

## Table of Contents

1 Executive summary .....	4
2 Chairperson's Forward & Methodology.....	5
3 Stakeholders.....	6
4 Introduction.....	6
5 Parish boundaries and housing distribution.....	7
5.1 Parish Boundaries.....	7
5.2 Housing Distribution.....	8
5.3 Boundary redefinition.....	9
5.4 Potential actions .....	9
6 Development & Planning.....	9
6.1 Potential actions.....	10
7 Amenities, Social & Care.....	10
7.1 Local Government and Volunteer Organisations.....	11
7.1.1 Sambourne Parish Council.....	11
7.1.2 The Sambourne Trust.....	11
7.1.3 Sambourne W. I.....	12
7.1.4 Sambourne Village Association.....	12
7.2 Amenities.....	12
7.2.1 Parish Meeting Room .....	12
7.2.2 Public Houses.....	13
7.2.3 Village Green .....	13
7.2.4 The Recreation Ground.....	13
7.2.5 Miscellaneous Commercial Enterprises.....	13
7.2.6 Education.....	14

7.2.7 Library Provision.....	14
7.2.8 Post Offices.....	14
7.2.9 Internet Provision.....	14
7.2.10 Refuse Collection.....	14
7.2.11 Transport infrastructure .....	14
7.2.12 Footpaths and bridleways.....	15
7.2.13 Communications .....	16
7.2.14 Community Spirit and Good Neighbourliness.....	16
7.2.15 Emergency Services and Provision.....	16
7.3 Potential actions.....	17
8 Environment & ecology.....	18
8.1 Setting.....	18
8.2 Biodiversity.....	18
8.3 Possible actions.....	18
9 Traffic & Speeding.....	20
9.1 Possible actions.....	21
10 Strengths & weaknesses of Sambourne Parish.....	22
10.1 Strengths.....	22
10.2 Weaknesses.....	22
10.3 Opportunities.....	22
10.4 Threats.....	22
11 Recommended Actions.....	23
12 APPENDIX 1 Sambourne Parish Boundaries.....	26
13 APPENDIX 2 Sambourne Conservation area.....	27
14 APPENDIX 3 Listed Buildings.....	28
15 APPENDIX 4 Public Footpaths.....	30

16 APPENDIX 5. Summary of Results - Development and Planning .....	31
17 APPENDIX 6 Public transport schemes.....	35
18 APPENDIX 7 Measures to reduce the speeding traffic issue.....	40

# **1 Executive summary**

Key items identified in the Parish Plan include

1. Parish boundaries and housing distribution
  - Conduct a detailed survey of areas on the periphery of the parish to see if there is a consensus of opinion to undertake the formal process to review the boundaries and adjust if appropriate.
2. Development and planning
  - The importance of the green belt is clear from the survey.
  - Any development must be carried out with due regard to the rural character of the parish.
3. Amenities and social care
  - Foster the strong community spirit identified in the survey.
4. Environment and ecology
  - Increasing the extent of biodiversity is possible in the rural surroundings
5. Traffic and speeding
  - Speeding traffic impacts on many aspects of life in the parish – the risks of vehicle-pedestrian conflict and noise nuisance.
6. Strengths and weaknesses of the parish.
  - The strengths of the parish are well-recognised and the weaknesses are few.

Under each of these categories actions have been identified, each with a level of desirability, owners and estimated time-scales. Details of these are presented in a separate section (“Recommendations”)

## **2 Chairperson's Forward & Methodology**

The Parish Council recognised that it was advantageous that a Parish Plan should be produced. In 2011 a parish-wide survey was produced working with Stratford District Council. This was distributed by volunteers and returned using enclosed pre-paid envelopes. The return was excellent and the data were professionally analysed by an independent company.

The survey formed the starting point for the plan by formally canvassing people's opinions. The plan is to be a formal document outlining the future of the community and examining the needs and views of residents. In this way it will influence decision making in the following areas:

- making representations to local authorities on matters for which they have responsibility – for example, planning
- Parish Council which represents the entire community – for example, bidding for funds
- Focusing the actions of existing organisations and community groups.
- Encouraging the formation of new groups to tackle specific issues.

A Committee was formed from volunteers to produce the document. At the first meeting, formal terms of reference were agreed and officers appointed.

The members are: Kate Cooke, Graham Birley (chairman), Ken Miller, Bob Drysdale (secretary), Roy Davies, Justin Kerridge (District Councillor) and Chris Clews (Parish Councillor).

### **3 Stakeholders**

During the compilation of this document the following bodies were included as possible partners , and many consulted to ensure the Sambourne Parish plan reflected the majority of the current stakeholder needs and the identified actions. Consideration was also given to possible future involvement as the actions evolved.

Residents of Sambourne Parish

Warwick County Council

Sambourne Parish Council

Stratford District Council

Coughton Parish Council

Studley Parish Council

Warwickshire Police force

Department of Transport

Sambourne WI

Sambourne Trust

Sambourne Village Association

### **4 Introduction**

The village of Sambourne (Ordnance Survey grid reference of SP059623) in Warwickshire, is 12 miles from Stratford on Avon, 5.5 miles from Redditch with Studley being some 2 miles away. It is some 90 m (295 feet) above sea level, at the foot of the ancient Ridgeway on its western side where the terrain rises some 500 foot. Geologically, Sambourne is within the Triassic area of Keuper red marls, having a sub-soil of clay and gravel. In the upper gravel stratum there were formerly gravel- and marl-pits. The land is now mainly under grass, although gravel extraction has been commercially viable in the area.

Mention is made of Sambourne in the Domesday survey (1086), where it was recorded as being part of the lands held by the Church of Evesham. At that time it had a population of approx 27. It covered 3 hides (360 acres), had land for 4 ploughs, woodland of 1 league (1.5 miles) long by half league (0.75 miles) wide. It was then known as Sambourn, ("Bourne" being an Anglo Saxon term for a

stream). The village of Sambourne today has grown to a small hamlet in Warwickshire close to the border with Worcestershire.

Sambourne was a hunting ground for King John (1199-1216) in medieval times. In 1280, however, the abbot of Evesham had to pay 50 marks to regain the wood of Sambourne which had been seized due to the disputes between the Abbot's bailiffs and the Crown. The Abbots of Evesham abbey utilised the mill and river in Sambourne as a fishery, this being possibly the earliest example of commerce within the parish.

Ownership was invested with King John and future monarchs, along with surrounding villages and lands as part of Feckingham forest, until the Dissolution in 1540 when it was granted by Henry V<sup>111</sup> to Robert Throckmorton for the sum of £455. The village of Sambourne was sold by the Throckmorton family in 1924 giving a number of villagers the opportunity to purchase the cottages in which they were living.

