

SOUTH WORCESTERSHIRE Development Plan

REVIEW



Regulation 19 Publication Document

November 2022



South Worcestershire Development Plan

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Introduction

The South Worcestershire Development Plan (SWDP), also referred to as the local plan, was adopted in February 2016. It was prepared jointly by the three South Worcestershire Councils (SWC) comprising of Malvern Hills, Worcester City and Wychavon working together under the informal plan making arrangements. The SWDP deals with both strategic cross boundary matters, including determining the overall housing and employment requirements, as well as including detailed policies that are used in decisions on planning applications made on a day-to-day basis.

Following changes to the national planning legislation and revisions to the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG), the SWC have agreed to continue working together to roll the local plan forward to cover the period 2016-2041. This means that the once again it has been necessary to make some major decisions regarding where significant new housing, employment and infrastructure goes in south Worcestershire. This plan also carries forward several allocated sites for development and topic specific policies from the SWDP, but also includes new ones, e.g., how we respond to Climate Change.

This document forms part of the third public consultation on the review of the SWDP. Since work started on the preparation of the SWDP review in 2017 the SWC have considered a full range of evidence base documents and comments made in response to the Issues and Options consultation in November 2018, and the Preferred Options consultation in November 2019, and subsequent targeted further consultation on the Sustainability Appraisal in March 2021.

Further comments are now welcome on this first version of the final draft SWDP Review. A clearer understanding of how the plan has evolved and policies developed can be had through the topic specific background papers and evidence base using the links provided through the document and via the SWDP Review website consultation pages. It is important to note that it is the representations to this version of the local plan that will be submitted and considered by the Planning Inspector over the next stages of the process.

How to Comment

The public consultation on this document will take place from the beginning of Tuesday 1st November until midnight on Tuesday 13th December 2022. Responses are encouraged to be made online via the interactive consultation gateway, as this enables them to be processed more quickly and reduces costs. However, it is also possible to submit comments in any of the following ways:

Online by following the link to the SWDP website [\[insert link\]](#)

By email: contact@swdevelopmentplan.org

By post to: South Worcestershire Development Plan Team, Civic Centre, Queen Elizabeth Drive, Pershore WR10 1PT.

Should there be any further queries relating to the consultation or the overall process please contact the Planning Policy Team on either 01386 565565 or 01905 722233.

Following the close of the Regulation 19 Publication consultation, the submitted representations and other supporting evidence, along with a final draft version of the SWDP Review will be submitted to the Planning Inspectorate for independent examination and the Examination in Public in 2023.

The SWDP Review

Background

Planning has a key role in enabling us to meet the challenges and ambitions of our area, whilst protecting what we value. South Worcestershire is the area covered by the administrative areas of Malvern Hills District Council, Wychavon District Council and Worcester City Council who are referred to throughout this document as the South Worcestershire Councils (SWC).

The South Worcestershire Development Plan Review (SWDPR) is a review of the 2016 adopted South Worcestershire Development Plan and once adopted, will replace that document in its entirety. It set out how development will be planned and delivered across South Worcestershire to 2041 and our strategy for delivering growth.

This first full draft of the SWDP Review, referred to as the Regulation 19 Publication document, finalises the housing and employment supply requirements to 2041, the development strategy, the allocated sites for housing and employment opportunities, and planning policies for making decisions on planning applications. Consequently, it is necessary to read the plan as a whole, rather than selectively in terms of both bringing forward development proposals as well as determining planning applications for new development. The plan content is also presented to ensure that the policies remain in general conformity with national planning policy, i.e. the NPPF 2021, respond to the latest updated evidence, and to the representations to previous consultation stages. Importantly this document and supporting evidence also considers a range of other matters, such as infrastructure, for example roads, schools, and healthcare facilities required to support the new development.

The document sets out a clear vision of the area for the period 2021 to 2041. This reflects extensive consultation from 2018 which has been refined and adjusted as the SWDPR has evolved. It identifies appropriate areas and sites for development and how valuable historic and natural environments will be protected and enhanced. The policies in this plan will be used to help make decisions on planning applications in South Worcestershire. The vision has been informed and reflects the corporate ambitions of the SWC and is the delivery mechanism for many of the ambitions contained in the relevant council strategies.

Malvern Hills Five Year Plan www.malvern hills.gov.uk/about-your-council/your-local-council/five-year-plan

Worcester City Plan www.worcester.gov.uk/council/city-plan

Wychavon's Priorities, Goals and Promises www.wychavon.gov.uk/ourstrategy

Vision

In 2041 south Worcestershire remains a highly desirable place in which to live and work and where climate change is proactively addressed with measures in place to make significant progress towards achieving the overall aspiration of carbon neutrality. Environmental sustainability is a central facet of all new development. This encompasses CO2 reduction, water management and adaptation of the built environment in response to climate change projections.

The planned growth in housing and employment, supported by the work of the Worcestershire Local Enterprise Partnership, has created a robust, competitive local economy. This in turn has retained and stimulated significant inward investment and generated numerous job opportunities. Businesses have access to a locally based, highly skilled workforce, thanks to the high quality educational and training provision available in the area. The University of Worcester, further education provision and apprenticeships go from strength to strength and help to attract and retain the best and brightest graduates and apprentices within south Worcestershire.

