

North and Middle Littleton Parish Plan June 2013



Including results of July 2012 survey

North and Middle Littleton Parish Plan

Acknowledgements

This Plan was written by the following parishioners:-

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North and Middle Littleton Parish Council
which also paid for the printing.



Parish Boundaries - Aerial view © Google

North and Middle Littleton Parish Plan

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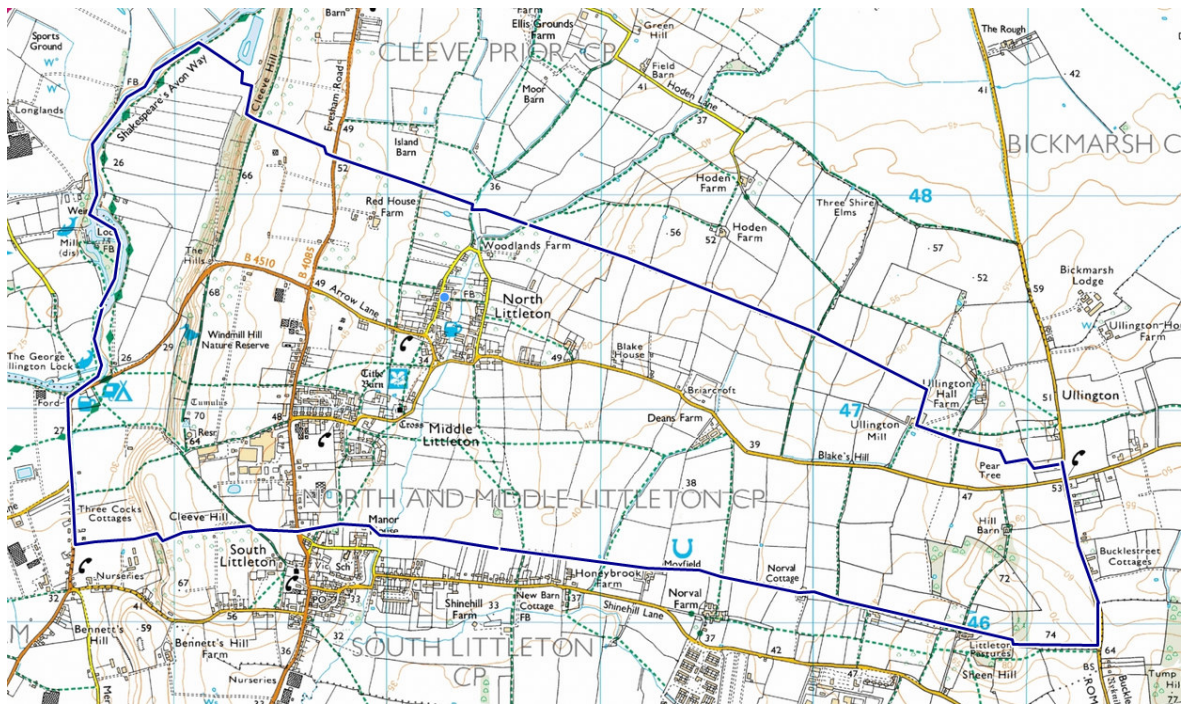
St Nicholas Church

North and Middle Littleton Parish Plan

I Introduction

I.1 North and Middle Littleton Parish Boundaries

The villages of North and Middle Littleton are situated on the eastern edge of the Vale of Evesham, approximately 4 miles from the centre of Evesham town. The Parish, in which they lie, is long and narrow and extends from the banks of the River Avon in the west to Buckle Street in the east. The most prominent geographical feature is an escarpment of Lower Lias limestone, known as Cleeve Hill, which has produced some very varied landscapes. To the west there is the flood plain of the River Avon which gives way, as you travel eastwards, to the steep scarp slope of Cleeve Hill. This is followed by the dip slope leading down to the Littleton Brook and it is in this area that the two villages are situated. Finally to the east of the villages, there is a shallow saucer-like basin which stretches to the eastern boundary of the Parish.



Parish Boundaries © Microsoft/Ordnance Survey

From the top of the escarpment there are excellent views to the west across the Vale of Evesham towards Bredon Hill and the Malvern Hills while, to the east, the range of the Cotswolds from Meon Hill to Broadway Tower can be viewed behind the

foreground setting of the medieval Tithe Barn, Manor and Church.

1.2 Why a Parish Plan?

Over the period of the last decade, successive governments have put forward proposals for local communities to have more influence in the development of their towns or villages. At the present time there are a variety of ways in which this may be achieved. These include Neighbourhood Plans, Parish Plans and Village Design Statements.

The results of the survey carried out in North and Middle Littleton in 2012 revealed that there was little enthusiasm for increased housing projects or the development of industry but considerable interest in other developments within the villages. The Parish Council, therefore, decided that, of the planning tools available, the Parish Plan was the best solution for the Parish. The aim of this Parish Plan is to set out what local people feel about issues within the villages of North and Middle Littleton and these were identified through the answers to the questionnaire circulated to every household.

1.3 Plan preparation

A group, consisting of local residents and Parish Councillors and known as The N&ML Parish Plan Group¹ was set up to prepare the Plan. This booklet contains their recommendations. In the first part of this booklet, the historical development of North and Middle Littleton is presented in an attempt to show its impact upon the present situation in the two villages using six headings, namely Housing, Communications, Transport, Industry and Commerce, Facilities, and the Environment.

1.4 Parish Survey

The main consultation with residents for this plan was a survey which was conducted in July 2012. 380 forms distributed to houses in the parish and 217 responses were collected, representing an excellent 57% return. The results, summarised in Appendix I at the end of this document, have formed the basis of this Plan.

¹ John Bashford (Chairman), Martin Burge (Treasurer), Stephen Dibb, Sandra Jackson, Marguerite Kirby, Alan Lloyd, Simon Wilkins (Secretary)

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In some cases the answers showed overall agreement while in other instances the results were less clear-cut. What did become very apparent was the difference of opinion depending upon in which part of villages a person lived. Some answers showed a marked difference of opinion between North and Middle Littleton.

The comments written on the survey results form are listed on our website² and are summarised in this word cloud.



1.5 Action Plan

In the second part of this booklet, an Action Plan has been prepared. This attempts to plan a way forward so that issues of concern may be tackled. This will show the way forward for the next five years.

1.6 Local councils

This Plan has been adopted by the Parish Council of North and Middle Littleton.

We have discussed drafts with Wychavon District Council (WDC) and will request WDC adopts the Parish Plan as a

² <https://www.sites.google.com/site/nandmlittleton/parish-sur/survey-comments>

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formal Local Information Source. We also expect that WDC will provide support in the implementation of parts of the Action Plan.

WDC will also forward the plan to other parts of Worcestershire County Council, particularly Highways.

1.7 Please join us

We would like to hear from everybody in the Parish.

Whether you wish:-

- to be kept up to date on progress,
- to comment on the Plan,
- or
- to help us achieve some of the actions

then please contact:-

nmlparishplan @gmail.com

We will also post updates on our website:-

<https://sites.google.com/site/nandmlittleton>

2 History of North and Middle Littleton

2.1 Pre-Roman and

The name of Littleton has changed throughout the ages. It has appeared as LITTLETONA, LYTLETUN ET ALIA, LITLETUN, LUTHLET, NORTH LUTTELTON, LYTLINTON, LUTTILTON, LYTLETON, LETTLETON, SUTLITINTON AND NORTHLITTLETON.

The area of the present day North and Middle Littleton has a long history of human occupation. It seems, from the finds of flint implements, that the area was occupied during the Neolithic period when some clearance of the native woodland would have taken place. Evidence of some Bronze Age human activities comes from dagger blades found on Cleeve Hill, North Littleton.

The earliest defined occupation in the Littletons belongs to the Iron Age. Evidence from finds of Iron Age pottery suggests that a settlement was established on the east side of Cleeve Hill escarpment between the 6th and 3rd Centuries B.C. In 1822 cultivation at Harrow Hill in Middle Littleton revealed a hoard of 104 iron currency bars dating from about 0 – 200 B.C.

There are two accredited Roman roads and a number of early roads that are possibly of Roman origin. Firstly, there is Ryknild Street, which was probably constructed during the late 1st and early 2nd Centuries. Dredging of the River Avon at Bidford in 1970 revealed a Roman ford or causeway to the east of the packhorse bridge. The exact course of the Roman Ryknild Street across the Vale is unknown as actual Roman road metalling has never been discovered here. The modern Buckle Street is probably on approximately the alignment as the Roman road. A second minor road or trackway (today a bridle path) ran along the crest of Cleeve Hill. The excavation of this road at Cleeve Prior revealed that it consisted of rubble paving 3 metres wide. The southern continuation of this road is uncertain. There are two possibilities; it turned either westward towards a crossing point on the River Avon or eastwards via Blakes Hill to join Ryknild Street. Excavations on Blakes Hill in 1938 revealed a pitched stone roadway, 2.7 metres wide, aligned east-west. This is thought to be of Roman origin.

In the Romano- British period, there were three settlements established in the North and Middle Littleton Parish. These were located at Blakes Hill, Littleton pastures and Ullington and were

probably developed during 2nd Century B.C. to remain in occupation for two centuries. At Middle Hill in North Littleton, there was almost certainly continuity of occupation from the Iron Age until the Romano-British period. All farms would have been a mixture of livestock and arable land but with the emphasis on arable land producing wheat and barley. In A.D. 407, the last Roman forces are believed to have been withdrawn from Britain. A hoard of coins consisting of 450 – 600 gold coins and 3,000 silver coins were found in Cleeve Prior in 1811. These bore the head of the Emperor Gratian (367 – 383 A.D.)

2.2 Middle Ages

Evesham Abbey records show that the Abbot, St Egwin, had thirteen manors or farms in Littleton to assist him in raising money for the construction of the Abbey. So by 709 A.D. Littleton consisted of at least thirteen farms.

The first documented evidence of settlement in the Littletons is to be found in the Domesday Book. There are two entries of which the second entry of “Litteltune” almost certainly refers to Middle Littleton. It reads “In Lordship (owned by Evesham Abbey) – two ploughs and there are fifteen villagers or tenants and one Frenchman with two villages amongst them they have seven ploughs. There are three serfs and eight acres of meadow. It was worth four pounds and ten shillings, now seventy shillings” The Frenchman (i.e Norman) was probably a tenant of Evesham Abbey.



The Tithe Barn

By the 14th Century, much of the land in Middle and North Littleton was an estate farm, belonging to the Abbey at Evesham. The Tithe Barn was built by Abbot John de Brokehampton (1282 - 1316) to store hay and cereals (before threshing). The Abbey extracted a ‘tithe’ (annual tax of 10%), on both crops and livestock, to provide an income from the Littletons to finance the hostilarius for the accommodation of guests at the Abbey.

2.3 Modern History

The Survey of the villages, dated 1697, shows the Tithe Barn with adjacent buildings of the Church, the Manor House and Church House. St Nicholas Church dates, in part, from the 12th Century with additions in the 13th, 15th and 16th Centuries. The tower and other parts of the Church were added in 1871. The Manor House is an impressive stone house built in the Jacobean

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Westside –early 20th C



Croft Road



Blakes Hill

style and was almost certainly built in the early 17th Century. In 1690, it came into the possession of the Rushout family, whose ancestors were wool weavers from West Flanders. A small number of other houses are shown on the Survey but these, like many houses in villages, would have been poorly constructed and of a temporary nature to be replaced every 20 – 50 years. Some buildings would have been timber – framed with a wattle and daub in-fill and with thatched roofs. The timber framed buildings on West Side in North Littleton are of late 16th or early 17th Century origin. In the 18th and 19th Centuries some more substantial building took place using the local blue Liassic stone, quarried in the neighbourhood, and bricks produced locally. Some quite substantial buildings date from this time in the form of farmhouses and private dwellings. There are also cottages of the same period which were built for farm labourers. These included the cottages in Croft Road that were built in 1875 for the workers employed on the Manor lands. A school, positioned next to these cottages, was in existence in Middle Littleton from the end of the 19th Century.

2.4 20th Century

The number of people living in the two villages during the 18th Century is uncertain but it was severely reduced by a fever and smallpox epidemic (1726 – 1732) when 97 deaths were recorded. The Census for 1901 records 78 dwellings in the Parish of North and Middle Littleton with a population of 373. In the period 1918 to 1939, there was a substantial increase in municipal housing in School Lane, Middle Littleton (known locally as ‘Antwerp’) but also on Blakes Hill in North Littleton. This housing was intended to provide homes for families who would work the land. At the same time, some of the growers built houses on their own plots of land. House building continued after the Second World War so that, by 2001, the Census for that year recorded 390 households with a population of 906.