Later Sambourne became known as one of the earliest centres of the local needle industry. Edward Cooke (1798–1873), was a commercial needle manufacturer who lived and died at Sambourne. Glove making was also undertaken within the village and at Coughton. During the middle of the last century brick making was carried out in the parish. The principal occupation within the parish is now agriculture, with glove making and needle making moving first to Redditch with its then increasing population. Later there was a decline of both industries due to competition from foreign imports. The 2001 census of the parish supports the notion that the majority (55%+) of residents work in a managerial, professional, or technical capacity, commuting being a feature of the working life of many parish residents.

Over the years there has been a steady increase in the population of the Parish. Figures cited by the British History website indicate that in 1911 there were 441 residents; in 1921 this had decreased to 431; while ten years later (1931) a figure of 624 was recorded. The public census of 2001 records the Parish of having a population of 828, just over half (50.2%) being female, with 47% of the population aged between 30 – 59yrs. There was an average occupancy of 2.52 persons in the 319 households that reported. Direct comparison with today's findings may not be meaningful due to realignment of Parish boundaries.

## **5 Parish boundaries and housing distribution**

The parish boundaries enclose a variety of surroundings and differing environments ranging from rural to semi-urban. This fact becomes significant when considering the needs and expectations of the residents who live in these differing areas. This raises questions concerning the local acceptability of additional housing

## **5.1 Parish Boundaries**

A map showing the parish boundaries is included in appendix 1.

The parish of Sambourne meets Cookhill parish (Wychavon district, Worcestershire) just to the east of the Ridgeway (A441) and a little north of the 'Why Not' pub. It follows the eastern edge of the Astwood Bank (Redditch district) property line north towards Crabbs Cross. There are no houses in Sambourne parish on this border, although Eastern Hill farm, accessed from Jill Lane, comes closest. The border crosses the Slough (A448) just below the first houses and runs east, under Redditch, through Rough Hill Wood to the corner on Green Lane where the footpath runs towards Allely's yard. Puck Hill (house) and the old Slough farm, on opposite sides of The Slough, are the first houses in the parish. The border runs along a portion of Green lane to the disused railway bridge; the houses on the south side of the road are in the parish. It then runs south east (now bordering Studley parish) along Kiln Close to Node Hill (A448) at the Station Road junction i.e. encompassing all the houses in Kiln close except the row of houses on the northern side of the northernmost Kiln close cul de sac running towards Station Road which are in Studley, as are the golf driving range and SIBCAS. The border crosses the entrance to Station road then continues along the centre line of Node Hill, south of Studley, to Sernal Corner on the A435. All the houses fronting the Southern side of Node hill (A448) are in the parish. The parish takes in the small cluster of businesses and houses on the eastern side of the A435 then runs east, south of the sewage works, to the river Arrow just before Sernal Hall farm. It then runs South down the river (bordering Sernal then Coughton parishes) to just north of Coughton Court. It then runs west along Thundering ditch/Cain Brook back over the A435 towards Sambourne. The two cottages by Coughton court north of Thundering ditch/Cain Brook and the houses around the Throckmorton arms are in the parish. The boundary follows Thundering ditch south of Sambourne (still bordering Coughton) and back up to the Ridgeway (bordering Alcester from Whitemoor lane). All of Sambourne village is in the parish but Alcester Warren farm, off Whitemoor lane, is in Alcester parish.

## **5.2 Housing Distribution**

Sambourne parish consists of several distinct areas of housing: Main areas being the village of Sambourne, the hamlet of Middletown and Kiln Close/St Johns Close. There are also many houses along the A448, A435 and on other more minor lanes.

Within the area as defined above there are the following housing areas .

Area	Approximate number of dwellings
Sambourne village approx	130
Middletown,	40
The lanes around Sambourne,	20
Green lane, Kiln Close etc	48
Junction of A435 & A448 along Node Hill to Station Road,	13
The Slough (A448) from Green lane towards Redditch,	25
The A435 from Haydon Way to Coughton,	20

### **5.3 Boundary redefinition**

Comments from the 2011 parish survey, together with anecdotal evidence, suggest that some of the outlying residents feel unconnected with the village and parish of Sambourne. Approximately half the parish live physically closer to settlements other than Sambourne. When asked, “Do you think the parish boundary should be redrawn to reflect recent development?” (qu. 31 parish survey, 2011) only 12%,( 36 people), responded “yes” and 88%,( 254 people), “no”. This suggests the majority of residents living outside the ‘village’ of Sambourne are happy to be part of Sambourne Parish. The District Council is planning a parish boundary review in 2012/13. In the 2011 survey, 9 out of 13 **who responded** to the question “in which parish would you prefer to be included instead of Sambourne?” indicated Studley (Qu. 32).

### **5.4 Potential actions**

Survey feelings of residents in relevant areas.

## **6 Development & Planning**

At the centre of Sambourne village is a triangular village green where four lanes intersect. This area with about 24 buildings was designated as a conservation area on 22nd July 1991 (appendix 2). Within Sambourne there are several buildings of historical and architectural merit (appendix 3 listed buildings). Within the Parish of Sambourne between Sambourne Village and Studley, is the hamlet of Middletown, mainly a string development along the B444 but off it there is a lane with, amongst other properties, five cottages and a barn, all having 17th-century timber-framing, although they have, over the years, been altered, the majority have now had their original thatched roofs replaced with tiles.

There is no single significant architectural style within the parish, but it is a very diverse eclectic mixture, spanning the years from older black and white thatched examples (some having a Grade one listed status), farm houses, later barn conversions, 1970's council housing, modern homes and industrial units.

The parish contains a number of small communities ranging from rural to semi-urban in nature. It is therefore probable that the residents of each of these communities have differing concepts of what is desirable for their location. Consequently, the response to some of the 2011 parish survey questions might be better analysed from the viewpoint of individual communities. However, it is clear that the rural nature and lack of development of the parish, the small size of the village and the peace and tranquillity of the area are valued by residents (Qu44, parish survey 2011). The importance of the green belt and the separation of Sambourne from both Redditch and Studley should be stressed.

There is a strong indication that the majority of respondents are against any new development in the parish (see appendix 5).

### ***6.1 Potential actions***

Actions should be directed towards the core strategy 2012 and other planning developments, carrying out a housing needs survey and the preparation of a neighbourhood plan at the appropriate time.

## **7 Amenities, Social & Care**

This category includes the facilities and governance provided by local and national government as well as local provisions made possible by volunteers and charitable organisations.