Residents and businesses enjoy better accessibility within and beyond the area through the implementation of major improvements to the highway network, in particular completion of the improvements to the M5 junctions and the A4440 at Worcester, as well as the dualling of the railway line through Worcestershire Parkway, improvements to Pershore rail station and delivery of the rail halt at Rushwick. A series of smaller but no less vital infrastructure improvements impact positively on the day-to-day lives of the residents of the three districts, including improvements to local roads, junctions, public transport provision, significant upgrades to walking and cycling networks, drainage and water infrastructure.

Small-scale businesses have flourished in rural areas through the support offered by the SWDP policies including home-based working and agriculture and land-based rural diversification opportunities. This has enabled farming and horticulture to continue to play an important role in the local rural economy, helping to sustain villages and support the forestry economy. This has been helped by significant improvements to electronic means of communication, including the roll-out of 5G and fibre-to-the-premises (FTTP) networks and the promotion of live-work development.

Investment in retail and office space has enabled Worcester to compete successfully with the larger centres within and beyond the West Midlands. Worcester also provides high-class and wide-ranging leisure and service facilities. The main towns of Droitwich Spa, Evesham and Malvern are vibrant, offering a range of employment, shopping and community facilities to their residents and the wider community. The towns of Pershore, Tenbury Wells and Upton-upon-Severn also continue to offer local services and remain at the heart of the area's rural economy. All the towns have benefited from public realm and local transport improvements.

South Worcestershire residents have access to a range of housing types and tenures within the new settlements and other allocated sites that help to meet the needs of all, including young families, older people and single households. High quality development has incorporated innovative, environmentally friendly solutions that have helped to reduce

resource consumption, achieve sustainable communities and lessen the effects of extreme climatic impacts, particularly flooding.

Affordable and accessible housing is widely available and helps to secure and sustain local communities, services and facilities. Residents enjoy a high standard of living, featuring good health and education in an attractive, safe and secure, low-crime environment. The investment in green infrastructure has enabled better access to healthy opportunities and lifestyles for residents and visitors alike as well as helping to improve biodiversity interest through delivering biodiversity net-gain.

A thriving tourism market is underpinned by a high quality natural and built environment, with its exceptional geological heritage, the highlights of which include the Cotswolds National Landscape, and Malvern Hills Areas of Outstanding Natural Beauty, the Geopark, the river valleys of the Avon, Severn and Teme, canals, Worcester Cathedral and city riverside and the historic cores of the towns and villages. Residents and visitors value and benefit from the county's rich and diverse wildlife. While there are many outstanding features, including ancient woodlands, sandy heathlands and major river valleys the county is particularly important for its lowland hay meadows and lowland flood meadows, supporting approximately a quarter of England's remaining resource. The need to protect these valued, vital and sensitive landscapes and environments as enshrined within the SWDP forms a cornerstone of south Worcestershire's continued success as a place in which to live, work and relax.

Objectives

The objectives, which form the basis of the adopted SWDP, originate from the retracted 'Sustainable Community Strategy for Worcestershire 2008-2013' (2nd edition). However, the objectives are still considered to be a good basis for planning for sustainable development.

A Better Environment for Today and Tomorrow

1. To adapt to, and mitigate against, the impacts of climate change.
2. To ensure that the scale and type of new development does not compromise landscape character or south Worcestershire's historic environment, heritage assets and their settings.
3. To ensure development is designed to the highest possible environmental standards in order to minimise carbon emissions, resource consumption, pollution, flood risk and increase the proportion of renewable energy, approaches to sustainable construction and to adapt to the impacts of climate change.
4. To maintain open landscape, including AONB, and to prevent the merging of settlements in both Green Belt and non-Green Belt locations.
5. To protect the Green Infrastructure Network and take every opportunity to increase its coverage and quality.
6. To protect, restore and enhance biodiversity by delivering biodiversity net gain, and to enhance geodiversity, landscape quality, measurable water and air quality improvements and protect the highest quality agricultural land.

Economic Success that is Shared By All

7. To facilitate development that focuses on improving the area's economic prosperity, delivering new jobs, retaining key employers and maximising high value employment opportunities through the right employment sites.
8. To work with partners, in particular the Worcestershire Local Enterprise Partnership, and community interest companies, and the voluntary and private sectors to strengthen the urban and rural economies by enabling local businesses, including agriculture and other land-use businesses, to start, grow, adapt and diversify.
9. To promote the sub-regional role of Worcester as the major leisure, retail, tourist and university centre and support the sustainable growth of the city.
10. To prioritise the re-development, including mixed uses, of brownfield land within the urban areas in order to aid the regeneration of the city / town centres.

Stronger Communities

11. To deliver sufficient new homes needed by local communities that will help support economic growth.
12. To provide a balanced mix of house tenures and types, including extra care provision, to satisfy the full range of housing needs and help create active / inclusive / sustainable / healthy communities and to sustain rural communities.
13. To maximise opportunities to deliver high quality affordable housing.
14. To allocate most development in locations where there is good access to local services and where transport choice is maximised.
15. To promote opportunities and access to a range of skills and vocational training and levels of education for all generations.
16. To provide a basis for neighbourhood plans to deliver a vision and objective to reflect the needs of their communities.