In 1913, the Parish Council took up a proposal to construct a bridge across the River Avon adjacent to the Fish and Anchor Public House but, after much debate with the County Council, the idea was dropped. Changes were also taking place at the Manor. The Rushout family, who had provided two Members of Parliament and a Lord Lieutenant of Worcestershire, had taken the title Lord Northwick in 1797 but, when the main family line

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died out at the end of the nineteenth century, the property passed to a maternal grandson, Captain Edward G Spencer Churchill. The whole Manor Estate of 1070 acres, consisting of five farms, small holdings, cottages, meadows and much market gardening land, was sold in 1920.

Between the two World Wars, the villages of North and Middle Littleton were basically self-supporting. There were a variety of establishments, which included a Cider Mill, The Blacksmith Arms and the Ivy Inn Public Houses, the Malt House (which housed fire fighting equipment), Lloyd's builders' yard (which was also the local timber merchant), and local industries including builders, undertakers, wheelwrights, tyre smiths, blacksmiths, painters and decorators. Lime burning was also carried on to supply the local area with lime. In North Littleton there were two bakers (Badhams and Heming), two medium sized shops, including a Post Office, and two smaller shops (known as 'backdoor shops'). Milk and eggs were sold at the farms with, also, a morning delivery of milk. Several grocers ran a village delivery service. A van, selling hardware items, made regular calls and there was the weekly visit of the fish and chip man. The only reason to visit Evesham for shopping was to buy clothes. Transport there was supplied by a local bus service operated by R. Oldacre.

In 1937, after years of deliberation, the funds were raised to build a Village Hall in Middle Littleton. This building remains to this day and flourishes with grants from Parish and district councils and donations from local residents. The members of the Royal British Legion, Littleton and Cleeve Prior Branch, built a club house, opposite to the Village Hall, which ran successfully for many years until it closed down, due to falling membership, in 2002. The site is now occupied by houses.

The original school, housed in a stone cottage in Croft Road, had moved to new premises at the corner of School Road and Croft Road. It stayed on this site until 1968, when a new school was built in Farm Lane, South Littleton. The School Lane school building was converted into flats.

3 Housing

3.1 Background

North and Middle Littleton is a small rural parish which dates back to Romano-British times. It is recorded as a permanent settlement in the Domesday Book. Like many rural parishes it has developed slowly to accommodate a gradual increase in population.

North Littleton has established development running from Arrow Lane to Blakes Hill and encompasses both East and West Side.

Middle Littleton has development spurred from School Lane such as the Titheway and Manor Road as well as along the Cleeve Road.

The ages of properties vary greatly within the two villages with the most modern developments being situated in Middle Littleton, such as Legion Court (built in 2008/9).

Middle Littleton also offers a greater number of social and rented properties, with both Housing Association and private rental accommodation.

3.2 Do We Need More Housing In The Villages?

Whilst there was some positive consideration of additional development within the Parish, the majority of respondents were against any further expansion of housing.

Of the 217 returned questionnaires there were 200 respondents to the question of more housing, with 70% (141) answering with a No, against 30% (59) supporting additional housing.

There were 104 responses from North Littleton with 77% (80) answering No and 23% (24) answering Yes.

There were 83 responses from Middle Littleton with 61% (51) answering No and 39% (32) answering Yes.

There were a further 13 responses with no postcode declaration with 77% (10) answering No and 23% (3) answering Yes.

The comments section of the survey revealed there is recognition that additional development should be available and specifically targeted at either retaining younger residents within the area or introducing new families to the Parish. However this was offset by the determination to ensure that the Parish retains

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	its rural aspect, and the fear that additional development would degrade this aesthetic. See Action Plan item 3.1 There is also recognition of the limited services available within the Parish and the strain that additional housing would place on infrastructure, as well as possible further problems with flooding.
<i>“New housing is a contentious issue”</i>	3.3 Is There Anyone Living In Your House Who Requires Their Own Housing Now? There were only a small number of respondents to this question with 20 answering Yes, 7 in North Littleton, 10 in Middle Littleton and 3 with no postcode declaration.
<i>“Need affordable housing for future generations”</i>	3.4 Should The Plan Identify Land For.... When questioned whether the Parish Plan should identify areas for housing development 25% (49) of respondents agreed there should be areas for social rental properties such as housing association, of which 17 were from North Littleton, 29 from Middle Littleton and 3 with no post code declaration. 32% (64) agreed that areas should be identified for affordable housing to purchase, 25 from North Littleton, 35 from Middle Littleton and 4 who did not specify a postcode. 27% (54) agreed that development plots for open market housing would be viable, with 22 from North Littleton, 30 from Middle Littleton and 2 with no post code. From the comments section it was again clear that although some limited new housing could provide benefits to the area, it should not be allowed to detract from the character of the Parish.
<i>“We have a lot of social housing for a small village”</i>	
<i>“No amenities in North Littleton so no further building should be considered”</i>	
<i>“Further building in the village will destroy the beauty and character”</i>	3.5 If A Need For New Housing Is Established, What Type Of Homes Are Needed If possible areas for development are identified and a proven need for new housing is established it is important to encourage the correct mix of tenure, suited to the needs of the Parish. In response to the preferred type of development, 22% (43) indicated housing association rental properties, 22% (43) indicated shared equity housing, 34% (68) preferred affordable housing and 40% (79) chose open market housing. North Littleton responses indicated a bias toward open market housing with 46 respondents indicating this as a preferred
<i>“Small housing schemes of 8-10 properties may be appropriate”</i>	

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option, in preference to housing association (17), shared equity (20) and affordable housing (26).

Middle Littleton residents however showed a bias toward the affordable housing option, with 40 positive responses, compared to housing association (23), shared equity (22) and open market housing (30).

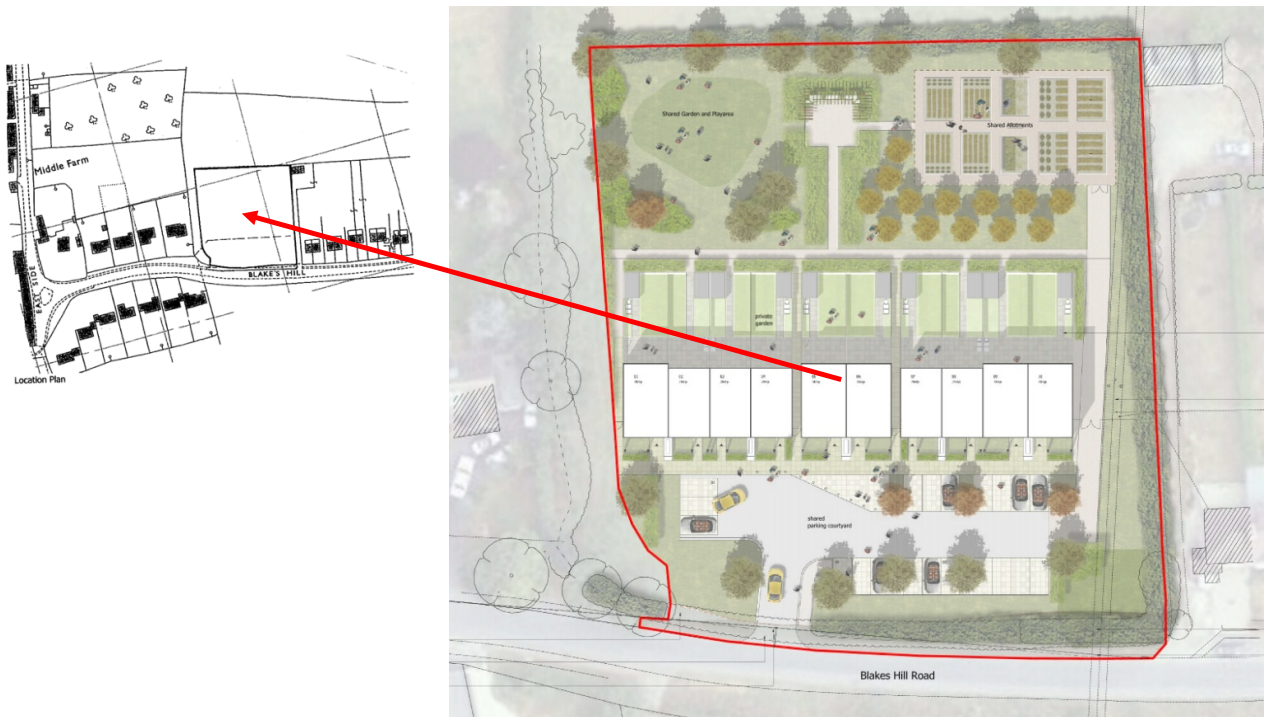
Again these statistics were tempered by the comments section which indicated that residents feel there is already sufficient housing, particularly social rented accommodation and that the local private housing market is healthy, with an adequate supply of homes for both sale and rent.

3.6 Recent Planning Approvals

Since the survey was conducted, two new developments in the villages have been granted planning approval. Taken together, these effectively meet any needs identified in the survey.

12/01621 - Land adjoining, Grinding Stone, Blakes Hill, North Littleton

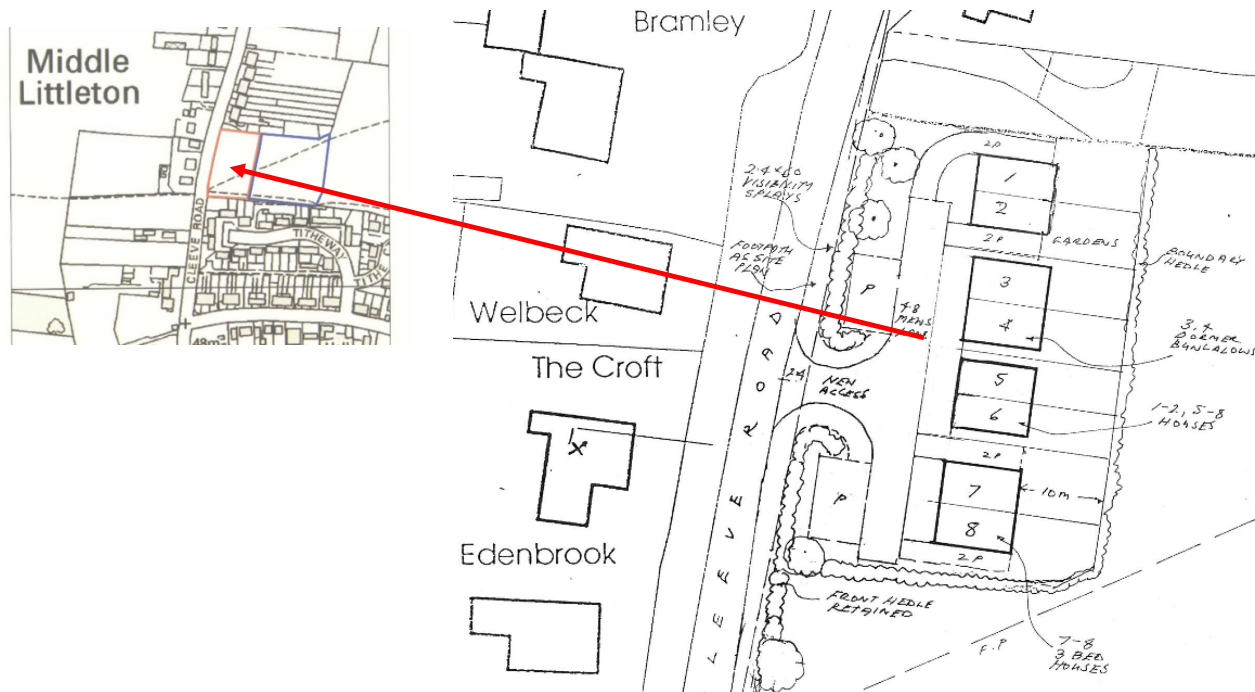
A residential development consisting of 10 units of affordable housing, associated access and parking allotments and open space by Evesham & Pershore Housing Association.



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12/01044 - Land at, Cleeve Road, Middle Littleton

Erection of 8 houses and associated development by Vaughan Homer Ltd. Four of these will be Affordable Rented houses two will be Shared ownership houses.



When completed these two developments will provide a significant proportion of the housing need identified above. Residents of the Parish who are on the housing list will have first priority for the affordable housing in both.

3.7 Services capacity

The Parish Plan Group are concerned about the capacity and robustness of all four main services supplying the villages. In particular:-

- sewers in North Littleton which has overflowed a number of times during the last 12 months.
- survey respondents have reported low water pressure

See Action Plan tasks 3.2.1 through 3.2.4.

4 Transport

4.1 Background



Like many small rural villages, the layout of the main streets within the highways infrastructure reflects its agricultural heritage. It is only some 70 years or so ago that the main occupation was in agriculture. Subsequent changes in lifestyle, together with supportive development have put pressure on the current small network of roads.

Many survey respondents indicated, through general comments, a wish to see the parish retain its village character whilst addressing concerns which detract from that quality. Of those general comments, 46% contained a transport related issue.