It therefore covers education, refuse collection, transport, police and fire and ambulance services as well as voluntary groups.

In addition to these tangible resources the survey shows how much people value community spirit and good neighbourliness.

All these factors contribute to residents feeling safe, secure and well-provided for in their area with facilities on hand whenever need arises.

**Qu 27 “is there a need for the following in Sambourne? (tick all boxes)” (124 respondents)**

67% dedicated community/district nurse (83 people)

## ***7.1 Local Government and Volunteer Organisations***

Sambourne is in the parliamentary constituency of Stratford upon Avon, the Warwickshire County Council division of Studley and the Stratford on Avon district council ward of Sambourne. Full details of their responsibilities and services can be found on their respective websites.

Broadly, the responsibilities are allocated as follows. County Council is responsible for highways (speed limits, repair, maintenance, drainage and lighting), education and social services. District Council is responsible for local planning, environmental health, leisure, housing, and refuse collection.

### **7.1.1 Sambourne Parish Council**

The main role of the council is to represent the interests of people who live in Sambourne based on experience, consultation and opinions expressed to members and to act in what is seen as the best interests of Sambourne parishioners .

At most, 36% of the parish have ever attended a parish council meeting and only 16% had attended in the year previous to the 2011 survey. However, 60% thought the parish council was “aware of local concerns and feelings” as opposed to 44% for the district councillor and 27% for the county councillor. 56% of people were content with the way the parish council publicises its activities. (Qu. 33, 34, 37, 39)

The council meets every other month and posts agendas in advance and minutes following meeting on village notice boards. It hosts the parish’s website

([www.sambourne.org.uk](http://www.sambourne.org.uk)), giving access to its minutes, agendas, planning and associated data plus links to other groups associated with the parish.

### 7.1.2 The Sambourne Trust

The Sambourne Trust is a charity that had its beginnings in 1710 .Through a rental income generated from Trust properties this charity is able to offer financial assistance and support to parish members. It also offers donations to local charities and worthy causes. Examples of this assistance is aid to the disabled, assistance to school children for purchase of books and equipment, money tokens to pensioners for the purchase of goods and assistance to those who are unable to afford essential repairs to their homes. The Trust has also recently helped reinstate the Thursday shopping bus from Sambourne. Requests for help/assistance can be brought to the Trust's attention by individuals in the parish. Details of the Trust can be found on the website [www.sambournetrust.org.uk](http://www.sambournetrust.org.uk).

### 7.1.3 Sambourne W. I.

Established in the 1930's is an important part of village life where old and new friends meet up. Meetings include listening to interesting and varied speakers, social events and campaigning on issues that matter to the WI and the community. Christmas party and Summer teas also feature in their social calendar which is displayed in the notice boards and can be accessed on Sambourne's website (under Organisations). Details of each meeting are described in The Link parish magazine.

### 7.1.4 Sambourne Village Association

The association consists of volunteers and residents of Sambourne parish. It organises events which aim to involve all sections of the parish community, including a children's Christmas party, the annual Minifest weekend, Over 60's lunch, Christmas Shopping coach trip and Burns Night celebration. Advertising and communicating information regarding events is effectively carried out using posters, leaflets and contact telephone numbers.

## **7.2 Amenities**

### 7.2.1 Parish Meeting Room

The Church Hall in the centre of the village which is used both as a place of worship and by village organisations It is a small Chapel of Ease built by public donations in 1892 of brick and red tiles. It has a small bell tower and a bow fronted apse containing three lancet windows.

Organisations using the building include the Church of England, Women's Institute, Parish Council, Village Association. There are also events or meetings staged by ad hoc groups – for example, wine tasting evenings and book sales.

### 7.2.2 Public Houses

The 'Green Dragon' in the centre of the village has an excellent and well deserved reputation and provides bed and breakfast facilities. It is much used by parishioners and by those from further afield for socialising and for dining. It also serves as a community focus point for both formal meetings and less formal activities. The building is one of the village's most prominent buildings dating back from 17th/18th century with 19th additions. Arguably the mother of the comedian Tony Hancock is the most famous former licensee of the premises (1941–46).

The Throckmoton Arms on the A435 near Coughton and The Jubilee on the A448 and Middletown lane are also in the parish.

### 7.2.3 Village Green

The centre of the village has an attractive and well established village green with a recently renovated war memorial which was erected in 1919 and dedicated a war memorial. Services of remembrance are still held yearly on Armistice day. The Green and memorial are maintained by the Parish Council and by volunteers.

There are a number of benches, most donated by members of the public.

The Green is used as the focus of a variety of events for example The Royal Wedding celebrations and the MiniFest.

### 7.2.4 The Recreation Ground

The recreation ground is located on Sambourne Lane. It covers about 2 acres and was bought by the parish council in 2002. About half the area is flat and mown regularly, the remainder is set aside for wildlife. Paths which criss-cross this area are maintained by volunteers who also plant a variety of trees around the site. The recreation ground has hosted a variety of events for example the 2000 celebrations and the annual MiniFest.

### 7.2.5 Miscellaneous Commercial Enterprises

Coughton Lodge and the egg shop near Coughton on the A435, Sperial corner (dog grooming, cafe and buffets, plant store etc), the garden supply barn and caravan park on the Bromsgrove road (A448), Swimming pool, car repairs, offices and industry in Green lane and onto the A448, children's nursery, care

home and small farm shop up the Slough (A448), two kennels, offices (Chestnut court), industry (Troy industrial estate) and the Scalextric circuit on Jill Lane, bed-and-breakfast at Sambourne Hall farm and several working farms

#### 7.2.6 Education

There are local primary schools at Coughton, Studley and Astwood Bank, plus secondary school provision in Studley and Alcester. Some parishioners children also attend junior schools at Feckenham and Great Alne. In addition to Alcester, Stratford has two grammar schools and a Further Education College, as does Redditch

#### 7.2.7 Library Provision

There are local libraries at Studley, now based in the village hall and Alcester. In addition the mobile library visits the village once a week. There is also provision for a monthly home delivery service.

In 2012 Studley library moved to the village hall as a community library.

#### 7.2.8 Post Offices

The post office in Sambourne closed some years ago. There are currently post offices at Astwood Bank, Studley (Tesco) and Alcester.

#### 7.2.9 Internet Provision

Broadband provision is variable throughout the parish, depending on which exchange completes the connection – Studley or Astwood Bank. Both distance and quality of the lines determine broadband speed and reliability. Sambourne is participating in the government-led initiative to improve broadband.