Improving Health and Well-being

17. To reduce health inequalities, encourage healthy active lifestyles and plan for and promote healthy designed developments and better living environments suitable for people of all ages to improve the health and wellbeing of those who live in, work in, or visit south Worcestershire.
18. To ensure that new development supports the delivery of and access to healthcare provision.

Communities that are Safe and feel Safe

19. All new development to employ 'Secured by Design' and 'Design out Crime' principles and the promotion of public safety generally within public places through natural surveillance and active street frontages to reduce opportunities for crime or anti-social behaviour.
20. All new development to contribute to the provision of accessible community infrastructure that increases the number of pedestrian and cycle movements in public places and which enhances the connectivity between new and existing developments.

Strategic Policies

SWDPR 01 Climate Change Mitigation and Adaptation

- A.** This strategic policy aims to ensure that all development minimises its environmental impact and is resilient to the consequences of climate change. The spatial development strategy includes a focus on delivering well-planned, sustainable new (and expanded settlements) which will provide a comprehensive range of local services and employment opportunities which can be readily accessed on foot, by bicycle and public transport. The development strategy also focuses growth towards the city, towns and larger (Category 1 – 3) settlements that can accommodate additional growth.
- B.** This strategic policy provides for priority to be given to minimising carbon emissions and the impacts and consequences of climate change in a holistic manner. Good planning be it the built and natural environment, the quality of design and its sustainability, the minimisation of waste, travel patterns and choice of transport, the use of energy and the generation of energy, delivers sustainable development which mitigates against and adapts to Climate Change.
- C.** To ensure that development contributes to the mitigation of, and adaptation to climate change, development proposals will be required to:
- i. locate development to minimise the need to travel and design layouts and infrastructure to prioritise movement by foot, bicycle and on public transport; (see SWDPR 6)
 - ii. provide first phase electric vehicle charging infrastructure; (see SWDPR 6)
 - iii. contribute towards and support health and social wellbeing to meet the needs of current and future communities; (see SWDPR 10)
 - iv. provide Green Infrastructure to help mitigate against and adapt to the impacts of climate change, including carbon sequestration, water management and temperature extremes. Incorporate tree planting appropriate for climate change, soft landscaping, bio-diverse roofs, combination green and blue roofs and green / living walls where suitable; (see SWDPR 7, 37 and 45)
 - v. protect and safeguard existing green spaces and provide opportunities for community self-sufficiency e.g. through the provision of allotments, community orchards etc; (see SWDPR 45)
 - vi. deliver measurable net gains in biodiversity as well as protecting, restoring and enhancing habitats and ecological networks where appropriate; (see SWDPR 27)
 - vii. generate at least 20% of predicted energy requirements through renewable or low carbon energy measures; (see SWDPR 33)
 - viii. make the most effective and sustainable use of land; (see SWDPR 15)
 - ix. reduce the energy demand from new development in line with the principles of the energy hierarchy, considering the orientation, layout and design of development to maximise passive heating and cooling systems opportunities and implement a fabric first approach to construction and

- ultra-low energy consumption standards (e.g. Passivhaus); (see SWDPR 26)
- x. ensure that the built performance of the development (e.g. energy use, carbon emissions, overheating risk etc) matches the design performance to minimise the potential performance gap between design aspiration and the completed development. A recognised performance gap / assured performance and monitoring tool should be implemented to achieve this; (see SWDPR 05)
- xi. prioritise the use of sustainable construction techniques and materials that involve the lowest embodied carbon and minimise their ecological and carbon footprints. Major development should target <500 kgCO₂e/m² upfront embodied carbon emissions; (see SWDPR 05.
- xii. minimise the impact on and from all sources of flood risk; (see SWDPR 34)
- xiii. incorporate less resource intensive drainage solutions; (see SWDPR 35)
- xiv. incorporate water use management and conservation features; (see SWDPR 36)
- xv. submit Air Quality Assessments to determine the likely impact of development on air quality and resulting mitigation measures; (see SWDPR 37) and
- xvi. incorporate the latest communications infrastructure (see SWDPR 32).

D. All development will need to demonstrate the above requirements which may be incorporated into a Design and Access Statement. However, any development involving 10 or more residential units or 500 sqm or more of any additional floor space will furthermore be required to demonstrate this through the BREEAM or Home Quality Mark assessment process as required through policy SWDPR 26.

Reasoned Justification for SWDPR 01

The SWC are committed to addressing climate change locally. The way in which we shape new and existing communities within south Worcestershire can make a significant contribution to tackling climate change, both by reducing carbon emissions and by building resilience to its impacts.

Local planning authorities are bound by the legal duty in Section 19 of the 2004 Planning and Compulsory Purchase Act, as amended by the 2008 Planning Act, to ensure that, taken as a whole, planning policy contributes to the mitigation of and adaptation to climate change. This outcome-focused duty on local planning clearly signals the priority to be given to climate change in plan-making.

Chapter 14 of the NPPF concerns meeting the challenge of climate change, flooding and coastal change. It points out that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change and supporting the delivery of renewable and low carbon energy and associated infrastructure.