4.2 Vehicle Speeding & Traffic Noise

With no village bus service and a heavy reliance on private transport (90%), concerns were high regarding vehicles:

With little difference between the two villages, 81% considered speeding of vehicles to be a problem. Particular areas of concern are on Cleeve Road, Blakes Hill and Arrow Lane although there were suggestions for a general village speed limit of 20 MPH and some form of physical deterrent. Overall 57% wanted some form of traffic calming measures introduced (41% in North & 77% in Middle Littleton). Speeding is not restricted to any particular form of transport, but includes cars, motor bikes/scooters, quad bikes, commercial vans and HGVs.

See Action Plan tasks 4.1.1 through 4.1.4

60% of respondents felt there was disturbance from commercial vehicles, the majority (72%) living in Middle Littleton. In this regard noise pollution was highlighted as one factor of concern by 51% of Middle Littleton respondents. This is not surprising in view of the high level of heavy commercial vehicles operating to and from Kane's Foods on Cleeve Road. Weight limits, usage and speed restrictions on this road were proposed by respondents.

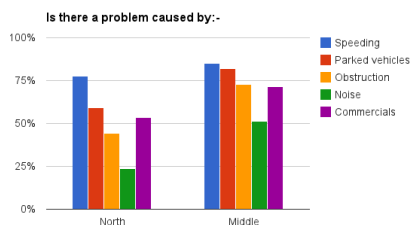
See Action Plane item 4.2

4.3 Parking

In response to a question on parking, most respondents said that they had off road parking facilities (86%). However, 68% thought that there was a problem with parked vehicles with 54% indicating an issue with obstruction or congestion. This was

"Less noise, less heavy traffic"

"Noise from bikes in evenings"



more marked in Middle Littleton with 82% and 73% respectively. Both villages have an issue with congestion as a result of parked cars, this is particularly acute on School Lane and that part of West Side between the Ivy Inn and the Old Post Office. The problem is exacerbated in the evenings when commuters return home. General comments included a requirement for more off-street parking, although there was a view that some residents with off-street parking facilities still chose to park on the street. See Action Plan item 4.4

4.4 Use of Roads

With the exception of the heavy goods vehicles using Cleeve Road as mentioned above, the rural environment has a relatively light use of roads compared with those of towns and cities. Perhaps for this reason 83% of North Littleton respondents thought that the existing roads are relatively safe to use but only 64% from Middle Littleton thought so. The junctions of Arrow Lane with Cleeve Road and School Lane with Cleeve Road are the exception; both have very poor visibility and are particularly dangerous. This is not to say that commercial vehicles do not use other roads in the villages, all are subject to varying degrees of use. Speeding vehicles was commented on as being a particular issue with some proposals for speed restrictions as was a restriction on vehicle weight through the villages.

See Action Plan tasks 4.3.1 and 4.3.2



Cleev Rd from Arrow Lane

4.5 Use of Footpaths

Respondents did not feel the same about roadside footpath provision. Only 64% thought there was adequate and safe provision, indicating that about 1/3 thought there was not good and safe provision. 58% also thought that the footpaths were not adequately maintained. The top section of Arrow Lane with its junction with Cleeve Road is particularly poor. At this point the footpath is so narrow and poorly maintained that some residents take to walking in the road. There was also the view that road crossings should be introduced, especially for children walking to school. And further, there is inadequate provision for the use of footpaths and junction crossings to cater for the needs of disabled residents and pushchair users.

See Action Plan tasks 4.5.1 through 4.5.7

4.6 Public Transport

Neither village has a bus service. Current pick / drop-off points are restricted to Cleeve Road. 90% of Middle Littleton respondents said they had full access to public transport, with only 51% from North Littleton. However 65% indicated that if it were readily available, they would use public transport. Arrow Lane is a particular barrier to public transport access, especially for the elderly and infirm, with its steep incline and poor footpath provision coupled with the speed of traffic using this section of highway.

There exists a supermarket pick-up bus service on limited days and times and volunteer /community transport e.g. Dial-a-Ride, Community Car Scheme and so on but this cannot replace a regular time-table bus service.

See Action Plan item 4.6

5 Communications

5.1 The Internet

The internet is almost an essential part of life today, and 86% of survey respondents have a broadband connection, split:-

- 92% have broadband in North Littleton
- 79% have broadband in Middle Littleton

However, only 33% of those connected are satisfied with the speed of the connection, with a slightly higher satisfaction in Middle:-

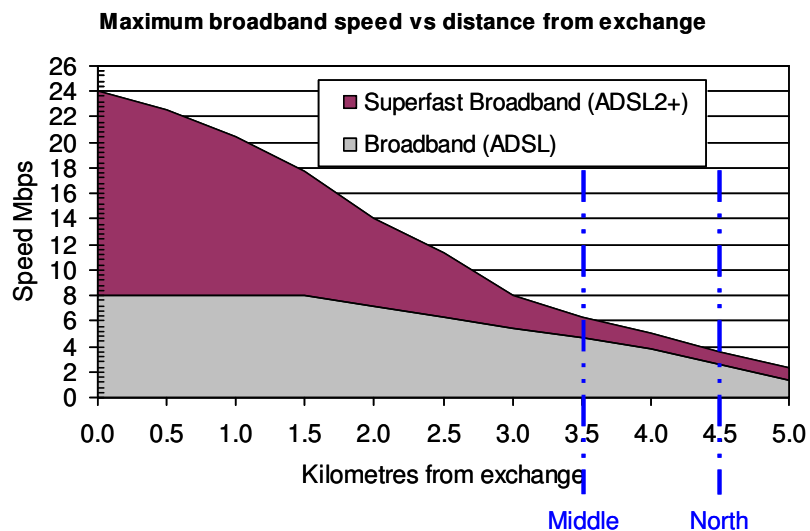
- 29% satisfied in North Littleton
- 35% satisfied in Middle Littleton

The fundamental problem is the distance from the exchange, which is at Badsey at the end of Banks Road, off the B4085 Birmingham Road adjacent to its junction with B4035 at the Round of Gras.

North Littleton is about 4.5km from the exchange and Middle about 3.5km. These distances limit the attainable speed as can be seen from this graph.



Likely route of telephone lines from North Littleton to exchange



These speeds are unlikely to be achieved in practice as they assume that all lines and connections are in perfect condition. Achievable speeds are probably around 3 to 4Mbps in North³

³ One recent measured test is 3.6Mbps in Westside, North Littleton



Faster Broadband for Worcestershire
Worcestershire CC
Rural Community Broadband Fund
DEFRA

and 4 to 5 Mbps in Middle assuming the house telephone cable is in good condition. However, for streaming on-demand full HD movies, around 8-10Mbps is needed, which will never be attainable with copper wire broadband in North and Middle Littleton.

These higher speeds will be necessary even in largely residential areas in only a year or two because:

- watching 'catch-up' television becomes the norm
- DVD rental is replaced by streaming
- users want to see full HD content on large screen televisions
- websites use more and more bandwidth-hungry content
- on-line gaming moves to higher resolutions

If these speeds are to be accessible in the villages then a new solution will have to be found, probably working in conjunction with one of the government or local authority initiatives. The most likely solution is Fibre to the Cabinet which means that fibre-optics are connected to local distribution cabinets at the roadside, leaving a much shorter copper wire connection. If this wire can be kept to no more than 1.5km (1 mile) long, then speeds of around 20Mbps are possible.

5.2 Superfast Worcestershire

WCC has about £12m available to work with commercial providers to improve rural broadband speeds. The objectives for 2015 are:-

- 90% of business premises in Worcestershire will have the ability to access Superfast Broadband (up to 30Mbps)
- Superfast Broadband will be available to at least 90% of Worcestershire residents.
- Everyone in the county will have access to broadband speeds of at least 2Mbps.

Priorities within the county will be determined by responses to their online survey⁴. Currently N & M Littleton only has a 15% response rate whereas a number of other parishes are over 50%.

See Action Plan tasks 5.1.1 onwards

⁴ http://www.worcestershire.gov.uk/researchweb/broadband/fasterbroadband_residents.htm

5.3 Mobile Phones

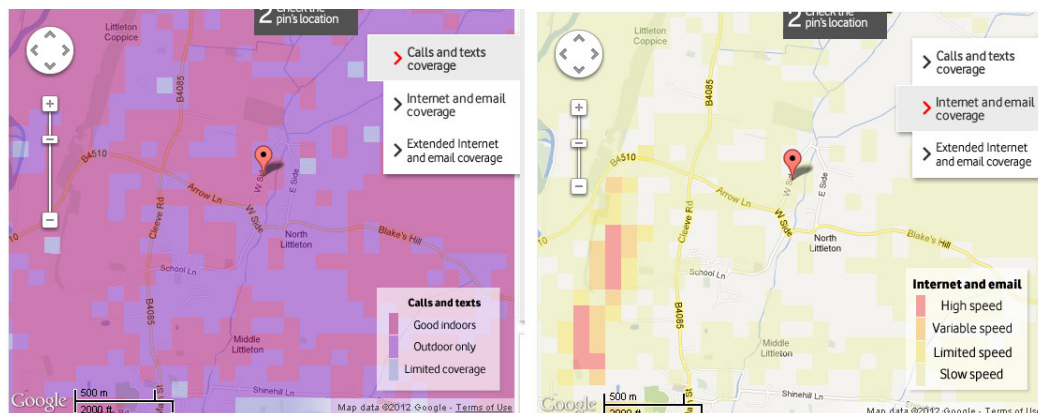
Only 30% of respondents were satisfied with the quality of mobile phone signals in the two villages, with the split being:-

- 21% satisfied in North Littleton
- 41% satisfied in Middle Littleton

The coverage maps of the four networks confirm the poor signal available in the villages. Other service providers use one of these networks. In each case the pointer is centred on Westside, North Littleton for reference. The 2G (voice and text) map is on the left and 3G (internet) on the right.

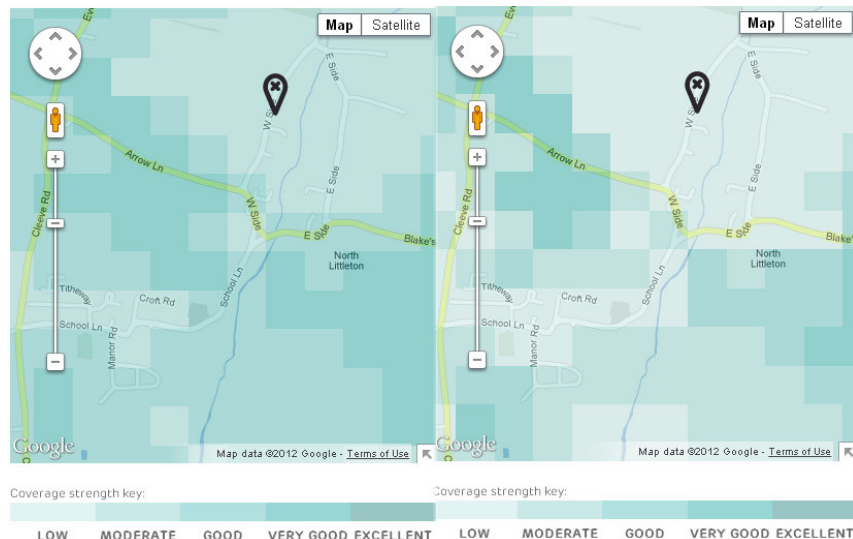
Vodafone network

- 2G: mostly outdoor only in the built areas
- 3G: non-existent or slow



Orange and T-Mobile, now EE, network

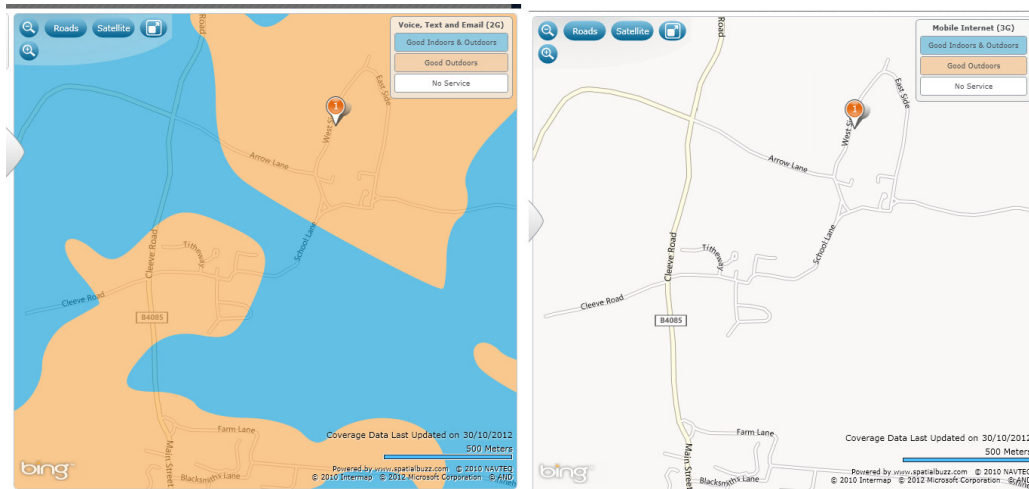
- 2G: mostly Low but Very Good on Arrow Lane
- 3G: mostly Low



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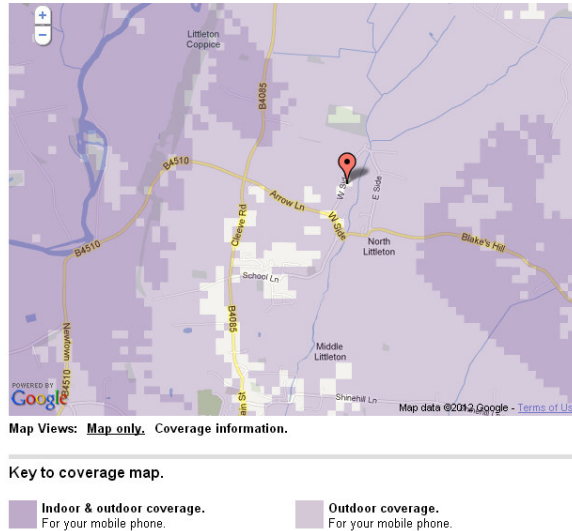
O₂ network

- 2G: mostly outdoor only
- 3G: no service



Three network

- 3G only – either outdoor only or no service



The cause of the poor service for each network is the remoteness of the transmitter masts, which are generally near the A46 Evesham by-pass or the other side of Bidford-on-Avon, together with the higher ground in between.

