Town & Country Planning Act provision is made for the justifiable pruning or felling of trees that require attention following the written consent of the Local Authority. Agreement will generally be given if this work is necessary, but in certain cases conditions may be attached to Decision and in the case of felling, a replacement requirement may be included. The penalty for contravention of a Tree Preservation Order is a maximum of £1,000 for each major offence or twice the value of a tree whichever is the greater.

6.3 There are many opportunities for new tree planting and it is suggested that the Parish Council and the District Council's landscape and forestry officer liase to discuss suitable sites and species. A tree planting scheme will be required an an integral part of any large new development in the village.

7. Employment and Industry

- 7.1 Because local job opportunities have not kept pace with population growth Harvington, in common with many other villages in the plan area, has tended to become a commuter village, most people looking to Evesham or even further afield for work. Nevertheless of the employed population 27% have jobs in Harvington, 30% in Evesham 4% in Stratford, 4% in Redditch with a few people also travelling to Worcester, Pershore Birmingham, Cheltenham, Warwickshire and the West Midlands. (Source, District Council Questionnaire Survey 1979).
- 7.2 40% of the population were in full time employment and a further 13% in part-time. 6.5% of the total working population were unemployed, a low figure when compared to regional and national averages.
- 7.3 The major providers of jobs locally are the horticultural industry, the construction sector and car sales and maintenance.
- 7.4 With regard to future employment there is an opportunity for a light industrial development on the Black and White Garages site, where a permission already exists.
- 7.5 The use of this site however does not necessarily preclude the development of small sites within the village which would normally be identified through the development control process. However it does not follow that every site identified in such a manner would be suitable and planning applications would need to be evaluated carefully taking into account problems of traffic nuisance and appearance. Special care would be needed in locating new industrial and commercial uses within the conservation area where the importance of the architectural and historic character of the area places great emphasis on the need to utilise existing buildings in preference to new building.
- 7.6 Consideration has also been given to the question of existing industrial and commercial uses within the village and the approach to planning applications for the extension of such uses. A successful firm inevitably needs to expand its premises either on the existing site or by the establishment of a new site elsewhere. Whilst in planning terms it is often more acceptable for the expansion to take place elsewhere, particularly if the present location is poor, it is not always acceptable to the firm for cost reasons or to the local community in terms of the economy of the area. Furthermore an alternative site elsewhere may not be available.

POLICY E1 Applications for new industrial and commercial development or for the conversion or extension of existing buildings for such development will be considered on their merits, having regard to the following criteria:-

1. Good access to the site from main roads and avoiding residential areas.

2. Compatability with residential uses and not give rise to nuisance by virtue of noise, fumes, dust, smell and traffic movements.
3. Good standard of design having regard to scale, siting and avoidance of obtrusive sites.

8. Shopping

- 8.1 Harvington has 3 shops providing a variety of facilities, including post-office, newsagent, farm produce, general stores and a freezer centre. A questionnaire survey carried out by the District Council in 1979 revealed that although the majority of people did the bulk of their convenience shopping (i.e. food and groceries) in Evesham, the village shops perform an important function in the village and are regularly used by most people, particularly those without access to cars and for "top-up" or emergency purposes.
- 8.2 The survey also showed that people were prepared to travel further afield for durable goods (i.e. clothing and furniture) to the larger towns such as Cheltenham, Worcester and Birmingham.
- 8.3 The plan does not include any specific policies or proposals relating to shopping provision in Harvington excepting that the District Council would support any proposals which provided for local shopping needs, including mobile shops.