It is clear that Local Planning Authorities should adopt pro-active strategies to mitigate against and adapt to climate change and support the move to a low carbon future by

planning for development in locations to reduce greenhouse gas emissions, and to support energy efficiency improvements. To help increase the use and supply of renewable and low carbon energy and heat, the SWDPR seeks to provide a positive strategy for energy from these sources which maximise the potential for suitable development whilst ensuring that adverse impacts are addressed.

The Worcestershire Energy Strategy¹ contains a target to reduce the county's carbon emissions by 50% on 2005 by 2030 and the Worcestershire LEP (Local Enterprise Partnership) has an aspiration to work towards a target of net zero carbon emissions by 2040. The strategy also contains targets to double the size of the low carbon sector by 2030 and triple energy production from renewable generation. The strategy advocates a fabric-first approach to new development that would ensure that new housing and commercial development would have low energy costs and low carbon emissions long term and that this needs to be encouraged through local planning policy.

Further to this, Wychavon District Council have developed an Intelligently Green Plan² (2020 – 2030) that reflects the Worcestershire Energy Strategy targets comprising the need to:

- a) reduce the council's own emissions by at least 75% in 2030;
- b) halve the district wide carbon emissions by 2030;
- c) double the size of Wychavon's low carbon economy by 2030;
- d) treble the amount of renewable generation in the district by 2030; and
- e) capture at least 500 tonnes of carbon per year by 2025 through restoring, enhancing and creating a range of habitats across the district.

In partnership with the Heart of England Forest, Wychavon will develop a community-led approach to tree and woodland planting, which respects landscape character, supports biodiversity and enhances access to high quality green spaces across Wychavon, Stratford and Warwick Districts.

Additionally, Malvern Hills District Council, in their response to the climate emergency have produced a Destination Zero plan³ to create a greener and more sustainable district, with a vision to lead the district to become carbon neutral as quickly as possible, with at least a 50% reduction by 2030. The main priorities include:

- a. making the District Council's operations carbon neutral by 2030;
- b. encourage low carbon development and design measures to improve resilience and adaptation to climate change;
- c. improve the energy efficiency of homes across the district;
- d. encouraging low carbon travel; and
- e. using tree planting, pollinator sites, wetlands, wildflower meadows and other natural measures to capture and store carbon.

Worcester City Council have also produced their WCC Environmental Sustainability Strategy 2020⁴ which seeks to cease Worcester's contribution to climate change by becoming carbon neutral with their vision setting out that: 'By 2030, Worcester will be a carbon neutral city which will be resilient to the changing climate with low levels of air pollution and high levels of biodiversity'. Below sets out the main themes and aims of the strategy:

- a. **Carbon Neutral City Council** - to reduce carbon emissions from all aspects of the council's operations and buildings, providing strong leadership on the opportunities for reduction;
- b. **Carbon Neutral Worcester** - to reduce carbon emissions in Worcester in order to work towards becoming a Carbon Neutral City by 2030;
- c. **Sustainable Economy** - to grow the low carbon economy in the city and ensure sustainability is embedded in business;
- d. **Natural Environment** - to protect Worcester's natural environment and enhance its biodiversity;
- e. **Preparing for Climate Change** - to ensure the City is resilient to the effects of a changing climate; and
- f. **Resource Efficiency** - to reduce the consumption of resources.

New development has a vital role to play in achieving these targets and the incorporation of sustainable design and construction techniques are essential in order to minimise the carbon impact of new development.

Climate change is a cross-cutting issue and its impacts will have implications on the natural and the built environment, biodiversity, the economy, and also on our health and wellbeing. Therefore, the issue of climate change will also be dealt with by policies on the natural environment and open space, design, leisure, recreation and transport.

SWDPR 02 Employment, Housing and Retail Requirements

- A. In order to meet the development requirements, the SWC will plan, monitor and manage the delivery of at least 26,360 additional new dwellings, 362.45ha (against a demand of 350.50ha) of new employment land as set out in the site allocations policies SWDPR 51 to SWDPR 63.

Housing Requirement

- B. Table 1 below sets out the housing requirement for the local plan period ending 31 March 2041.

Table 1: Housing Requirement for the SWDP Review

	<i>Calculating the Requirement</i>	
X	Standard Method Output 2021-2041	25,860
Y	Additional 500 dwellings at Mitton	500
Z	Total Housing Requirement (X + Y)	26,360
	<i>Housing Supply: Meeting the Requirement</i>	
A	Outstanding Deliverable SWDP Allocations (as of 31 March 2021) ⁵	3,975
B	Commitments as at 31 March 2021 (with 5% lapse rate applied to Commitments Not Started)	8,925
C	Contribution from Windfall Allowance	2,460
D	Net Total Housing Requirement (Z – [A + B + C])	11,000
E	Housing Supply (Total Proposed New Allocations) ⁶	13,240
F	Balance against Total Housing Requirement (E – D) [(E – D) / D] x 100	+ 2,240 (+20.4%)

Employment

- C. The gross demand for employment land, as identified in the 2022 Economic Development Needs Assessment (EDNA), for the period 2021 to 2041 is 350.50ha of which 71.75 ha is already committed (as of 31/3/2021), i.e. has planning permission. The proposed employment allocations in the SWDP Review total 290.70ha (including 75 ha at the strategic locations). This gives a surplus of 11.95ha of employment land across the plan area.