Clearly, if the service is to be improved then we require closer, low power, transmitters. In 2011, the Government announced a



scheme to provide money to improve remote mobile coverage, encouraging the four networks to share local masts and infrastructure. However, this has run into difficulty because one of the UK's four networks, Three, has declined to sign up⁵.

Over half of the survey respondents who were not satisfied with the mobile coverage would approve of a new transmitter nearby. See Action Plan tasks 5.2.1 onwards.

5.4 Parish web site

About 80% of respondents wanted the Parish Council to establish a web site to provide news on planning applications, local events and so on.

See Action Plan tasks 5.3.1 onwards

5.5 Royal Mail

97% of respondents believed is important that a local Postman is making the deliveries.

93% are satisfied with the local Post collection arrangements.

There is no immediate Action arising from these results but they will be useful if we need to challenge any changes that Royal Mail may propose.

5.6 Littleton Link

88% believed that the Littleton Link, our monthly magazine covering all the Littletons, is important.

Again there is no Action required unless the two Parish Councils decide to discontinue their support for the Link.

⁵ <http://www.guardian.co.uk/technology/2012/aug/12/mobile-phone-rural-coverage-osborne>

6 Industry

6.1 Background



The villages of North and Middle Littleton developed as agricultural hamlets where the main occupation was working on the land either on small plots as individual growers or on larger farms. In living memory there were seven farms in the village of North Littleton and one in Middle Littleton and 26 growers in North and 36 in Middle. To-day only four farms are in operation in North and one in Middle. There is a mixture of arable and livestock farming; crops of wheat, oats, beans for animal fodder, oil-seed rape and linseed are the main crops with sheep and cattle being the main livestock. One farm has been devoted to a farm animal sanctuary while most of the other farms have diversified into additional activities such as livery stables and contract work. Market gardening has declined more with much of the land, previously devoted to growing vegetables and to orchards, being turned into arable farm land.

In view of the market gardening and farming background, it is not surprising that an industry should develop associated with the processing and distribution of the produce from these activities. In Middle Littleton, two haulage businesses, carrying produce to markets in Bristol and Birmingham and linking with rail links to London, developed on the west side of Cleeve Road. On one of these sites, the packing and distributing fruit and distributing mushrooms became important and then, later, the bottling of beetroot was introduced. This site changed ownership in 1990 but continued the pattern of food processing and distribution under two separate firms – Kanes Foods and Christian Salvesen Distribution. In 1998, the commercial distribution business moved from the site and the whole area was then devoted to food processing. Kanes Food is now an industry of national importance providing a variety of processed salad products for the supermarket shelves – see section 6.2 below. The other haulage business eventually became Bott's Skip Hire with recycling facilities.

The recently opened farm shop, on the Cleeve Road in Middle Littleton, provides an outlet for vegetables grown on site and for locally grown crops.

Local orchards provided apples for the production of cider which was made and sold at various outlets in North Littleton until the production was eventually concentrated at the Ivy Inn. This activity ceased in the years after the Second World War but the Ivy Inn still remains as the local public house. Another public house exists on the western boundary of the parish. This is the Fish and Anchor Inn which traces its origins back to the 16th Century. This hostelry had no connection with agriculture but seems to owe its original existence to the positioning of a ford across the River Avon and to river traffic from Gloucester to Stratford.

Other industries that have developed are not associated with the agricultural background. These include the previously mentioned skip hire and recycling, an auction room and a double glazing business. There are several small building and home improvement businesses, on-line distribution activities, etc, operating from private dwellings.

6.2 Kanes Foods



Kanes Foods has become one of the major suppliers of chilled foods (salads, stirfry, sauces, coleslaw, noodles, beansprouts) to Sainsbury, ASDA and TESCO. In 2012/13 the company will achieve over £115 million turnover. Profits over the past 10 years have been invested in the site, culminating in the construction of a modern, eco sympathetic new bagged salad factory which, in 2012 won the Worcester and Hereford Chamber of Commerce award for Sustainability.

Kanes is an industry leader in sustainability. It pioneered the process of reverse osmosis and high efficiency ultra-filtration in its water reclamation and is one of the few chilled food processors to have rejected mass chlorine washes in production.

The company is proud of its landscaping and has developed wildlife areas within the factory site



The economic impact of Kanes benefits Evesham and the surrounding Vale. Kanes has 110 local suppliers of produce and services, with a local supplier spend of some £10 million in 2012. There are almost 1800 employees at Kanes generating an annual gross labour income of £30million. The labour is local, predominantly Worcestershire plus Birmingham and Coventry.

Kanes will continue to be the major provider of employment and career opportunities within Worcestershire.

6.3 Summary of survey responses

In answer to the question “would you like to see more industry in the village”, 79% of the respondents were clearly against any further industrial development. The minority, who thought that there could be more industry showed support for the development of arable and livestock farming. There was little support for glasshouses and polythene tunnels. There was, also, support for the development of small businesses although manufacturing, food processing and office based industries had little support. A small number were in favour of existing businesses expanding.

Those people who supported more industry were very definite about “where new businesses should be located”. The preferred options were on existing sites or by the conversion of existing buildings in a village location. There was minimal support for development in open countryside.

Additional comments expressed concerns about the future development and the size of Kanes Foods building. Also, connected with this, were the concerns about traffic nuisances caused by the cars driven by employees of Kanes and HGVs delivering and collecting produce.

7 Environment

7.1 Introduction



Area map © Microsoft/Ordnance Survey

The villages of North and Middle Littleton are set in the gently sloping valley of the Littleton Brook, a tributary of the Broadway Brook which in turn empties in the River Avon near Offenhams.

The soil is mainly heavy Lias clay and this contributes to the tendency to flooding, particularly in North Littleton due to a combination of run-off from the valley slopes and raised levels in the brook.

The historical use of the land immediately surrounding the villages for market gardening, particularly fruit orchards, has largely been supplanted by mixed farming. This change, together with loss of some hedges has tended to make the run-off flooding worse.

The results of the Environment section of the survey were consistent between the villages and heavily in favour of preserving the rural character.

7.2 Protecting agricultural and horticultural land

96% of respondents believe that protecting agricultural and horticultural land is important. Fortunately, this is reflected in the latest version of the South Worcestershire Development Plan⁶ (SWDP) which is being formalised in 2013.

This plan allocates only one housing area in the villages, SWDP61/12, on Blake's Hill. Planning permission has already been granted on this site to Evesham & Pershore Housing Association, ref 12/01621, and construction has started. No other housing areas are allocated.

⁶⁶ http://www.swdevelopmentplan.org/wp-content/uploads/2013/01/SWDP_Proposed_Submission_doc.pdf

According to the SWDP, this means that any other new housing in the villages will be restricted to:-

- 'Windfall' sites, i.e. non-allocated development within development boundaries (where defined), as set out on the Policies Map, where it is supportive of other plan policies;
- Local initiatives including Neighbourhood Plans, Community Right to Build Orders and Neighbourhood Development Orders⁷;
- Affordable housing schemes (see SWDP 16 - Rural Exception Sites).

No Action is currently required.

7.3 Orchards

92% of respondents would like to see more orchards in the area. Unfortunately as most people now buy fruit from supermarkets rather than from local growers this is unlikely to happen on a commercial basis.

The way forward is to establish a community orchard, either through the Parish Council or through an independent local group. Government guidance⁸ is available, including a list of possible sources of funds.

See Action Plan task 7.1

7.4 Roadside walkways

The maintenance of roadside walkways is important to 97% of respondents.

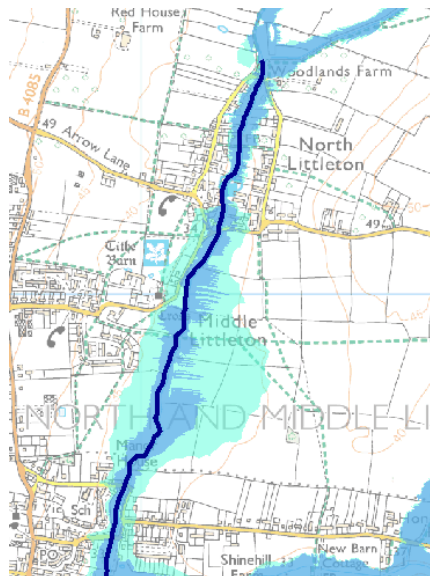
North and Middle Littleton Parish Council is responsible for day-to-day maintenance of roadside footways under the Lengthsman scheme. However major works and establishing new footways are the responsibility of Worcestershire County Council. The first step in establishing if all footways in the villages are in good condition and to judge if new footways are required is to survey all roads in the villages.



⁷ None of these are under consideration in the villages

⁸ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/11466/1973262.pdf

7.5 Flooding



Flooding from rivers or
sea without defences
Extent of extreme flood
Local flood areas
© Environment Agency



Eastside December 2012

96% replied that minimising the risk of flooding is important.

The different types of work that can contribute to minimising local flooding are all the responsibility of different individuals and organisations:-

- Ensure that the course of the Littleton Brook remains clear and unobstructed. This is the responsibility of residents who own land adjoining the brook, under their 'riparian' duties. The Environment Agency published a clear guide of the rights and responsibilities of those who own land or property alongside a river or other watercourse⁹.
- Minimise run-off from adjacent land. Again this is the responsibility of all residents and landowners, and can be helped by:-
 - Reducing impervious hard-standing
 - More tree planting
 - Planting hedges across the run-off direction
 - Reducing soil compaction
- Ensure road drains are clear and unobstructed. This is largely the responsibility of Worcestershire County Council but all residents should help by reporting problems as soon as they happen. WCC has an online reporting facility¹⁰.

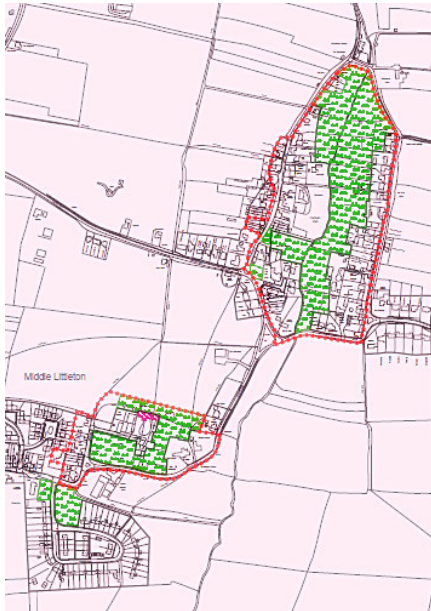
There is a current issue with poor drainage at the north end of Eastside, which floods regularly. WCC

See Action Plan task 7.2

⁹ Living on the edge - <http://publications.environment-agency.gov.uk/PDF/FLHO0912BWUP-E-E.pdf>

¹⁰ <https://www.worcestershire.gov.uk/myselfservice/drainage.aspx>

7.6 Historic Features



Conservation Areas

Retaining historic landscape features such as dry stone walls and hedgerows is important to 97% of respondents.

To some extent these are protected within the two Conservation Areas in the villages, as well as the protection given to buildings – see 7.8 below. Within these areas you require permission from Wychavon District Council to demolish certain boundary walls and also to carry out any work on trees. Wychavon have published a leaflet ‘Conservation Areas - a Guide for Owners and Occupiers’.¹¹

The WDC Policy (ENV12) states:-

- the siting, position, layout and landscaping of new development proposals should respect traditional street patterns, building lines, existing landscape features including trees and hedges, plot layouts and views into and out of the area;
- the proportions and design of new development and alterations to existing buildings should respect the context provided by adjacent buildings and the surrounding area. Building materials must be appropriate to the locality;
- changes of use should preserve or enhance the character or appearance of the area;
- the development should not involve the demolition of any building or feature that makes a positive contribution to the character or appearance of the area, unless the Council is satisfied that there is an overriding justification for the demolition proposed

Wychavon DC are committed to reviewing all conservation areas in conjunction with local residents. North and Middle Parish Council are supporting a local group who are working with Wychavon DC with the aim of extending the southern conservation area to include all the fields between the Tithe Barn and Arrow Lane. Both English Heritage and the National Trust consider that maintaining these open areas is important to maintaining the setting and character of the Tithe Barn and St Nicholas Church.