#### 7.2.10 Refuse Collection

The parish benefits from fortnightly refuse collection (household refuse, recycling plus green garden waste), with facility for larger household items removal by direct contact with Stratford Council offices .

There is a bulky waste deposit service at the adjoining parish of Studley on the first Saturday of the month. Sambourne Parish Council contribute to the funding of this service so residents of the parish are entitled to use that facility.

Many people suggested that the facility at Redditch should be extended for non-residents.

### 7.2.11 Transport infrastructure

In general, due to its rural location public transport in the Sambourne area is poor.

The Midland Railway constructed a branch line from the Birmingham and Gloucester Railway at Barnt Green in 1859 which terminated at Redditch. Later (1868) the Evesham and Redditch Railway opened a single track line which joined Redditch with Evesham. The section of the line between the stations at Studley and Coughton (Coughton station: closed 1952) passed through the parish of Sambourne. This line was closed in 1962.

At present railway provision involves a car journey to Redditch (15 minutes; service variable to Birmingham), to Henley (20 minutes, satisfactory service to Birmingham Snow Hill and Stratford), Dorridge/Warwick Parkway(Chiltern Line) (25 minutes, good service to Birmingham Snow Hill and London Marylebone) and Birmingham International (35 minutes, good connections with the national rail system). There is also a good rail service from Evesham (20 minutes) with services to London (Paddington), Oxford, Worcester, Hereford and Malvern.

At present there are two services per hour from Redditch to Birmingham New St, however the 'Redditch Branch Enhancement' aims to upgrade this to provide a train every twenty minutes. Network rail is currently assessing the option of a double track section between Alvechurch and Redditch.

Bus services to Stratford, Evesham and Redditch are available from the Slough and along the A435. The Sambourne Trust fund a weekly service to Redditch.

There is currently a Community Links Transport provision but the future of this service is currently under review.

The 2011 survey indicated that 91% of journeys were made by car and only 10% of the respondents made use of the free bus service. Of those, 10% used the weekly bus service as a shopping trip.

Free or at-cost public transport services are shown in Appendix 7.

### 7.2.12 Footpaths and bridleways

The parish has many miles of public footpaths. These are maintained by local volunteers and Warwick County Council. They are a popular amenity and used by many people. A group of volunteers ensure all paths are walked regularly.

A map showing the footpaths is shown in Appendix 4.

54% of respondents felt that footpaths were well signposted.74% knew where the footpaths were and 67% stated that they could use them without difficulty.

Respondents to the survey stressed the importance of keeping roads and footpaths tidy, free from litter and reduce fly tipping.

### 7.2.13 Communications

As well as local newspapers (Stratford Herald, Redditch and Alcester Standard and Redditch Advertiser), there are also locally produced publications such as 'The Link' and 'The Voice', two parish notice boards and a parish website.

The Link (monthly parish newsletter for Sambourne and Coughton) is the most read local communication (70% of the parish), compared with 46% for the quarterly newsletter The Voice. In the region of 50% read one of the parish notice boards (by the public telephone box outside the Parish meeting room and the lay-by in Middletown Lane), with 8% visiting the website (Qu. 38) at [www.sambourne.org.uk](http://www.sambourne.org.uk).

### 7.2.14 Community Spirit and Good Neighbourliness

Sambourne has an undoubtedly strong community spirit and an effective network of helpful, trustworthy neighbours. Comments from the survey stress the importance of: a caring and friendly community, friends and neighbours.

### 7.2.15 Emergency Services and Provision

Sambourne Parish Council has a formal Emergency Provision document which lists holders of lifting equipment, contact details of people who will provide first-line facilities (first aid expertise and communication facilities) and procedures to be followed in case of a major local incident or emergency.

Police provision is good bearing in mind that this is a rural community. 29% felt police provision is good or reasonable and 45% regard police coverage to be good or reasonable.

There was a question in the past re the '999' service insofar as the 'wrong' Police force (i.e. the West Mercia Force) frequently arrived instead of the Warwickshire Force. This happened on at least one occasion when the emergency services were informed that Sambourne lay within the jurisdiction of the Warwickshire police service.

North Alcester Safer Neighbourhoods team, our local police team, provide a regular 'drop-in surgery' service in the lay-by near the Parish Meeting Room. Dates are publicised through The Link and on the Parish website. The latter has a link to the monthly police reports for the area.

There is an active Neighbourhood Watch Scheme in Sambourne, publicity signs have been erected around the village. There are regular updates and contact details in parish publications The Link and The Voice, on parish notice boards and on the parish website plus [nwsambourne@gmail.com](mailto:nwsambourne@gmail.com)

Fire protection provision at present is provided by Warwickshire Fire Brigade via Studley Fire Station although this station is to be closed. Alcester will then become a full-time station and possibly be upgraded to compensate for the loss of the local service.

Ambulance provision appears also to be satisfactory. A volunteer organisation – First Responders – supplements this service

### **7.3 Potential actions**

There are a range of potential actions to improve the situation.

- Improve bus service to Redditch and other destinations such as Stratford and Solihull. Lobby alternative providers to divert services via Sambourne perhaps once a week.
- Support the 'Redditch Branch Enhancement Scheme' and improvement of the rail provision via Evesham.
- Extend provision for the regular maintenance of footpaths, pavements and bridleways. Additional pavement provision and improve public footpath network
- Secure improvement to internet provision
- Encourage more extensive use of websites: Parish, District and County Councils. Encourage other organisations to increase use and usability of websites
- Help provide volunteers for Studley library
- Advertise and encourage use of the monthly bulk waste collection facility in Studley.
- Re-open arrangements for residents to use the site at Redditch in addition to the one at Stratford.

- Recruit more volunteers for Neighbourhood Watch.
- Increase local participation in the parish. 25% of respondents said they would like to be involved in community activities.

## **8 Environment & ecology**

### **8.1 *Setting***

The parish is largely agricultural and contains pasture land and woodland with evidence of medieval 'ridge and furrow' methods of agriculture. There are pockets of commercial and industrial activity.

Apart from Traffic concerns (see traffic section) noise from low flying aircraft (28%) was an issue.

### **8.2 *Biodiversity***

The Parish Council takes the question of biodiversity very seriously and is contributing to the 'Warwickshire, Coventry and Solihull Local Biodiversity Action Plan'.

This plan is the local manifestation of UK Government and United Nations initiatives intended to preserve ecosystems, diversity of species and their associated habitats.

Parishioners are encouraged via the Parish website to make their gardens 'eco-friendly' to the wide variety of mammals, birds, reptiles, amphibians, invertebrates and plant life found in the parish.