Reasoned Justification for SWDPR 02

The housing allocations along with the conservative windfall allowance combined mean that the proposed supply exceeds the housing requirement by 2,240 dwellings (20.4%). The authorities are requesting confirmation of a five year housing land supply position for the Plan.

Paragraph 66 of the NPPF requires strategic policy-making authorities to establish a housing requirement figure for their whole area, which shows the extent to which the identified housing need (and any needs that cannot be met within neighbouring areas) can be met over the plan period. 4980 of the overall housing target for south Worcestershire is to be met by SWDPR allocations that fall within the current 40 designated Neighbourhood Areas (see Annex E); this figure excludes dwellings allocated in adopted Neighbourhood Plans some of which are accounted for as commitments at 1 April 2021. The outstanding housing requirement for each Neighbourhood Area reflects the SWDPR's spatial development strategy, any SWDPR proposed housing allocations there are, and any housing allocations in a submitted or adopted Neighbourhood Plan. The methodology for calculating the housing requirement in designated Neighbourhood Areas is provided in the Housing Requirement section of the Designated Neighbourhood Areas Topic Paper. The methodology does not take account of any specific physical, environmental or infrastructure constraints to future growth in a Neighbourhood Area. It is acknowledged that not all Neighbourhood Areas may be able to deliver the housing requirements due to local constraints.

Delivery will be measured on a plan area basis. The SWC are already undertaking the Housing Delivery Test based on a single figure for the whole plan area and this approach will continue. Upon adoption of the SWDPR the SWC will maintain and measure 5-year housing supply across the plan area.

The gross demand for employment land is identified in the 2022 Economic Development Needs Assessment (EDNA). The level of provision is consistent with the NPPF and principle of achieving sustainable development. The requirement is designed to enable the plan to support a positive approach to achieving economic development in South Worcestershire, provide choice, as well as responding flexibly to any changes in economic circumstances.

SWDPR 03 The Spatial Development Strategy and Settlement Hierarchy

A. The Spatial Development Strategy comprises the following principles:

- i. Allocate sufficient land to meet the development requirements set out in SWDPR 2.
- ii. Support windfall development in sustainable locations primarily, in the case of residential uses, within defined development boundaries. Please refer to Table 2 for further information.
- iii. Conserve the special qualities and features of the Areas of Outstanding Natural Beauty and National Landscape.
- iv. Maintain the openness of the retained Green Belt and Significant Gaps.
- v. Ensure effective use of our best and most versatile agricultural land.
- vi. Utilise opportunities for underused and previously developed land.

B. Development proposals will be assessed against all relevant SWDPR and Neighbourhood Plan policies. Table 2 below sets out the Settlement Hierarchy for South Worcestershire. It states the quantum of allocated housing development for each category of settlement as well as the approach to be taken in assessing windfall residential development.

Table 2 - South Worcestershire Settlement Hierarchy (also see Annex A)

Category	Associated Settlement	Carried Forward Allocations from SWDP 2016	New Allocations in SWDPR	Total Allocated Development (Total Units)	Windfall Development
Urban Area (1)	Worcester	1,206	866	2,072	The principle of windfall development is acceptable within the administrative boundary of the City subject to detailed, material SWDPR policies.

Urban Area (2)	Worcester West	2,539		2,539	The principle of windfall development is acceptable within defined development boundaries subject to detailed, material SWDPR policies.
	Worcester South	2,600		2,600	
	Droitwich Spa	46	916	962	
	Evesham	366	255	621	
	Malvern	874	594	1,468	
	Worcestershire Parkway		5,000	5,000	
	Throckmorton Airfield		2,000	2,000	
Urban Area (3)	Pershore	284	212	496	The principle of windfall development is acceptable (except for Mitton) within defined development boundaries subject to detailed, material SWDPR policies.
	Tenbury Wells	147	10	157	
	Upton-upon-Severn	70	0	70	
	Rushwick		1,000	1,000	
	Mitton		1,000 (500 for Wychavon, 500 to meet Tewkesbury's need)	1,000	
Rural Areas (1)	Category 1 - 3 villages (as informed by the Village Facilities and Rural Transport Study 2019)	Cat 1 (Malvern)	Cat 1 (Malvern)	Cat 1 (Malvern)	The principle of windfall development is acceptable within defined development boundaries subject to detailed, material SWDPR policies.
		Total = 79	Total = 217	Total = 296	
		Cat 1 (Wychavon)	Cat 1 (Wychavon)	Cat 1 (Wychavon)	
		Total = 64	Total = 644	Total = 708	
		Cat 2 (Malvern)	Cat 2 (Malvern)	Cat 2 (Malvern)	
		Total = 32	Total = 107	Total = 139	
Cat 2 (Wychavon)	Cat 2 (Wychavon)	Cat 2 (Wychavon)			
Total = 14	Total = 362	Total = 376			

		Cat 3 (Malvern) Total = 57 Cat 3 (Wychavon) Total = 0	Cat 3 (Malvern) Total = 52 Cat 3 (Wychavon) Total = 63	Cat 3 (Malvern) Total = 109 Cat 3 (Wychavon) Total = 63	
Rural Areas (2)	Category 4 villages and unclassified villages		None		Only the exceptions set out in the annex to SWDPR3 C

Approximate total new allocations = 13,298⁷; the requirement is 11,080.