¹¹ <http://www.wychavon.gov.uk/cms/pdf/wdc-planning-heritage-conservation-areas-leaflet3.pdf>

The more important hedgerows are protected by the Hedgerows Regulations 1997. It is against the law to remove or destroy certain hedgerows without permission from the local planning authority. These are typically at least 20 metres long, more than 30 years old and contain certain plant species.

We propose to survey local hedgerows to map those which fall under this protection.

See Action Plan task 7.3.1 and 7.3.2.

7.7 Light Pollution

90% replied that minimising light pollution on private and industrial properties is important.

The Department for Environment, Food & Rural Affairs (DEFRA) is responsible for policy on light pollution including statutory nuisance from artificial light. It has produced a good practice guide on lighting in the countryside.¹² One of the areas covered in this guide is security lighting, which can be more powerful than necessary and not directional, spilling light onto adjacent property.

Wychavon DC has further guidance and advice on dealing with light nuisance from neighbours¹³.

No Action is currently required.

¹² <http://archive.defra.gov.uk/environment/quality/noise/neighbour/documents/lighting-in-the-countryside-970701.pdf>

¹³ <http://www.wychavon.gov.uk/cms/environment,-waste-and-recycling/pollution/nuisances/light-nuisance.aspx>

7.8 Historic Buildings



The Tithe Barn
© Philip Halling

Retaining the character of historic buildings is important to 95% of respondents.

Historic buildings are protected in general by the Conservation Areas and in particular by Listing.

The two Conservation Areas are shown in 7.6 above, and according to WDC's guidance¹⁴, there are further planning controls covering the following:

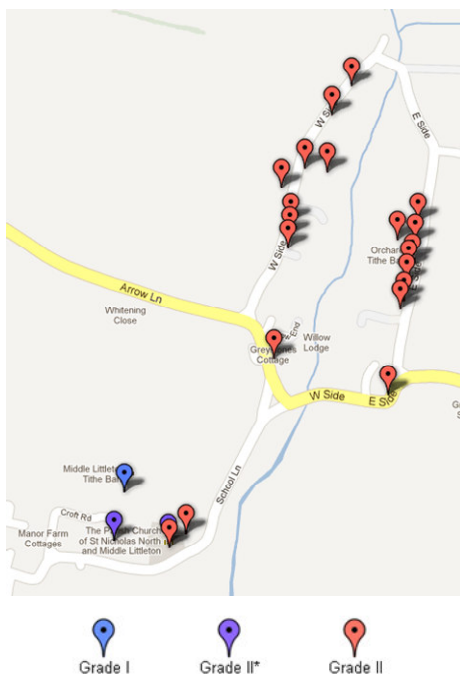
- demolition of buildings larger than 115 cubic metres in volume
- demolition of certain boundary walls
- additions and alterations to the roof of a house (including dormer windows)
- cladding of the outside of a house with stone, timber, tiles or any synthetic material
- installation of satellite dishes on a chimney, on the elevation of a building fronting a highway, or on a building taller than 15 metres
- extensions greater than 50 cubic metres or 10%, whichever is the greater
- provision of a building with a cubic content greater than 10 cubic metres

There are a number of Listed Buildings in the villages, mostly Grade II but with the following higher classifications:-

- Grade I - The Tithe Barn
- Grade II* - The Manor House, School Lane
- Grade II* - Church of St Nicholas

Listed Building Consent is necessary for all works, inside and out, that affect the character of the building, including small changes to such as windows, doors, walls, staircases and fireplaces, even if those items are not considered to be 'original'. Again WDC has published a guide¹⁵.

No Action is currently required.



Listed Buildings

Map courtesy: <http://www.britishlistedbuildings.co.uk>

¹⁴ <http://www.wychavon.gov.uk/cms/pdf/wdc-planning-heritage-conservation-areas-leaflet5.pdf>

¹⁵ <http://www.wychavon.gov.uk/cms/PDF/Listed%20Buildings%20leaflet%20pdf.pdf>

8 Facilities

8.1 Community Shop

Today, the villages of North & Middle Littleton have limited facilities in terms of services, general amenities and businesses. Of the public houses, shops, post office, bakery and garage which the villages once supported, only The Ivy Inn and Meadwell Farm Shop now provide a local service to the community. Prevention of further decline is vitally important to the villages, and, as commented in the survey, it is essential that the community fully supports these services. Over half of all respondents felt that a village or community shop was important, with some expressing a particular desire to see an improvement in the provision of services, specifically a butchers and bakery – a difficult objective to achieve in the traditional way against the background of a relatively small village population and competition from supermarkets, and of course the availability and reliability of present day on-line shopping.

The survey produced some support for a community shop by 28% of respondents indicating a willingness to volunteer in its running. There are examples of successful community shops in neighbouring villages and with a number of residents potentially willing to help, this could possibly be replicated in the villages.

See Action Plan task 8.1

8.2 St Nicholas Church



The majority of respondents considered St Nicholas Church to be an important building for community use. The church comes under the ecclesiastical jurisdiction of the Archdeaconry & Diocese of Worcester and is thought to have been first constructed in the 12th Century, though significantly remodelled in the 13 century; as such, maintenance costs are high. This building represents a significant asset to the community, which being much under-utilised, has potential to support a greater diversification of usage together with consequent increase in funds for maintenance. It has six bells and is a Grade II listed building.

See Action Plan task 8.2

8.3 Tithe Barn



The village heritage in the form of its buildings of architectural merit and/or historical importance is a valuable asset, none more so than the Tithe Barn. This is an early 14th century farm building, constructed of blue lias stone with Cotswold stone dressing and a roof of stone tiles. It stands 130 feet long and 42 feet wide and originally had a pair of gabled porches on each of the long sides. It was built for the monks of Evesham Abbey (probably by John Omberseley, Abbot of Evesham in 1376), and is now a Grade I Listed barn owned by the National Trust. 84% of respondents thought the tithe barn important to the villages, and a much underutilised building - 90% of respondents thought that more use could be made of it – perhaps as a venue for both community social events and private lettings e.g. wedding receptions.

See Action Plan task 8.3

8.4 The Ivy Inn



The Ivy Inn is situated between the two villages and is probably the best constitution of a central location. With car park and large open green to the frontage, it has a prominent setting and high visibility, particularly when approached from Cleeve Road. In addition to bar and food service, a skittle alley provides a venue for local tournaments and general social lettings. 91% of respondents considered the pub important to the village.

8.5 The Fish and Anchor

The Fish and Anchor is a river fronted public house situated at a bend in the Avon at a place known as The Crossing, on the Offenham to North Littleton Road. Today the river traffic trade has given way to day trippers, holiday makers (from the Offenham Holiday Park opposite) and fishermen. An adjoining area now also provides facilities for caravans and campers.

Although extensive alterations have been made to the Inn over the years, little has changed in outward appearance to what it was two or even three hundred years ago. A long low cream-coloured building, with latticed windows and a black and white half-timbered effect, the inn remains there facing the river.

8.6 The Village Hall



The Village Hall on School Lane was built in 1937 and provides a venue for many locally organised functions. The majority (90%) of respondents considered the village hall of importance to them.

The management committee runs the hall and promotes events for the enjoyment and entertainment of the villagers. Running costs are covered in the main by income from events and lettings together with an annual contribution from the Parish Council of £1000 and a further £1000 from South Littleton Parish Council.

The village hall can accommodate 110 (seated) people and provides space for table tennis together with entertainment evenings such as race night, bingo, club/institute meetings and polling station.

There is availability for other/new regular lettings on Monday and Tuesday afternoons and also on Fridays during the day. Further additional daytime bookings are possible as some at present are only one or two hours each. One-off bookings for the whole premises are dependent on availability, and require plenty of notice.

Over recent years many improvements have been made including refurbishment of the kitchen and toilets, and re-roofing. The Parish Plan survey confirmed the importance of the village hall in meeting its social needs. Its retention and maintenance are clearly vital to any feeling of community atmosphere.

8.7 Footpaths and Bridleways

Many people in the parish (93% of respondents) believe that the footpaths are of great importance to the villages. The villagers are fortunate to live in an area where there is unencumbered access to a number of footpaths and bridleways leading to unspoilt beautiful areas of the countryside. Footpaths and rights of way like that at Windmill Hill, winding through the nature reserve and continuing downhill past the tithe barn, are a valuable asset but are not always accessible to the majority of people due to poor footing in wet months, and overgrowth in summer. Some of this is to do with sharing these assets; cattle and horses can easily churn up wet ground. Sharing can also lead to conflicts, particularly when dogs off their lead worry farm animals. With footpaths being so important to the community,

consideration in their use is essential for their uninterrupted continuance.

The parish has a number of definitive footpaths and bridleways which are overseen by the Parish Path Warden although the landowner is responsible for maintenance.

8.8 Recreation & Children's Play Ground

The recreational ground and children's play area are situated adjacent to each other in Middle Littleton. Their location was not raised as an issue, possibly because few children currently live in North Littleton. The children's playground and football area has been much improved in recent years with expenditure of £51,000 (£40,000 in respect of the children's area and £11,000 on the football ground). This expenditure was 60% grant aided. The area is now protected by being a Queen Elizabeth II Field under the Fields in Trust¹⁶ scheme.

83% of respondents indicated that they were satisfied with the current provision although there was a suggestion for a children's scooter ramp as an alternative to them using driveways and kerbs for jumps.

8.9 Street Lighting

82% of respondents indicated that street lighting was important to them.

There is a balance to be made in having a well lit environment and one without unnecessary intrusive light pollution. The amount and location of street lighting also needs to reflect the surrounding environment, the needs of the community, both as a whole and as individuals, any problem areas (e.g. those subject to vandalism etc) and take account of personal safety (both actual and perceived).

No specific comments were made in relation to the current level of street lighting provision, nor any reference to problem areas. There is therefore a case for the presumption of a general satisfaction with the level of street lighting provision.

Whilst there appears no case for altering the level of street lighting, it is important that the lighting is well maintained. That maintenance is the responsibility of the Parish Council with the

¹⁶ <http://www.fieldsintrust.org/QEII.aspx>

help of villagers reporting any lights out to the Clerk to the Parish Council.

8.10 Mobile Library

The mobile library visits the villages once or twice a month and stops for a short period on a Tuesday afternoon at The Ivy in North Littleton and the Village Hall in Middle Littleton. A timetable is produced by Worcester County Council each year, details of which, together with any general enquiries about the service, can be obtained from the main library in Oat Street, Evesham.

According to the answers in the survey, a significant proportion of respondents (44%) regarded the mobile library as important to them.

8.11 Littletons Football Club

Littletons Football Club came into existence at the end of 1893. However, it was not until the late 1970s that the club decided to purchase its own ground and moved to Five Acres on the Pebworth Road. In the years since then it has built changing rooms, a small clubhouse and a small stand for spectators. Floodlights have recently been installed and planning permission has been received to build a new clubhouse and an additional spectators' stand. In recent years, the team has been very successful and, now, is playing very successfully in Division One of the Midland Football Combination.

Littletons F.C. has a long established and thriving Junior Section with 14 sides providing football for 8 to 18 years olds. These teams play in various locations in the surrounding area.

8.12 General

Some respondents felt that there is a lack of community atmosphere in North Littleton. This situation is not helped by the distribution of facilities between the two villages; the public house lies within North Littleton, whilst the church and village hall are situated in Middle Littleton. The absence of a shop, post office, coffee/tea house etc. only exacerbates the situation.

The current level of facilities in the parish is perhaps a reflection of the very small community.

From an overview of comments made in the survey, there is a sense that generally, respondents have an affinity with village life

in the parish. There was no significant demand for any form of new building (for as such, it could only have a detrimental impact on open spaces, public or private) but rather improvement and enhancement of what already exists. 97% of respondents considered the green spaces to important to them.