The principal ecologist David Lowe (Warwickshire Historic and Natural Environment) and Phil Jones of the Parish Council have identified a number of interesting plant and animal species within the parish and have developed programmes designed to conserve such species and their associated habitats.

Of particular interest are areas such as Middletown Lane, Wike Lane and the Recreation Ground. Programmes of grass cutting, pruning and coppicing are in hand to maintain and improve the quality of the ecosystems found in these and other areas of the parish.

For instance, Knapweed, Vetch and Yarrow have been located in the Middletown Lane area.

Much progress is being made and details of it are described and regularly updated on the parish website by Phil Jones.

Phil also includes 'Nature Jottings' in the monthly parish magazine.

### **8.3 *Possible actions***

Maintain and improve where possible the biodiversity and natural environment of the area.

Low flying aircraft: identify plane and complete witness statements on Civil Aviation Authority website.

## **9 Traffic & Speeding**

Sambourne is situated mainly between the A441 to the west, the A448 to the north and the A435 to the east.

The village itself is served by C- and D-class roads generally unsuitable for HGV traffic. They are narrow and a number (e.g. Sambourne Lane/Capilano corner; Whitemoor Lane; Wyke Lane) have sharp bends.

The entire village was de-restricted until the early 1990s, when the inner area of the village was reduced to 40 mph.

Recently the speed limits in the village were reviewed in a scheme implemented by Traffic Group at Warwick County Council which became enforceable on 15th February 2010. The centre of the village is now covered by a 30 mph zone which is surrounded by 40 mph – the transition is marked by “gateways” and road markings.

Traffic was a significant issue in the 2011 parish survey. 63% of respondents consider speeding is a problem and 71% support further control measures. A striking 264 respondents (89%) were concerned that the village was used as a ‘rat run’. This is mainly caused by a lack of a suitable east-west connection between the surrounding A-class roads.

Other issues commented on include the need to reduce traffic noise (77%), and the more general desire to reduce traffic flow through the village (64%).

A number of “black spots” have been identified - areas considered to be dangerous because of the volume and speed of the traffic and issues of visibility. (Village Green, Brickyard Lane, Capilano corner, the Slough, Green Lane, the bend in Middletown Lane, Whitemoor Lane).

Various monitoring exercises have been carried out funded either by Warwickshire County Council or, with contracting budgets, more recently by the Parish Council. We have data from 2006 onwards. These demonstrate that speeding is a problem, with mean speeds well in excess of 30 mph. The volume of traffic is a further concern as over 500 vehicles per hour pass through the village at peak times. Mean speeds are around 39mph in the 30 mph zones.

The Parish Council continues discussions with Traffic Group to reduce both problems. The local MP is sympathetic to the situation and has pressed the issue with County Council on our behalf.

Sambourne was the first village in Warwickshire to have Community Speed Watch which currently needs more members

Occasional visits by police with radar equipment to enforce the limits invariably lead to several drivers being cautioned or apprehended.

The combination of volume and mean speeds exposes many people to the risk of vehicle-pedestrian conflict in the lanes. Sambourne has several stables so there are many horse-riders. The section of the Sustrans national cycle route which passes through the parish is well used. Pedestrians and walkers using the lanes are also at risk.

Implementation of the measures resulting from the 2010 village speed limit review has only had a marginal effect on reducing traffic speeds and volumes on the access lanes to Sambourne..

The County Council recognised that a 40mph speed limit would be appropriate for the de-restricted length of Whitemoor Lane but that it could not be considered as part of the village speed limit review. Although the de-restricted speed limit on Whitemoor Lane was considered an anomaly, which could be reviewed as a special case, there were no funds available to proceed further at that time. Implementation of a 40mph speed limit would provide some benefits but by itself would have minimal impact on the traffic speed and volume through the village.

### **9.1 Possible actions**

The aim of any proposed action is to reduce speed levels and volumes. Several measures could be deployed.

- Close Whitemoor Lane at the Junction with Alcester Heath
- Village Access Only
- Stretches of Single Lane

These schemes are explored in detail in appendix 8.

Actions are outlined in “Recommendation” at the end of this document.

## **10 Strengths & weaknesses of Sambourne Parish**

### ***10.1 Strengths***

- A quiet, unspoilt rural village with surrounding countryside, farming and woodland.
- Small friendly community with a strong sense of community spirit and pride.
- Historical setting and examples of historic buildings
- Network of rural lanes
- Good links to towns and motorway network

### ***10.2 Weaknesses***

- Lack of shop and or post office
- Inability to reduce though traffic volume
- Speed limits not adhered to

### ***10.3 Opportunities***

- Retain village and parish “as is”
- Desire to embrace and enhance biodiversity in the parish

### ***10.4 Threats***

- Unwanted housing forced on the Parish
- Further increased “rat-run” traffic
- Additional light pollution
- Extreme weather isolates village