9. Transport

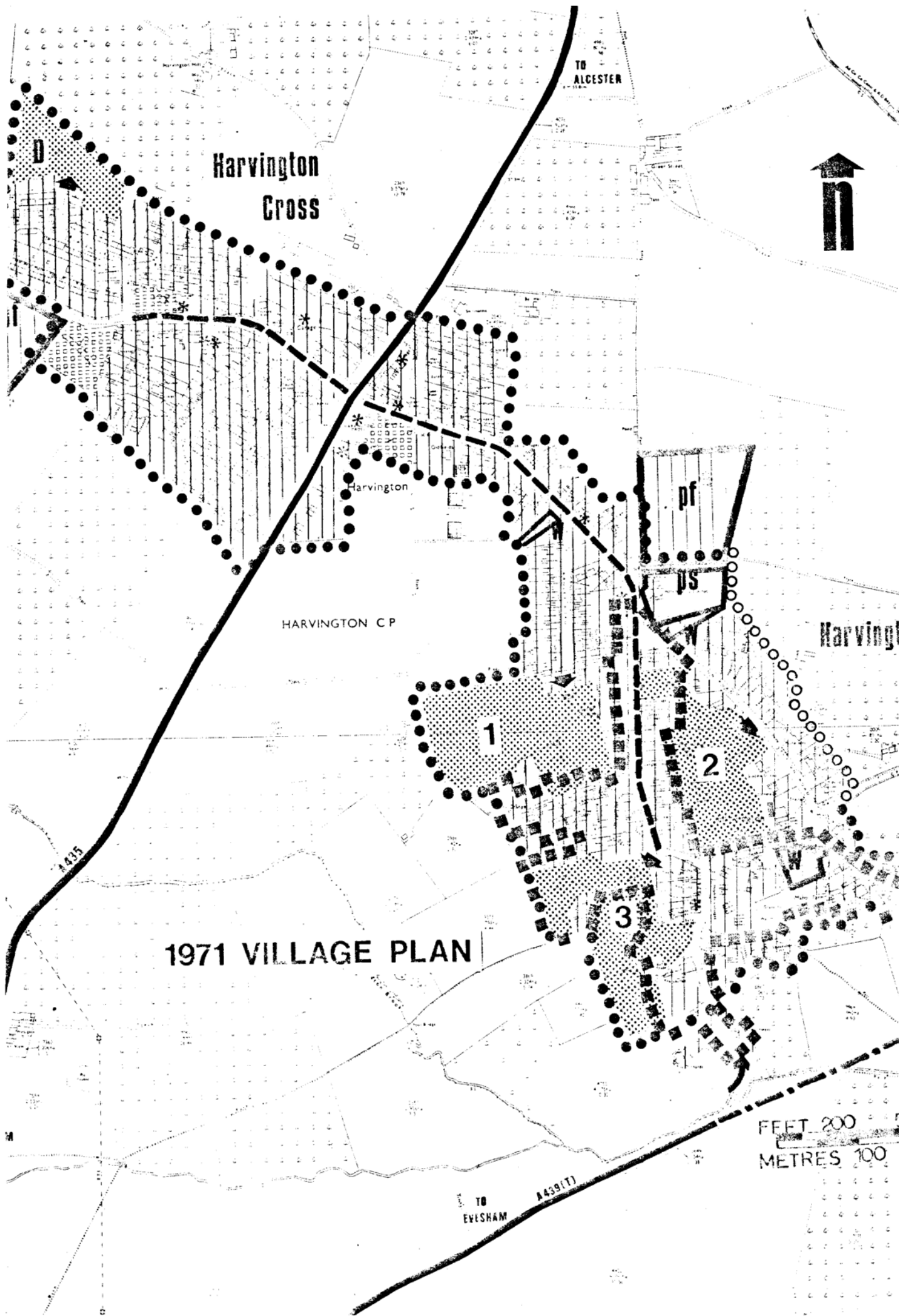
- 9.1 Two main roads pass through the Parish, the A435 Birmingham - Evesham and the A439 Stratford - Evesham. A major improvement recently has been the construction of the Harvington by pass completed in 1976 which has removed through traffic on Church Street and Crest Hill, allowing them to return to their former tranquility. Traffic on the A435 however, still creates a physical barrier between the Leys Road area and the main part of the village. The Department of Transport is currently investigating the possibility of providing a by pass for Norton which may include a western by pass for Harvington.
- 9.2 The village is relatively well served by public transport and has a daily work, school and shopping service to Evesham, with connections to Cheltenham and Worcester. There is also a service to Stratford.

10. Schools

- 10.1 Harvington has its own first school with a capacity of 120. The number on role in October 1982 was 82. No major problems are anticipated in serving the needs of the community during the plan period. Children of Middle School and High School age travel to Evesham and will continue to do so

11. Recreation

- 11.1 The village has a parish hall which is used for a variety of purposes. The parish hall management committee have proposals in hand to extend the existing facilities. The village also has a playing field which was opened in 1979.
- 11.2 The 1971 village plan zoned two areas for village playing fields, one to the south of Leys Road and one to the north of the village school. Since that plan was produced a village playing field has been provided on a site to the rear of Station Road and it is therefore proposed to delete the two playing fields previously zoned from this plan. The council will however adopt a flexible approach to the provision of a children's play space in the Leys Road area of the village



Harvington
Cross

TO
ALCESTER



Harvington

HARVINGTON C.P.

Harvington

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2

3

1971 VILLAGE PLAN

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METRES 100

TO
EVESHAM

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A435

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