North and Middle Littleton Parish Plan

9 Action Plan

Task	Issue	Action	Owner	3rd Parties	Priority	Target	Comments	Status
Housing								
3.1	Inappropriate design	Publish a set of preferred design guidelines to compliment the Wychavon Residential Design Guide SPD	MB		M	Jul-13		
3.2.1	Sewerage capacity	Discuss with service provider and understand design limits and current capacity. Publish outcome	MB	SevernTrent	M	Jul-13		
3.2.2	Electrical supply capacity		MB	Western Power Distribution	M	Jul-13		
3.2.3	Gas supply capacity		MB	National Grid?	M	Jul-13		
3.2.4	Water supply capacity		MB	SevernTrent	M	Jul-13		
Transport								
4.1.1	Speeding Vehicles	Discuss revised speed limits on Cleeve Road with WCC	SD/MB	WCC	H	Oct-13	N&ML, SL and Cleeve Prior PCs	
4.1.2	Speeding Vehicles	Propose pinch points at main village entries	SD/MB	WCC	H	Oct-13	Produce map	
4.1.3	Speeding Vehicles	Propose 20mph limits within villages	SD/MB	WCC	M	Oct-13	Produce map	
4.1.4	Speeding Vehicles	Discuss interactive speed signs	SD/MB	N&ML PC	M	Aug-13		
4.2	Traffic noise	Discuss possible noise reduction from HGVs parked at Kaness	SD	Kaness Foods	M	Jul-13		
4.3.1	Road junctions	Improve visibility at Arrow Lane/Cleeve Road crossroads	SD	WCC	H	Nov-13	Visibility splay	
4.3.2	Road junctions	Improve visibility at School Lane/Cleeve Road junction	SD	WCC	M	Nov-13	Mirror?	
4.4	Parking	Explore possible additional off-street parking	MB	Rooftop Housing Association	L	Jul-13		
4.5.1	Footpaths	Re-surface Arrow Lane footpath	SD	WCC	H	Aug-13		
4.5.2	Footpaths	Clear out weeds, grass & cut back hedge on Cleeve Road footpath	SD	N&ML PC	H	Aug-13		
4.5.3	Footpaths	Extend footpath at Amery Lodge corner	SD	N&ML PC/WCC	H	Aug-13		
4.5.4	Footpaths	Implement a regular inspection & maintenance schedule	SD	N&ML PC	M	Sep-13		
4.5.5	Footpaths	Install dropped kerbs for pushchairs & wheelchairs	SD	N&ML PC/WCC	M	Oct-13	Survey required	
4.5.6	Footpaths	Survey all existing	SD		L	Nov-13		
4.5.7	Footpaths	School Crossing on Cleeve Road	MB	SLPC	M	Aug-13		
4.6	Public Transport	Discuss restoration of bus service into the village centres	SD	WCC	H	Aug-13		

North and Middle Littleton Parish Plan

Task	Issue	Action	Owner	3rd Parties	Priority	Target	Comments	Status
Communications								
5.1.1	Poor Internet speed	Discuss with WCC	SW	WCC	H	May-13		Complete
5.1.2	Poor Internet speed	Encourage residents to complete survey	SW	N&ML PC	H	Jun-13		
5.1.3	Poor Internet speed	Maintain communication with WCC	SW	WCC	M	Jul-13		
5.1.4	Poor Internet speed	Compile and publish guidance to get best performance from existing connections	SW		H	Jun-13		
5.2.1	Poor mobile signal	Investigate local repeaters	SW		M	Jun-13		
5.2.2	Poor mobile signal	Engage with DCMS	SW	DCMS	H	Aug-13		
5.2.3	Poor mobile signal	Investigate routes for direct discussions with network providers	SW		M	Jul-13		
5.3.1	Village web site	Get admin rights to micro-site provided by WCC and test	SW	WCC	H	Jun-13		
5.3.2	Village web site	Obtain PC agreement to set-up site and domain	SW	N&ML PC	M	Jun-13		
5.3.3	Village web site	Set-up draft site and Content Management System	SW		M	Jul-13		
5.3.4	Village web site	Recruit volunteer group to contribute				Jul-13		
5.3.5	Village web site	Agree authoring and updating protocols	SW	N&ML PC	M	Aug-13		
Environment								
7.1	Community Orchard	Discuss with Parish Council	SW/JB	Vale Heritage Landscape Trust	M	Jun-13		
7.2	Flooding on Eastside	Chase-up drainage improvement	JB	WCC	H	May-13		
7.3.1	Conservation Areas	Work with WDC to enlarge conservation area	JH	WDC	H	Aug-13		
7.3.2	Hedgerows	Map hedgerows which are protected	JB	To be found	L	Sep-13		
Facilities								
8.1	Community Shop	Establish group to explore setting up a community shop	SD		M	Jul-13		
8.2	St Nicholas Church	Investigate further community use of the building	JB	PCC	L	Sep-13		
8.3	Tithe Barn	Understand the National Trust's position on community use	SD	NT	L	Sep-13		

North and Middle Littleton Parish Plan

Appendix I - Survey Results

The survey was conducted in July 2012 and **217 responses** were collected out of a total of 380 forms distributed, representing a 57% return. This is a statistically strong response rate.

The post codes have been allocated to the two villages as follows:-

EF	North	LN	Middle	QR	North
JH	Middle	LP	Middle	QS	North
JR	Middle	LR	Middle	QU	North
JT	Middle	LX	Middle	QW	North
JU	North	QF	North	QX	North
LJ	Middle	QN	North	QY	North
LL	Middle	QP	North		

Surveys that were returned without a post codes are listed under **No PC**

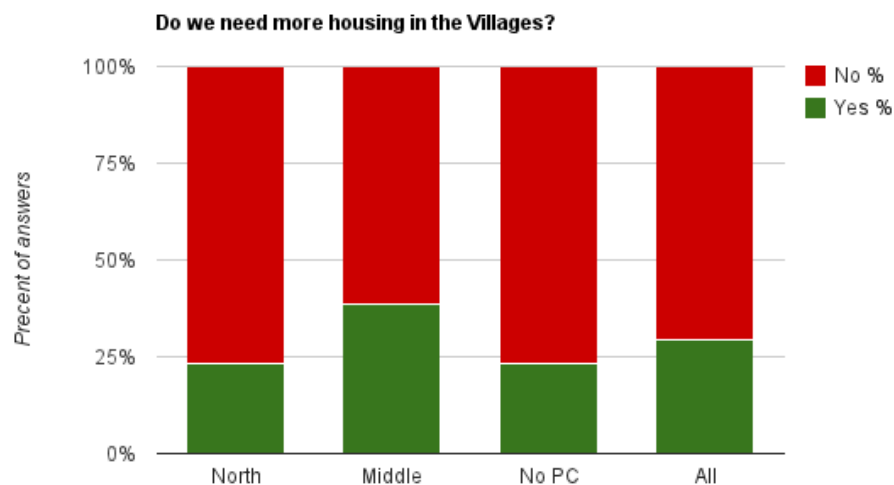
North and Middle Littleton Parish Plan

Housing

Do we need more housing in the villages?

	North	Middle	No PC*	All
Total answers	104	83	13	200
Yes	24	32	3	59
No	80	51	10	141
Yes %	23%	39%	23%	30%
No %	77%	61%	77%	71%

* No PC indicates those responses which did not include a post code



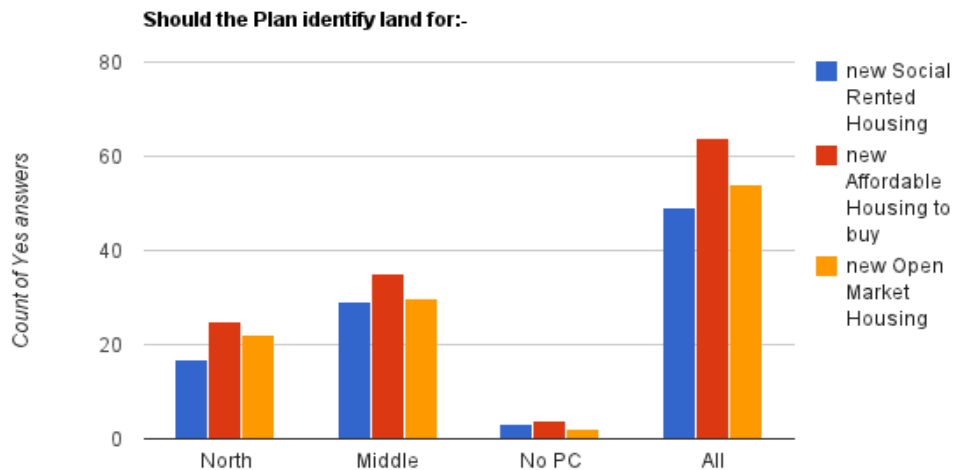
Is there anyone living in your household who requires their own housing now?

	North	Middle	No PC	All
Yes	7	10	3	20

North and Middle Littleton Parish Plan

Should the Plan identify land for:-

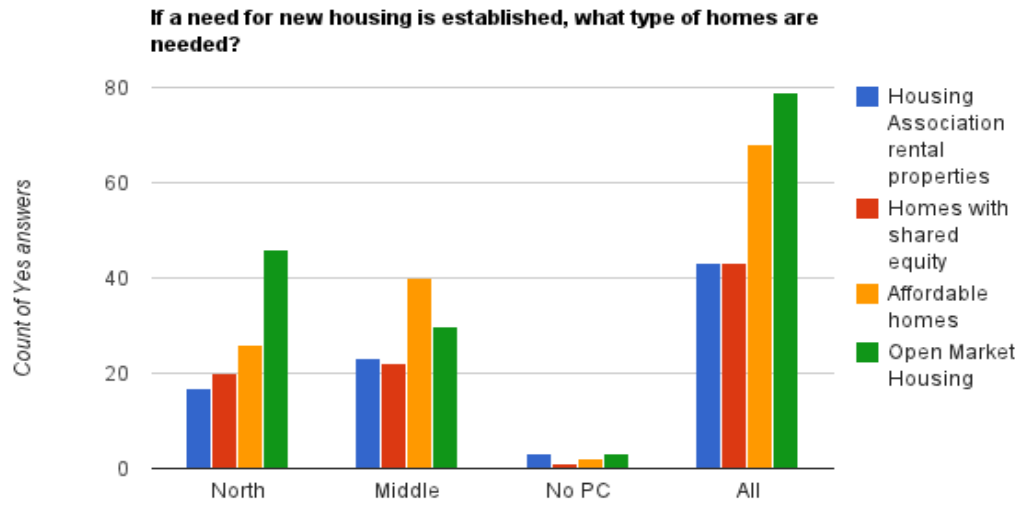
	North	Middle	No PC	All
new Social Rented Housing?	17	29	3	49
% of all housing answers	16%	35%	23%	25%
new Affordable Housing to buy?	25	35	4	64
% of all housing answers	24%	42%	31%	32%
new Open Market Housing?	22	30	2	54
% of all housing answers	21%	36%	15%	27%



If a need for new housing is established, what type of homes are needed?

	North	Middle	No PC	All
Housing Association rental properties	17	23	3	43
as a pct of all housing answers	16%	28%	23%	22%
Homes with shared equity	20	22	1	43
as a pct of all housing answers	19%	27%	8%	22%
Affordable homes	26	40	2	68
as a pct of all housing answers	25%	48%	15%	34%
Open Market Housing	46	30	3	79
as a pct of all housing answers	44%	36%	23%	40%

North and Middle Littleton Parish Plan

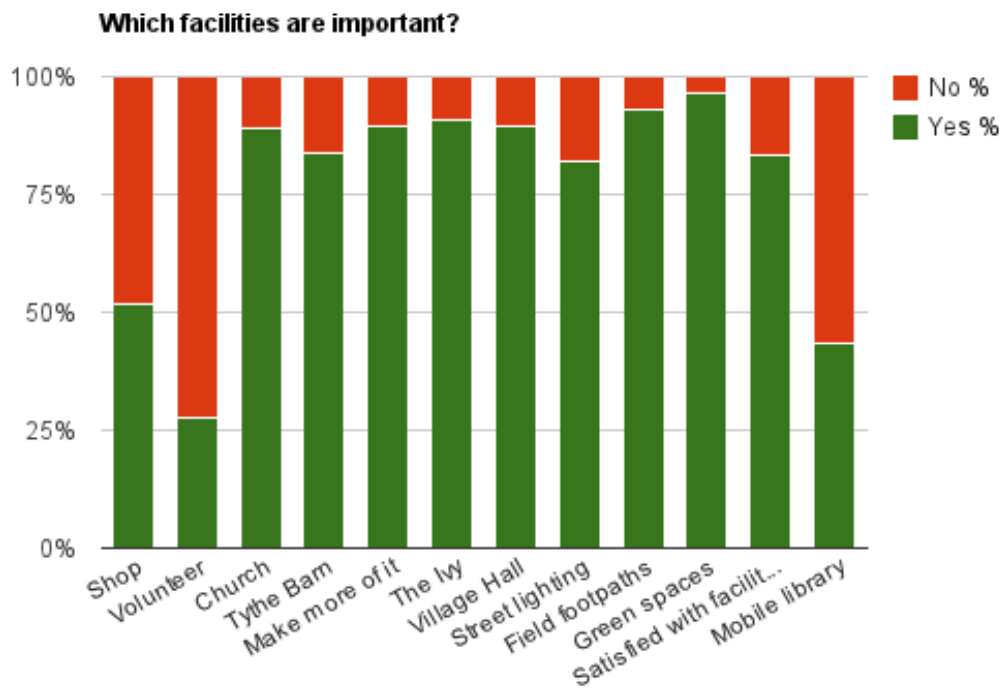


North and Middle Littleton Parish Plan

Facilities

There are no significant variations in the results between the two villages in any of the Facilities results.