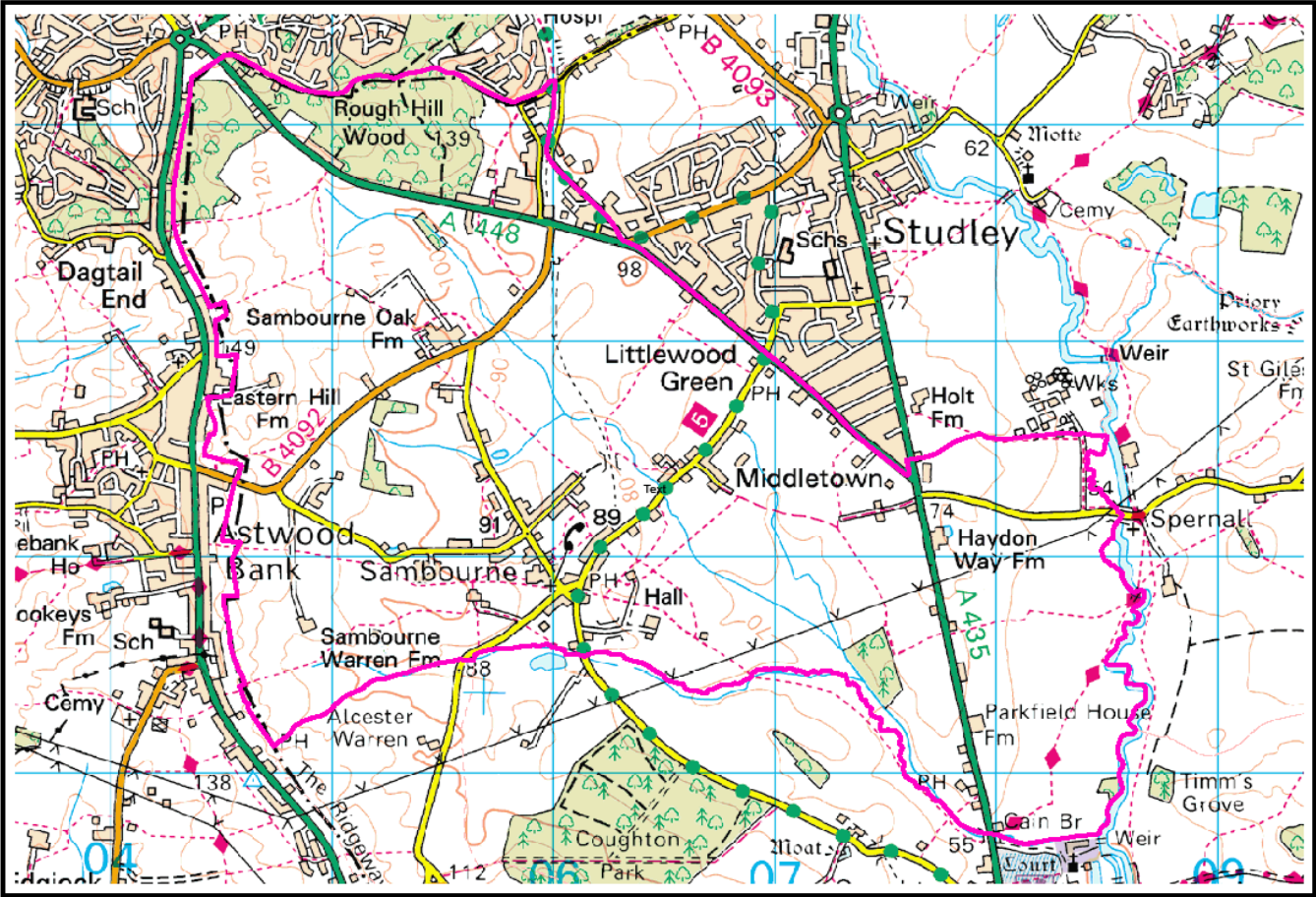
## 11 Recommended Actions

Concern (plus reference to page of main report)	Recommendation	Owner/Partners	Timescale	Desirability
Public transport	<p>Improve bus services</p> <p>Support the 'Redditch Branch Enhancement Scheme' and improvement of the rail provision via Evesham</p>	<p>Parish council Parish Plan Group Sambourne Trust WCC</p>	Ongoing	medium
Public footpaths	<p>Extend provision for the regular maintenance of footpaths, pavements and bridleways. Additional pavement provision and improve public footpath network</p>	<p>Parish council Parish Plan Group WCC</p>	Ongoing	medium
Internet provision	<p>Improve broadband speeds</p>	<p>Parish council Parish Plan Group WCC</p> <p>Coventry and Warwickshire local enterprise partnership</p>	6 months	medium
Refuse disposal sites	<p>Re-open arrangements for residents to use the site at Redditch</p>	<p>Redditch Borough Council Worcester County Council</p>	12 months	medium
Biodiversity	<p>Optimise timing of maintenance: raking, clearing and planting.</p> <p>Find volunteers to help establish and provide on-going maintenance of the area.</p> <p>Find someone to overall manage the project Partners:</p>	<p>Parish council The Link The Voice</p> <p>The Link, The Voice and website</p> <p>The Link, The Voice and</p>	<p>On-going</p> <p>6 months</p> <p>6 months</p>	<p>Medium</p> <p>Medium-high</p> <p>Medium</p>



Concern (plus reference to page of main report)	Recommendation	Owner/Partners	Timescale	Desirability
Volunteer initiatives	Parish website - increase content and scope of subjects and issues  Volunteers for Neighbourhood Watch.  Volunteers for Studley library  Maintenance of biodiversity  Maintain public footpaths.	Parish council Parish Plan Group The Link The Voice   WCC	18 months	medium
Nursing provision( need identified by 83 people answers to Q27)	Secure a dedicated community/district nurse	SDC Parish council Parish Plan Group Volunteer groups	12 months	medium

**12 APPENDIX 1 Sambourne Parish Boundaries**



© Crown Copyright and the Controller of Her Majesty's Stationery Office 2014. All rights reserved. Ordnance Survey Licence No. 100019200. This map is published under the Open Government Licence v3.0.

Sambourne Parish

± 1:1,000,000



## **14 APPENDIX 3 Listed Buildings**

Grade 2 listed buildings in Sambourne (2000).

### Astwood Bank

- Sambourne Lane Sambourne Warren Farmhouse and attached outbuilding
- Sambourne Lane Stable, barn and attached cowhouses approx. 7m. NE of Sambourne Warren Farmhouse

### Coughton

- Haydon Way No.44
- Haydon Way Pool House
- Haydon Way Stable and loose boxes approx. 30m. NW of Pool House
- Haydon Way Barn and attached loose boxes approx. 15m. W of Pool House

### Middletown

- Outbuilding approx. 2m. SE of Harvesters
- No.111
- Brookdale
- Harvesters

### Sambourne

- Jill Lane Oak Farmhouse Industrial Estate ATS Offices etc.]
- Jill Lane Barn approx. 10m. N of Oak Farmhouse (Industrial Estate ATS Offices etc.)
- Jill Lane Barn approx. 50m. NE of Oak Farmhouse (industrial Estate ATS Offices etc.)
- Oak Tree Lane Reins Farmhouse
- Oak Tree Lane Outbuilding approx. 10m. NW of Reins Farmhouse
- Perrymill Lane Nos.1 and 2 Perrymill Cottages

- Perrymill Lane Perrymill Farmhouse
- Perrymill Lane Perrymill Farm, barn approx. 150m. N of Farmhouse
- Sambourne Lane No.90 (Crossroads)
- Sambourne Lane No.6 and No.7 (Meadow View)
- The Green Yew Tree Cottage
- The Green The Green Dragon Inn Public House
- The Green Outbuilding 3m. E of The Laurels (not included)
- Wike Lane Sambourne Hall
- Wike Lane Pump approx.-1m. E of Sambourne Hall
- Wike Lane Barn and attached stable approx.-10m. NE of Sambourne Hall
- Sernal Ash
- Bromsgrove Road House at Sernal Ash Dairy (a.k.a. Sernal Ash House)  
[now known as Sernal Ash Farm]
- Haydon Way Haydon Way Farmhouse
- Haydon Way Stable and barn approx. 10m. N of Haydon Way Farmhouse
- Haydon Way Barn approx. 50m. NE of Haydon Way Farmhouse

#### Studley

- Bromsgrove Road The Barn

**15 APPENDIX 4 Public Footpaths**

Map of Parish public footpaths and bridleways  
(maybe include stables etc)

## **16 APPENDIX 5. Summary of Results - Development and Planning**

### **Analysis of Sambourne parish survey (March 2011)**

#### **Qu. 44 “what is most important to you about Sambourne?”(out of 181 comments)....**

There were 45 comments about the rural nature of the village and wider parish, Sambourne as a rural village with a rural character and the village’s separateness from surrounding conurbations.