- C. The open countryside is defined as land beyond any defined Development Boundary. A number of SWDPR policies allow certain types of development to be permitted in the Open Countryside and these are set out in Annex D.**
- D. Development proposals should be of an appropriate scale and type with regard to landscape character (see SWDPR 30), location, Settlement Hierarchy classification and infrastructure capacity. Following a rail based strategy, growth aspirations are directed towards the most sustainable, larger settlements in the Plan Area that have or will have a railway station. The new settlements at Worcestershire Parkway and Throckmorton Airfield; and the expanded settlements of Mitton and Rushwick are allocated on this basis. These are considered to be the best locations for delivering supporting infrastructure as well as active and sustainable travel choices.**
- E. To encourage sustainable economic growth and ensure a range of diverse sites and premises are available to meet current and potential future economic needs; employment development proposals will be supported at strategic employment sites including Worcestershire Parkway subject to all relevant SWDPR and Neighbourhood Plan policies. Some additional employment provision is also expected to be delivered outside Strategic Employment Areas over the period of the Local Plan provided development proposals are in accordance with other policies in this Plan.**
- F. Development proposals for retail, leisure, and main town centre uses will be supported within the network of Defined Centres (as detailed in SWDPR 12: Promotion of Town, District and Local Centres) provided that they are of an appropriate scale and type consistent with the Defined Centres Hierarchy (see SWDPR 12).**
- G. The SWDPR is supportive of additional plan led development proposals promoted through Neighbourhood Plans, provided that the levels of growth are commensurate to the size of the settlement.**

H. In accordance with the Duty to Cooperate the SWC will give full consideration to meeting the unmet development needs of neighbouring Local Planning Authorities where it has been clearly demonstrated to be necessary through their local plan making process and where there is available and suitable land on which to meet the identified need.

Reasoned Justification of SWDPR 03

The spatial development strategy is driven by the SWDPR Vision, the Sustainability Appraisal outputs and technical evidence. It brings together land use, development and infrastructure considerations that flow from the economic, environmental, and social characteristics of the area. The Sustainability Appraisal (SA) indicates that the proposed spatial development strategy will best deliver the SA objectives. The implementation of SWDPR 03 is essential to achieving sustainable development and the delivery of economic prosperity across the plan area.

Worcester has the greatest local housing need, which is why a substantial element of housing and employment is directed towards the City and surrounding areas, in particular at Worcestershire Parkway and the two reallocated urban extensions, Worcester West and Worcester South. Beyond there, growth is directed at the towns, a new settlement at Throckmorton Airfield, an expanded settlement at Rushwick, and then Category 1, 2 and 3 villages (informed by the Village Facilities and Rural Transport Study 2019), the latter in order to satisfy the social objectives of sustainable development.

The Plan provides for a rail based strategy. Therefore, all strategic development will be located within three miles of an existing, enhanced, or proposed railway station. The strategic sites at Worcestershire Parkway, Rushwick, Mitton, and Throckmorton, will help to achieve this, whilst meeting the demonstrable needs of the area.

The quality of the countryside is highly valued. Land in the open countryside is generally less sustainable as access to local services and employment opportunities tends to be poorer and, therefore, it is appropriate that development in the open countryside is restricted to uses that are supportive of more specific SWDPR policies set out in Annex D.

The reuse of Previously Developed Land (PDL) is consistent with the principles of sustainable development. There is no primacy of PDL over greenfield land in the NPPF. For the plan therefore, the fact that a site is greenfield does not count against it, rather in assessing development proposals on PDL sites, the fact that they are PDL will be a plus in the consideration of the planning balance.

Maintaining the identity and integrity of individual settlements is an important issue for local communities. This is mainly achieved by the West Midlands Green Belt designation to the north and north-east of Worcester within Wychavon, as shown on the Policies Map. The SWDPR includes a specific policy on Green Belt (SWDPR 4). Beyond the Green Belt there are some areas of land that need to be kept largely open, and for which the open countryside policy alone provides insufficient protection. The countryside around settlements can be particularly valuable as it performs a wide variety of functions, for example acting as a setting to the built-up area, a transition between urban and rural and a physical separation of settlements. The value of such 'significant gaps' are recognised by local communities. The NPPF provides that the planning system should be a '*platform for local people to shape their*

surroundings (para 15). Over the years in south Worcestershire, significant gaps have been identified by communities both through the local plan process and neighbourhood plans, and designated on the Policies Map, to not only conserve the character of individual areas and prevent the coalescence of settlements and different character areas, both physically and visually, but also to conserve and enhance landscapes and green infrastructure. As such significant gaps accord with The NPPF 2019 (Paragraph 9) that recognises that: *local circumstances should be taken into account, to reflect the character, needs and opportunities of each area;* and paragraph 20 that provides that: *Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for ... d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure.*

Significant gaps are, therefore, sensitive areas that should be kept essentially free from development. Acceptable development proposals could include the reuse of rural buildings, agricultural and forestry-related development, playing fields and minor extensions to existing dwellings as land will still be largely open post development and is without harm to the purpose, function, or character of a Significant Gap.

Where applicable the inclusion of additional Significant Gap designations within Neighbourhood Plans will be supported.