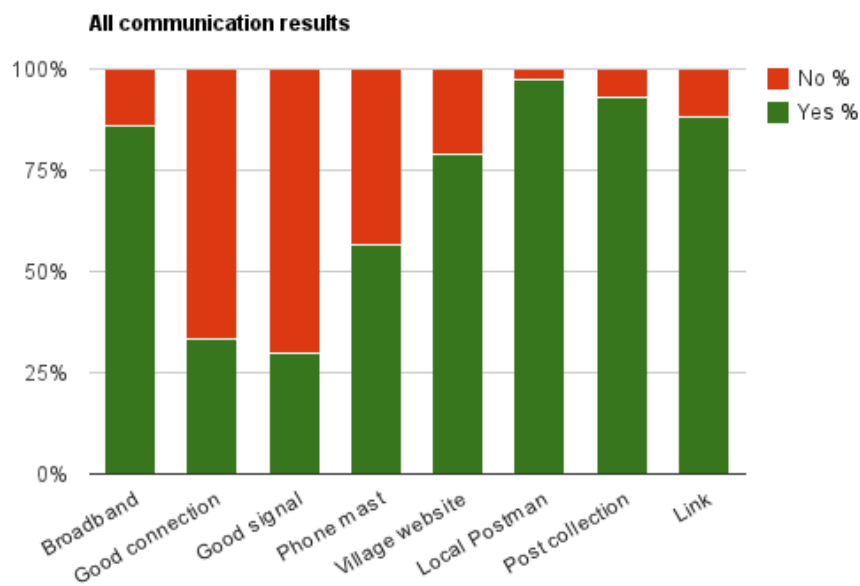
	Yes	No
Is a village or community shop in North/Middle important?	52%	48%
Would you be prepared to volunteer in a community shop?	28%	73%
Is the Church important as a building for community use?	89%	11%
Is the Tythe Barn important to the Villages?	84%	16%
Should we make more use of it?	90%	10%
Is having a pub (The Ivy) in the village important?	91%	9%
Is the Village Hall important to you?	90%	10%
Is street lighting important to you?	82%	18%
Are the footpaths across fields important to you?	93%	7%
Are the green spaces important to you?	97%	3%
Are you satisfied with the recreational facilities for children?	83%	17%
Is the mobile library important to you?	44%	56%



North and Middle Littleton Parish Plan

Communications

	North Yes	Middle Yes	No PC Yes	All Yes	All No
Do you have an internet broadband connection at home?	92%	79%	85%	86%	14%
If Yes, are you satisfied with the speed and reliability of the connection?	29%	35%	55%	33%	67%
Are you satisfied with the quality of mobile phone signal in the village?	21%	41%	25%	30%	70%
If No, then would you approve of a new mobile phone mast nearby?	56%	53%	89%	57%	43%
Do you want the Parish Council to set up a Village website to provide news on planning applications, local events and so on?	82%	75%	80%	79%	21%
Is it important that there is a local Postman making the deliveries?	97%	97%	100%	97%	3%
Are you satisfied with the local Post collection arrangements?	95%	91%	92%	93%	7%
Is the Littleton Link important to you?	91%	85%	85%	88%	12%

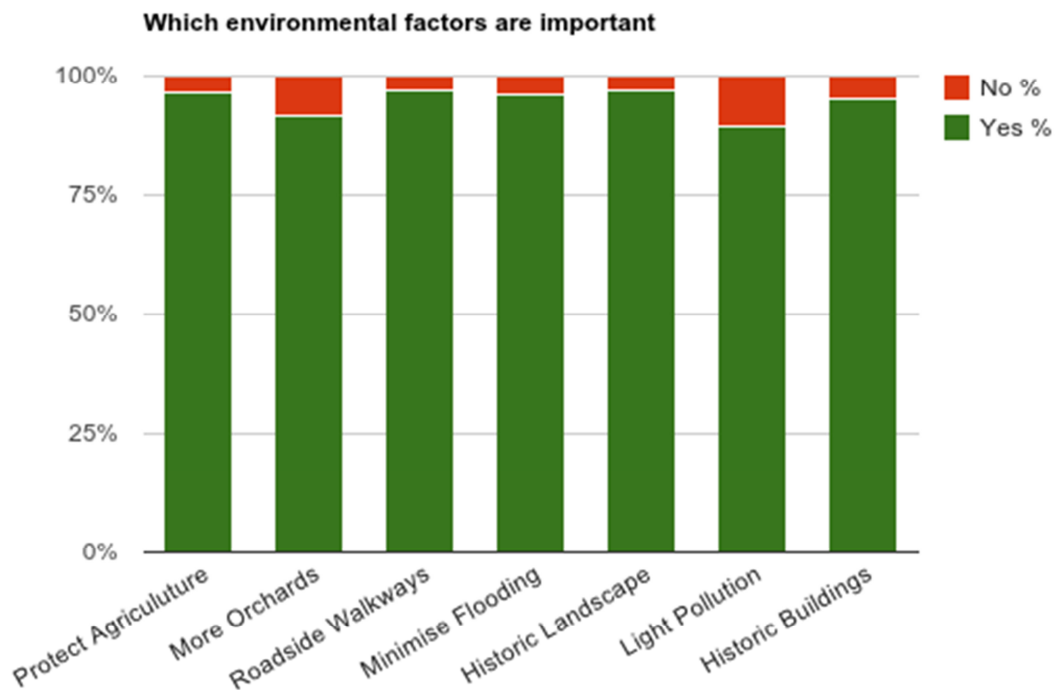


North and Middle Littleton Parish Plan

Environment

There are no significant variations in the results between the two villages in any of the Facilities results.

	Yes	No
Is protecting agricultural and horticultural land including orchards from development important to you?	96%	4%
Would you like to see more orchards?	92%	8%
Is the maintenance of roadside walkways important to you?	97%	3%
Is minimising the risk of flooding important to you?	96%	4%
Is retaining historic landscape features such as dry stone walls and hedgerows important to you?	97%	3%
Is minimising light pollution on private and industrial properties important to you?	90%	10%
Is retaining the character of historic buildings important to you?	95%	5%



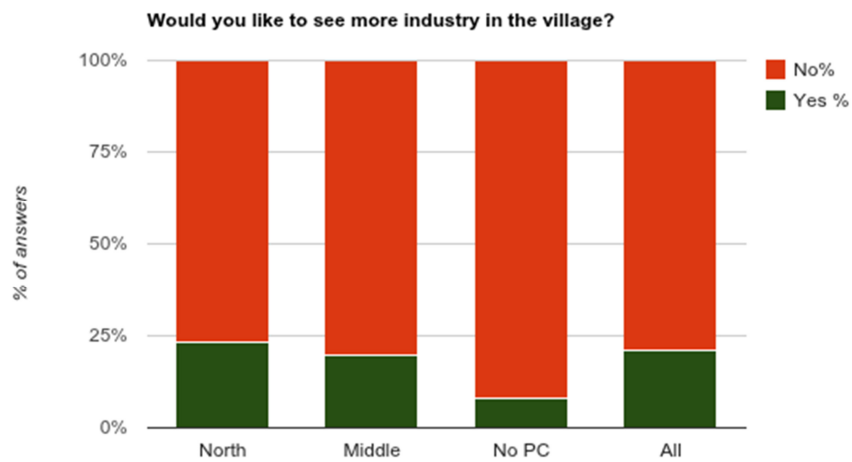
North and Middle Littleton Parish Plan

Industry and Commerce

Would you like to see more industry in the village?

	North	Middle	No PC*	All
Total Answers	112	86	13	211
Yes	26	17	1	44
No	86	69	12	167
Yes %	23%	20%	8%	21%
No %	77%	80%	92%	79%

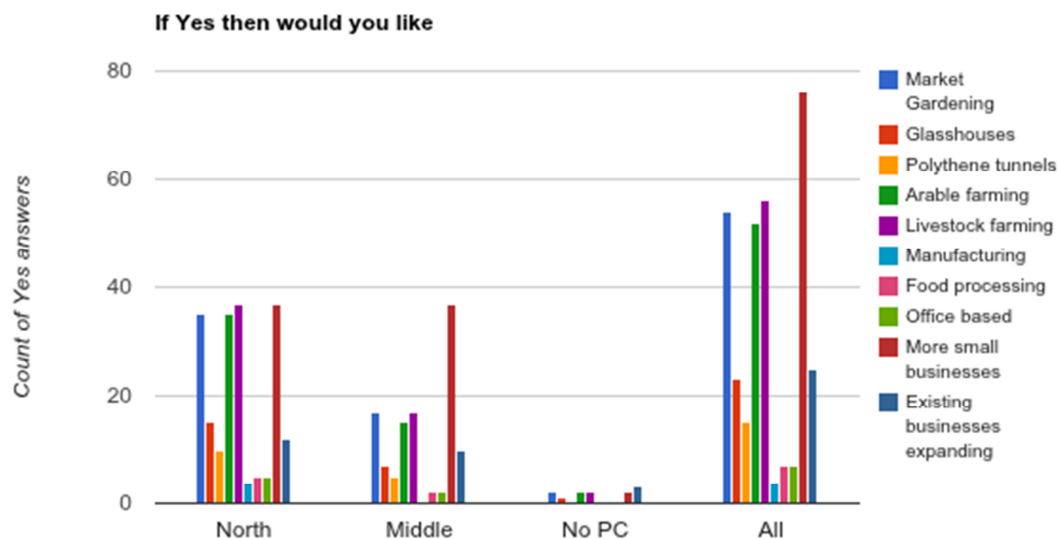
* No PC indicates those responses which did not include a post code



North and Middle Littleton Parish Plan

If yes, then would you like:-

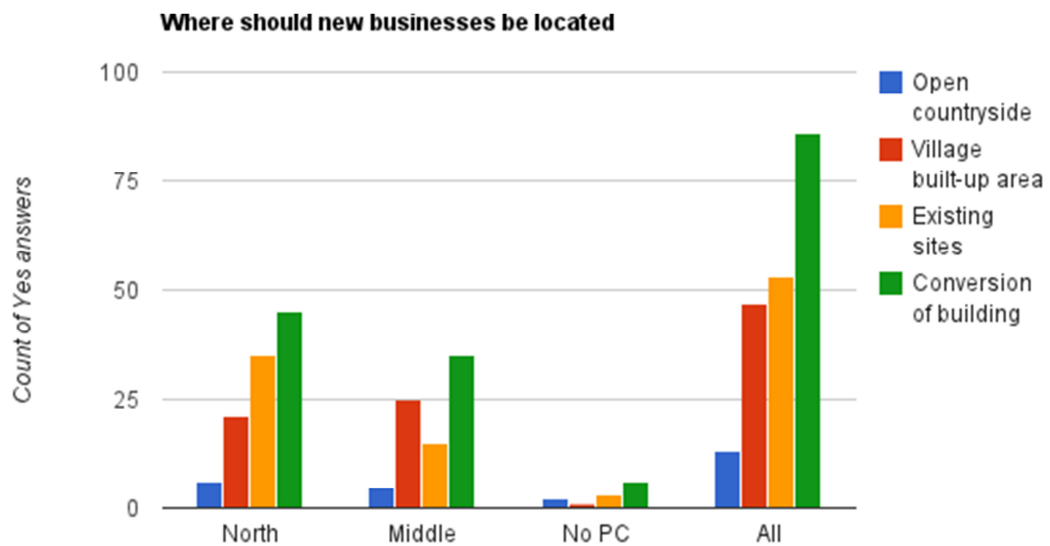
	North	Middle	No PC	All
Market Gardening	35	17	2	54
% of all Industry answers	31%	20%	15%	26%
Glasshouses	15	7	1	23
% of all Industry answers	13%	8%	8%	11%
Polythene tunnels	10	5	0	15
% of all Industry answers	9%	6%	0%	7%
Arable farming	35	15	2	52
% of all Industry answers	31%	17%	15%	25%
Livestock farming	37	17	2	56
% of all Industry answers	33%	20%	15%	27%
Manufacturing	4	0	0	4
% of all Industry answers	4%	0%	0%	2%
Food processing	5	2	0	7
% of all Industry answers	4%	2%	0%	3%
Office based	5	2	0	7
% of all Industry answers	4%	2%	0%	3%
More small businesses	37	37	2	76
% of all Industry answers	33%	43%	15%	36%
Existing businesses expanding	12	10	3	25
% of all Industry answers	11%	12%	23%	12%