There were 5 further comments about the village’s small size as an asset and 10 comments about not wanting development and “keeping it as it is”.

There were 29 comments on quietness and tranquillity.

From a development planning point of view, limiting development and protecting the existing rural nature of the parish is the clear message these answers send.

#### **Qu. 42 “what... should be done to help protect and enhance the local environment of Sambourne?”(out of 126 comments)....**

6 comments on “no further development”

3 on “keep it as it is”

3 on ‘strong adherence to green belt and other planning regulations’ and 1 on enlarging the conservation area.

From a development planning point of view, no development is the main message.

**Qu. 19 “what do you think about the number of houses that have been built in Sambourne over the last 10 years?”**  
 (336 respondents and 356 responses)

41%	“right amount”	138
5%	“too much”	17
11%	“too little”	36
(5%	“too expensive”)	16
4%	“too big”)(	14
1%	“too small”)	3
40%	“no opinion”	132

There has been next to no building in the past 10 years so the 5% who answered “too much” are combined with the 41% “right amount” to give 46% happy with no development (explanation: it is unlikely you would tick “right amount” and “too much”). The 11% “too little” figure suggests a minority desire for more housing. Those who answered “Too expensive” and “too big” maybe the same people who answered “too little” and are not combined with “too little” but should be born in mind as to what type of housing is wanted by this minority

**Qu. 20 “Do you think Sambourne can accommodate more new housing?(tick one box only)”** (338 respondents)

Note: this use of “can” and not “should” must be noted.

59% “no”

20% “yes”

20% “don’t know”

Although a minority agree that more housing “can” be accommodated. The majority message for planning development is no new housing

**Qu. 22 “what type of housing development would be acceptable in Sambourne? (tick all boxes)” (308 respondents, 432 responses)**

47% none

30% conversion of redundant buildings

24% single dwellings in controlled locations

13% small group(s) less than 10

11% more affordable housing eg half rent/half mortgage

10% expansion of the edge of Sambourne

5% carefully designed larger group(s) of housing

1% other

By far the most common opinion is no new housing.

The limited development options have not been analysed here as this plan seeks primarily to represent the majority view.

**ACTION:** A standing committee set up as part of the action plan to react to future developments, including those in policies, such as a new local plan and national planning policy framework, will use data from the March 2011 parish survey if the need arises (especially Qu's. 19-22, 27,42 and 44)

## 17 APPENDIX 6 Public transport schemes.

Scheme	Suitability	Availability	Contact	Pick up/collect
Free bus pass		All of a pensionable age	WCC & Community Links 01789 264491.	
Sambourne Trust free bus		All.  Thursdays 10:15 Cricket ground 10:20 The Green Dragon. 10:25 lay by opposite Middletown  On request between these points		Arrive Redditch – Unicorn Hill approx 10:45.  Return leaves 12:45
The Flexibus	Wheelchair accessible		Either A & M on 0500 21 22 25 or A-Line Travel on 02476 450808. or 01926 412987 or e-mail your enquiry to	

Scheme	Suitability	Availability	Contact	Pick up/collect
			<a href="mailto:passengertransport@warwickshire.gov.uk">passengertransport@warwickshire.gov.uk</a>	
VASA's Volunteer Transport Service		Transport to medical appointments at hospitals, doctors' surgeries and day centres both across the District and County, and outside.	At least 3 days notice Clarissa Roberts on 01789 262886 or email <a href="mailto:clarissa.roberts@vasa.org.uk">clarissa.roberts@vasa.org.uk</a>  45p per mile.	door-to-door service
Community Links	Wheelchair accessible	People with a general need for local transport or who live in an isolated location with no other form of transport available.  Please note it's not for health trips.	01789 264491 for information and registration  Once you've joined, book your journey by phoning the Project Coordinator on 01789 264491 on any weekday between 9am and 4pm. Please try to give three working days notice.  The service can be used for a wide variety of journey purposes - visiting friends, attending social groups or leisure activities, lifelong	door-to-door

Scheme	Suitability	Availability	Contact	Pick up/collect
			learning and, of course, shopping	
Age UK Warwickshire	Disabled access minibuses	For hire to transport older or disabled people to Day Clubs, Day/Shopping Trips, Garden Centres and Pub Lunches	David Glascock on 07969 393 862	
Back and 4th Transport	Wheelchair accessible	Individuals and community groups in the Stratford District, who cannot travel conventionally because they are elderly or disabled, rurally or socially isolated or unable to afford commercial transport. Purposes for which vehicles can be hired include education, medical appointments, group outings and other social activities.	Back and 4th Transport Warwick Enterprise Park Wellesbourne Warwickshire CV35 8EF  Telephone: 01789 471595 or 07775 662553  <a href="mailto:backand4th@wrccrural.org.uk">backand4th@wrccrural.org.uk</a>	
Wheels 2		Wheels to Work Package	Workwise	

Scheme	Suitability	Availability	Contact	Pick up/collect
Work		<ul style="list-style-type: none"> <li>• For residents of Warwickshire</li> <li>• The loan of a moped for 6 months</li> <li>• All the safety equipment issued</li> <li>• Compulsory Basic Training (CBT)</li> <li>• Breakdown cover and insurance</li> </ul>	<p>Offers financial assistance to interviews</p> <p>and for up to 4 weeks when employment is secured.</p> <p>Wheels to Work Team on 02476 707618</p> <p><a href="mailto:www.wheels2work@cswpconnexions.org.uk">www.wheels2work@cswpconnexions.org.uk</a></p>	
Vacant Seat Scheme		<p>For students who are not entitled to free Home to School Transport, the Vacant Seats Scheme allows students to travel on certain Warwickshire County Council services after all entitled travellers have been accommodated. This replaces the old Concessionary and</p>	<p>For details:</p> <p><a href="http://www.warwickshire.gov.uk/vacantseatscheme">www.warwickshire.gov.uk/vacantseatscheme</a> or email:</p> <p><a href="mailto:educationtransport@warwickshire.gov.uk">educationtransport@warwickshire.gov.uk</a></p> <p>01926 742059</p>	

Scheme	Suitability	Availability	Contact	Pick up/collect
		Contributory transport schemes.		