South Worcestershire is a predominantly rural area which has a strong agricultural history and culture. Local agriculture helps to maintain a sustainable and vibrant economy in the provision of local food and produce, as well as maintaining and contributing to the character of our countryside, its biodiversity, and ecosystems. Effective use of our best and most versatile agricultural land will therefore be ensured in decision making. Outside of the plan allocations, proposals for development on our best and most versatile agricultural land (Grades 1,2, and 3a) will need to demonstrate that no suitable alternative site exists and that the benefit outweighs the harm.

The plan allocations have already undergone a rigorous site selection process where the grades of agricultural land were considered against other constraints.

SWDPR 04 Green Belt

- A. Development on land designated as Green Belt will be restricted to ensure it continues to fulfil the five purposes of the Green Belt. The essential characteristics of Green Belts are their openness and their permanence.**
- B. Substantial weight will be given to any harm to the Green Belt when assessing planning applications.**
- C. New buildings are inappropriate in the Green Belt with the following exceptions:**
 - i. Buildings for agriculture and forestry.**
 - ii. Appropriate facilities for outdoor sport, outdoor recreation and cemeteries.**
 - iii. The extension and alteration of an existing building providing the original building is not disproportionately increased in size.**
 - iv. A replacement building for the same use providing it is not materially larger.**
 - v. Limited affordable housing for local community needs.**
- D. The following forms of development are not inappropriate providing they preserve the openness of the Green Belt and do not conflict with its purposes:**
 - i. Limited infilling or the partial or complete redevelopment of previously developed land.**
 - ii. Mineral extraction.**
 - iii. Engineering operations.**
 - iv. Local transport infrastructure which requires a Green Belt location.**
 - v. The re-use of buildings of a permanent and substantial construction.**
 - vi. Development under a Community Right to Build Order.**
- E. Other development is inappropriate in the Green Belt and will only be permitted in very special circumstances. Such circumstances only exist if the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations.**
- F. Hindlip Park is a Regional Emergency Services and Civil Resilience Site within the Green Belt and new development proposals for these uses are considered to be capable of demonstrating very special circumstances. Therefore, proposals for the redevelopment or intensification of the site will be supported that:**

- i. **are limited to within its core site boundary as set out on the Policies Map;**
- ii. **utilise previously developed land first where possible; and**
- iii. **minimise and mitigate against any adverse impact on the openness of the Green Belt.**

Reasoned Justification for SWDPR 04

The NPPF makes clear that Government attaches great importance to Green Belts and explains that their fundamental aim is to prevent urban sprawl by keeping land permanently open.

The Green Belt is part of the wider West Midlands Green Belt which serves primarily to prevent the coalescence of cities and towns within the West Midlands region. In south Worcestershire, the Green Belt extends over an area of approximately 9,090ha and has been an effective planning tool in ensuring that the main settlements, in particular Droitwich Spa and Worcester, remain physically separate. Where the Green Belt is narrow (e.g., between Fernhill Heath and Worcester) it will be particularly important to ensure that the land remains open, otherwise its ability to function as Green Belt would be compromised.

In line with the NPPF, Policy SWDPR 04 reinforces the fundamental principle that inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances. Such circumstances will not exist unless the potential harm to the Green Belt by reason of its inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations. In determining individual planning applications, SWC will attach substantial weight to any harm to the Green Belt and will, in all such cases, require the submission of clear evidence of very special circumstances before approving development.

In general, sites have not been allocated within the Green Belt but there are a couple of exceptions in Worcester City and Wychavon. For Worcester City, employment allocation 'Land at Blackpole Road (SWDP New 10)' has been allocated due to the combined factors of the site's location, restricted development opportunities (because of physical factors and a lack of suitable employment land availability options) and the evidence in the south Worcestershire Green Belt Study which indicated that the harm to the Green Belt in this location is 'limited to moderate' suggesting an allocation could be supported. For Wychavon, a number of small employment sites have been allocated around Hartlebury Trading Estate and do not extend into the Green Belt beyond the current boundaries of the Trading Estate.

Impact of development proposals on openness of the Green Belt

The following will be taken into account in assessing the acceptability of all development proposals in terms of Green Belt impact:

- a. the footprint, volume, height, bulk and location of the proposed buildings and ancillary development compared to the existing development on the site;
- b. in the case of replacement buildings, whether the development is located on or close to the site of the existing development or whether an alternative location within the site would have less impact on the Green Belt; and

- c. in the case of infilling, whether the development is in proportion with the existing buildings and does not lead to a significant or unacceptable increase in the developed parts of the site.

Hindlip Park

Hindlip Park is located in the Green Belt to the north of Worcester and has a lengthy planning history with respect to emergency services provision since its first use by the police in 1947. Currently it is the joint headquarters of West Mercia Police (WMP) and Hereford and Worcester Fire and Rescue Service (HWFRS). It is a mixture of Previously Developed Land and extensive Greenfield land totalling approximately 124ha and is likely to continue to be the subject of further development proposals from WMP and HWFRS. Although the entire site is in the Green Belt the policy map defines a boundary representing the core of the site (approximately 12.85ha) as a Regional Emergency Services and Civil Resilience Site which includes the historic Grade 2* listed Hindlip Hall, several buildings of various sizes and ages and extensive areas of hardstanding and car parks. Beyond this defined core area the surrounding parkland includes mature woodland, hedgerows, ponds and areas of arable land leased to an agricultural tenant.