North and Middle Littleton Parish Plan

Where should new businesses be located:-

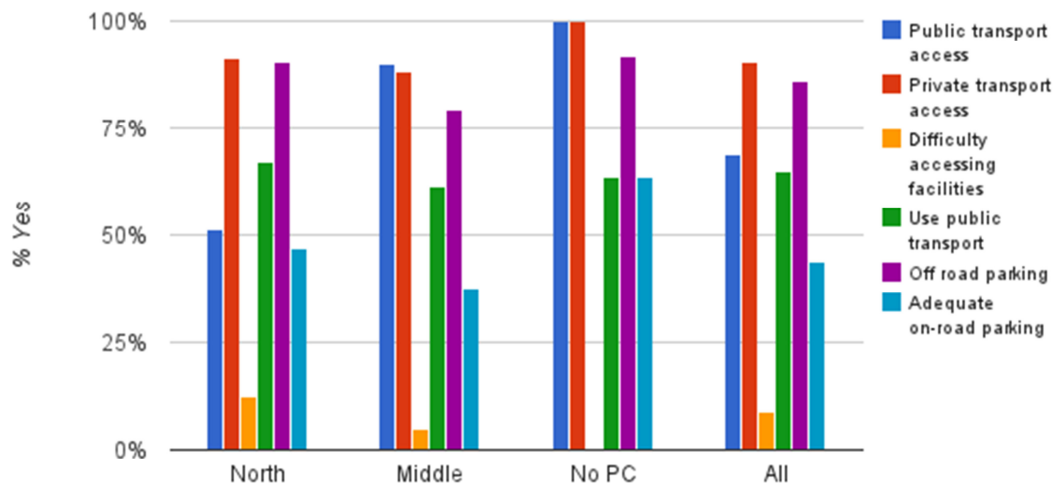
	North	Middle	No PC	All
Open countryside	6	5	2	13
% of all Industry answers	5%	6%	15%	6%
Village built-up area	21	25	1	47
% of all Industry answers	19%	29%	8%	22%
Existing sites	35	15	3	53
% of all Industry answers	31%	17%	23%	25%
Conversion of existing buildings	45	35	6	86
% of all Industry answers	40%	41%	46%	41%



North and Middle Littleton Parish Plan

Transport

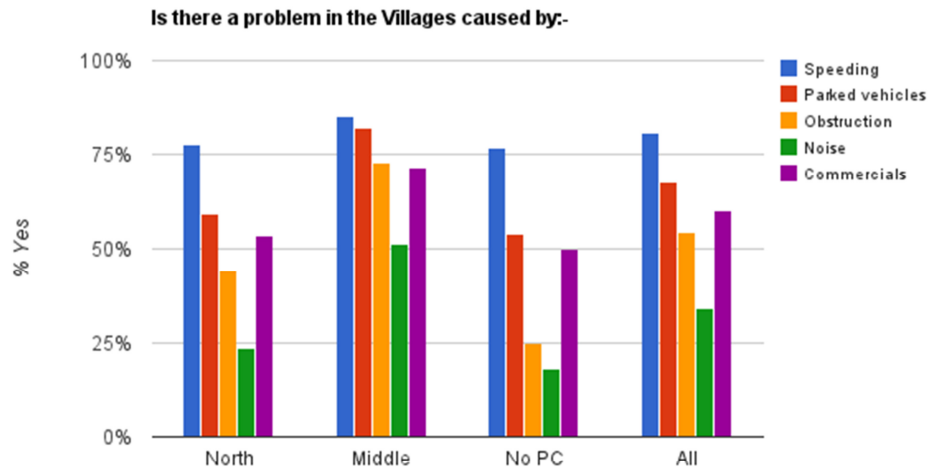
	North	Middle	No PC	All
Do you have full access to public transport other than school buses?	51%	90%	100%	69%
Do you have full access to private transport?	91%	88%	100%	90%
Do you have any difficulty accessing health facilities, shops or schools through lack of available transport?	13%	5%	0%	9%
Would you use public transport if available?	67%	61%	64%	65%
Do you have off road parking facilities?	90%	79%	92%	86%
Do you consider there is adequate on-road parking for those without private facilities?	47%	38%	64%	44%



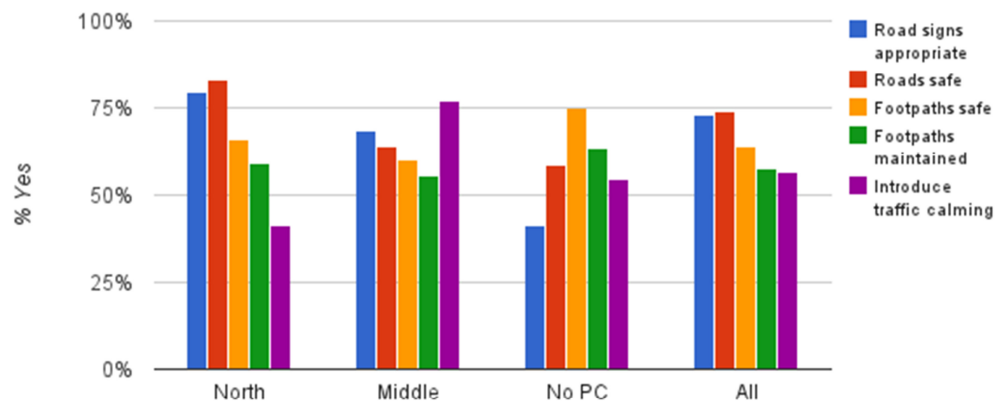
Is there a problem in the Villages caused by:-

	North	Middle	No PC	All
Speeding vehicles?	78%	85%	77%	81%
Parked vehicles?	59%	82%	54%	68%
Obstruction or congestion?	44%	73%	25%	54%
Unacceptable levels of traffic noise?	24%	51%	18%	34%
Disturbance from commercial vehicles?	54%	72%	50%	60%

North and Middle Littleton Parish Plan



	North	Middle	No PC	All
Do you consider the current road signage appropriate?	80%	69%	42%	73%
Do you consider the existing roads reasonably safe to use?	83%	64%	58%	74%
Is there adequate and safe roadside footpath provision for your needs?	66%	60%	75%	64%
Do you consider the roadside footpaths to be adequately maintained?	59%	55%	64%	58%
Do you want to see any traffic control or calming measures introduced?	41%	77%	55%	57%



North and Middle Littleton Parish Plan

Survey comments

See page 5 for the top 100 words in survey comments

Bad footpath upper half Arrow lane; should be 30 whole length Arrow lane

Concern over effect of any development on drainage and flooding. Who should be maintaining brook?

Small village shop in North

Breakdown truck parked at corner of Tithe Court should not be allowed to - damage to pavement and anti-social noise

Any plan for affordable housing needs to take into account those already here

Local residents needs to be considered above those of industry which is able to expand freely (eg Kanes). Any plan for housing needs to consider what is selling or not

Less noise, less heavy traffic, more police patrols

Link not delivered

Traffic calming, pleased survey being done

Problem with people parking on road even when they have private parking areas

We have a lot of social housing for a small village. Vast commercial area should be in a proper commercial park

Based on how Kanes has been allowed to expand there is no point in giving opinions as they will ignored by local politicians

Link arrives too late

Should have website & historical society like Badsey where it bought village together. Need better broadband

Manor hedge needs cutting, is road hazard

Need mirror at top of School Lane to view traffic from left, Lorries going past parked cars at shop in South accident waiting to happen

Like a butcher and baker, also revive local pub

Speed humps & 20mph limit in North Littleton

Flood Alleviation; Dog walkers pick up mess

Kanes has outgrown its location and should relocate to a local business park. Roads should not have to take its HGVs

No amenities in North Littleton so no further building should be considered

More social activities should be organised; no community atmosphere in North Littleton

Already provide more jobs than any other village in county so why would we want more industry. Why would anyone want more social housing with no shops or public transport. Houses don't sell at the moment

Should be 7.5t restriction when turning left out of Kanes; Windmill hill too narrow for HGVs

Poor visibility at Arrow Lane/Cleeve Rd Xroads. Link only important until website

Darren is important. 30mph not observed in Westside, esp motor- & quad-bikes. Noise from bikes in evenings. North Littleton no longer a quiet village

Several properties for sale & rent, don't need new. Community shop in the Ivy. Increase in motorbikes & quads in North Littleton

Resist all development to maintain rural character

Facilities not adequate for more housing. Far too many HGVs already

Want to see young people bought up in the villages be able to afford housing here. Like a scheme like in Harvington

Supports local football team. Supports activities WI, over 60s. Would like local discussion group

No further development because of flooding issues. Excessive floodlighting an issue. Visibility bad at top of Arrow lane

Like a Post Office in North. Proper flood alleviation plan required. 20mph in North Littleton. Are sewers adequate for the villages

Need a bus that goes into the villages, especially for the elderly. Maybe smaller village hopper

20 mph limit

Excessive driving speeds. Maybe speed bumps

Treat North & Middle separately

Unsafe narrow footpath Cleeve road into South Littleton - needs widening for safety. Need pedestrian crossing on Cleeve Road near school to Main St.

Phone mast on Church tower

Room for small companies to start & offer local employment

North and Middle Littleton Parish Plan

Want a small area with a ramp in Middle Littleton for older children to play on scooters. Alternative to children using driveways and kerbs for jumps

Want a friendly local pub with reasonable prices and a co-operative food store

New housing is a contentious issue. No-one wants it on their doorstep. However demographically villages can be emboldened. As we know young families have real challenges securing affordable houses in rural areas. Recently there has been a reduction in numbers of children attending our rural schools so redundancies have occurred - we need young families in our community for a number of reasons and they need affordable housing.

We pay a premium in house pricing & council tax to choose where we live and therefore do not want ANY FORM of subsidised housing. The water pressure in the village is VERY LOW.

Our roadside "footpath" is almost non-existent. We have to walk in the road.

I found most of this most difficult to do on just a Yes-No response. I think it would be helpful to explore the implications of just having opinions without any background knowledge.

There is no community spirit. We need more younger families with some get up & go. Build some new 'tasteful' houses, get a bus in to the village & let's be more sociable.

A weight restriction considered to reduce large trucks, container lorries, particularly around Amery Lodge corner. Small change is acceptable.

Surface water and speeding cars are a problem down Blake's Hill

We chose to live in a village not a town. We therefore wish to preserve the village - like the character of the Parish.

I think there should be a range of housing needs catered for bearing in mind parking for cars and that the bus service does not currently support schools or workers timetables. The existing business should be supported shop, veg shop, & Ivy. More postal collection would be better. No more business (just support existing sites)

Further building in the village will destroy the beauty and character. It will start to become a mini town. Building outside of the building lines should be stopped, regardless of the type of houses being built i.e. Eco/Social

There should be a weight limit on roads into N. Littleton and no HGV at all for safety reasons the roads aren't wide enough. Additional development in North Littleton should be carefully considered, particularly for affordable housing given the lack of infrastructure e.g. transport, schools, clubs, playgrounds, shops, medical care and the likely impact it would have on the impact of the village characteristics [sic].

I am sure that many people move to this village because of its location. It's a fairly quiet and sleepy village. I am not against new housing or change. But there are many issues that need very careful thought before putting to practice. Most of us don't mind the 11 mile round trip to Evesham for their weekly shop. More houses mean more people mean more traffic mean more need for local shop, more need for more bobbies on beat and so on and so on. More noise.

Hedgerows overgrowing & blocking vision

Speeding motorists especially Kanes shift changes

Speeding vehicles - speed warning for Cleeve Road

Need affordable housing for future generations

Verges and drains not maintained. Current planning apps should be stopped until new plan is developed. Sign in wrong place

Kanes noise levels. Use of bridleway by motorbikes.

Kanes traffic speeding

Small housing schemes of 8-10 properties may be appropriate

Weight restrictions to be applied for vehicles through village and signage. Balance of social/private housing shouldn't be altered

BT Infinity required

Ban large vehicles from village centre esp Pebworth Road

Building will increase flood risk. Preservation of dry stone walling is important.

Housing should have been supplied gradually over time instead of larger developments.

20 MPH speed limit.

Ample new housing being built in Evesham.

Ensure drains are clear to stop flooding.

Improve mobile and broadband. Housing supply is important but not housing association.

Poor public transport for elderly.

New housing will spoil the character of the village and the infrastructure will not cope.

Need bus service through parish. Need speed limit signs. Ban HGVs from Anchor Bank.

Stones placed along verges are dangerous.

Development should be in keeping with the village. Kanes should be moved out of village. Younger people for Parish Council.

North and Middle Littleton Parish Plan

Lack of public transport.

Disagreed with building on arable land - utilise unused buildings.

Need off road parking especially for the disabled.

Need road crossings especially for children walking to school.

Need off road parking.

Tenants keep front gardens tidy

Poor state of footpaths, no road crossings, several accidents along Cleeve Rd, no infrastructure for new housing.

Cleeve Road very dangerous, should be more Police patrols.

Speeding on main road, lack of parking in Tytheway. Noise from lorry refrigeration at night when parked on main road.

Stop Kanes workers speeding - more police patrols. Car crashed into Titheway gardens from Cleeve Road.

Services won't cope with new housing.

Lack of wheelchair suitable access, particularly on pavements.