## **18 APPENDIX 7 Measures to reduce the speeding traffic issue.**

In order to reduce the volume of traffic on the various routes through the village, further restrictions need to be placed on each of the routes in order to make the journey times longer and far less predictable than those of the alternative 'A' and 'B' routes specifically classified for through traffic. **All measures would have to be enacted by Warwick County Council. This can be facilitated by offering part-funding by the Parish Council and by lobbying WCC and the local MP who has witnessed the situation and is sympathetic.**

<b>Measure</b>	<b>Pros</b>	<b>Cons</b>
Close Whitemoor Lane at the Junction with Alcester Heath	<p>Safety would be enhanced by the significantly reduced level of traffic movements (up to 80%), particularly at the Junction with Alcester Heath and to a lesser degree Middletown Lane with the A448.</p> <p>Virtually all the remaining traffic would be local and accountable, therefore easing the problem of enforcing the speed limits while resolving many black spot concerns.</p> <p>Relatively cheap to install and maintain.</p>	<p>Part of the Lane is in Alcester Parish.</p> <p>Access to Alcester Warren will need to be maintained or become un-adopted.</p> <p>Restricted access to Evesham, Droitwich.</p> <p>Wide verges might attract unplanned settlement.</p> <p>Access for school bus and farm machinery compromised?</p>
If closure of Whitemoor Lane is not acceptable		

Measure	Pros	Cons
<p>Reduce Whitemoor Lane to a Narrow Single Lane with short length passing points far apart. This would remove most of the Through Traffic, leaving only the speed of village traffic to be controlled</p>		
<p>If Reducing Whitemoor Lane to a Narrow Single Lane is not Acceptable then</p> <p>Possibly by stages</p> <ol style="list-style-type: none"> <li>1. Install signage for Sambourne and Middletown Access Only at the entries to the five routes into the villages.</li> <li>2. Install 40mph speed limits along derestricted lengths of Whitemoor Lane and Sambourne Lane towards Astwood Bank.</li> <li>3. Make the priority route through Sambourne run from Middletown Lane to Sambourne Lane near the Green Dragon and introduce halt signs and road markings on Whitemoor Lane. This would reduce traffic speeds at the junction of Whitemoor Lane and the Green which is on the route the bulk of the through traffic travel.</li> <li>4. Form single lane pinch points on each or some of the routes into Sambourne and introduce 20mph speed limits.</li> <li>5. Narrow lanes by widening verges, where appropriate, to slow traffic and form additional footpaths/bridleways to increase and render unpredictable traffic journey</li> </ol>		

Measure	Pros	Cons
<p>times. This approach would probably be needed at least along Whitemoor Lane the core 'Through Traffic' route.</p>		
<p>Village Access Only</p> <p>This proposal was put forward during the Village Speed Review but failed to gain the necessary support of the local County Councillor and therefore the County. Signs would be needed at each of the five routes into Sambourne</p>	<p>Safety would be enhanced by the significantly reduce level of traffic movements (up to 80%), particularly at the Junction with Alcester Heath and to a lesser degree Middletown Lane with the A448.</p> <p>Virtually all the remaining traffic would be local and accountable, therefore easing the problem of enforcing the speed limits while resolving many black spot concerns.</p>	<p>Unfortunately, the system is not self-enforcing and would need the support of the police. Solid support from the police would make the scheme as effective as closing Whitemoor Lane, but this is unlikely to happen unless residents are able to assist the police and are prepared to maintain the commitment. Unless fully operational the scheme would only serve to slightly improve the traffic situation</p>
<p>Stretches of Single Lane</p> <p>By narrowing stretches of the routes to single lane with passing points, through widening the verges, the journey times would be extended and become more unpredictable causing much of the through traffic to revert instead to the 'A' and 'B' road network designated for its use.</p> <p>The parish must ensure that lanes are not widened when resurfacing work takes place. Where this has occurred, the edges of the roadway are not supported</p>	<p>The intention of the approach is to reverse the development of the lanes back to something akin to their earlier rural country state.</p> <p>Most of the noise and safety concerns expressed in the survey could be satisfactorily resolved.</p> <p>It provides scope for enhanced pedestrian safety and something that looks and feels like a rural</p>	<p>The residents journeys to and from the village would also become a little more tiresome.</p> <p>This option would be quite expensive (£100,000 plus at a guess)</p> <p>Because journey times will reduce as traffic volumes fall and the route becomes more attractive, there may only be a 20% reduction in traffic volumes unless the Access Only requirement is sensibly enforced.</p>

<b>Measure</b>	<b>Pros</b>	<b>Cons</b>
<p>by sub layers and frequently require repairs as they break away. This is a recurrent cost to WCC.</p> <p>'Village Access Only' could be introduced to improve the approach still further and weed out the remaining 'Through Traffic'.</p>	<p>village.</p> <p>It could also be developed over a period and improved as and when deemed necessary in order to spread the costs.</p> <p>Wider verges would provide scope for additional footpaths.</p> <p>20mph speed limits could be introduced on the single lane stretches if found necessary</p>	<p>To be self-enforcing and reduce "Through Traffic" significantly, the passing points would need to be small and far apart to effectively snarl up traffic and cause serious congestion. The congestion would ease as the volume of traffic reduces but would always be tiresome to local traffic choosing to use the worst effected routes</p>

## Partners:

Any of these schemes would need strong and continued support from the local County Councillor and the police. Early consultations will be necessary before any progress on a plan can be formulated.

A convincing case for any of these options will need to be prepared for presentation to the Department of Transport

Once a decision on dealing with traffic volumes has been made then solutions to what remains of the traffic speed and road user safety problems can be developed in unison.

The Department for Transport will be devolving responsibility for road classification from April 2012 to local authorities. The prospects of introducing a scheme sufficient to reduce radically the speed and volume of traffic through Sambourne are likely to be improved, if the roads feeding the village are given the lowest classified possible. It is recommended that Warwickshire County Council be approached on this matter.

## References

1. Campaign for Better transport.
2. Traffic Advisory Leaflet 2/04 Department of Transport.
3. Traffic is Killing Our Village.
4. Sustrans-Rural Minor Road-Traffic calming.

## Case for reducing volume of traffic

1. Letter dated 11th November 2008 to Warwickshire CC
2. Letter dated 12th December 2008 to Councillor H McCarthy
3. Letter dated 15th January 2009 to Warwickshire CC
4. Letter dated 5th January 2009 to GOWM
5. Letter Dated 21st January from GOWM