The council recognises the importance of the operational emergency response and policing site at Hindlip Park. The site's central location within the operational area together with its direct access to the motorway and major road systems are key factors in this regard and enable swift response times in emergencies.

Whilst proposals for the redevelopment and intensification of the site for Police and emergency services purposes may represent inappropriate development in terms of Green Belt policy guidance within the NPPF, the council recognises the importance of the site, its locational advantages and the need to potentially upgrade and expand its facilities. It is therefore considered that proposals for redevelopment and intensification of the site for emergency response and operational policing are capable of demonstrating very special circumstances.

Development proposals for police and partner uses will be expected to be sited within the core site area as defined on the Policies Map, whilst minimising harm to the remainder of the Green Belt through appropriate design, layout and landscaping measures.

The policy support provided at Hindlip Park only relates to development proposals for operational policing or partner emergency service uses. All other forms of development will be considered against full Green Belt policy in accordance with the SWDPR and NPPF.

SWDPR 05 Design and Sustainable Construction

- A. To ensure the delivery of high-quality design and minimise the impact of climate change across south Worcestershire development proposals will:**
- i. Be required to be of a high quality and inclusive design that responds to any distinctive local character. Account should be taken of adopted design guidance, Design Codes and Masterplans, neighbourhood plans and local design statements.**
 - ii. Be designed so that it creates safe, attractive and beautiful environments that meet the needs of users and incorporate the principle of sustainable development.**
 - iii. Promote high quality urban design delivering excellent public realm, including landscaping, streets, townscapes and public spaces.**
 - iv. Maximising opportunities to improve the quality of life and health and well-being of current and future residents through the provision of, but not exclusively:**
 - 1. Private, communal and public amenity space.**
 - 2. Appropriate internal space standards for new dwellings.**
 - 3. Recreational space for all.**
 - 4. Connected spaces and places that promote active travel and alternative means of travel.**
- B. All new development should mitigate the impacts of climate change through sustainable approaches to design and construction, so development proposals are required to:**
- i. Demonstrate how adaptation measures and sustainable development principles have incorporated into the design.**
 - ii. Prioritise the use of sustainable construction techniques and materials that involve the lowest embodied carbon and minimise their ecological and carbon footprints. Major development should target <500 kgCO₂e/m² upfront embodied carbon emissions.**
 - iii. Reuse and recycle materials that arise through demolition and refurbishment, including the reuse of excavated soil and hardcore within the site and demonstrate how materials can be recycled at the end of their lifetime.**
 - iv. Consider the whole lifecycle carbon emissions of the development and demonstrate actions taken to reduce them. All major development shall calculate whole lifecycle carbon emissions (including embodied carbon emissions) through a nationally recognised Whole Lifecycle Carbon Assessment methodology.**

- v. **Ensure developments mitigate and are resilient to the impacts of future climate change, including extreme weather events and increased risk from overheating and high rainfall events.**
- vi. **Reduce the energy demand from new development in line with the principles of the energy hierarchy, implementing a fabric first approach to construction and ultra-low energy consumption standards (e.g. Passivhaus).**
- vii. **Design and orientate buildings to maximise the potential for passive heating and cooling, reducing the need for mechanical heating, ventilation and air conditioning.**
- viii. **Implementing water efficiency and recycling measures to reduce mains water use.**
- ix. **Expect all new major residential development to achieve a Home Quality Mark assessment.**
- x. **Expect non-domestic developments of 500 sqm of floorspace or above to achieve 'excellent' in BREEAM assessments.**
- xi. **Ensure that the built performance of the development (e.g. energy use, carbon emissions, overheating risk etc) matches the design performance to minimise the potential performance gap between design aspiration and the completed development. A recognised performance gap / assured performance and monitoring tool should be implemented to achieve this.**

Reasoned Justification for SWDPR 05

The character, distinctiveness and viability of successful places are principally based on the quality of the built environment and public realm. Well-designed buildings, places and spaces help to create attractive and beautiful environments that set a positive context for the development of successful places and sustainable communities.

Design is not simply about how a development looks, but also how it functions and how well it meets the needs of future occupiers and visitors. This strategic design policy sets out a clear steer that applications for new development should be of a high-quality design and that places respond to the distinctive character in south Worcestershire. This reflects the guidance provided in the NPPF (July 2021) which attaches great importance to the design of the built environment.

Good design facilitates and contributes to local distinctiveness, as sense of place and pride in the local environment. It improves and enhances existing places and helps to attract people, businesses and inward investment. The quality of architecture and design are both relevant to the impact that development will have on the character of the area. High quality development requires a comprehensive understanding of the context within it is located. It is very important, both environmentally and economically that new development continues to enhance the distinctive character of the built and natural environment.

In responding to and mitigating against climate change the strategic policy adopts a 'fabric first' approach to building design. This involves sustainable construction practices, maximising the environmental performance of the buildings in order to minimise carbon emissions and reduce running costs.

Consideration should be given to identifying a comprehensive approach to mitigating and adapting to climate change covering the full range of relevant issues. The application drawings and supporting information should show how the measures proposed form an integral part of the proposed design and the approach to green infrastructure.

New developments should be built to high energy efficiency standards, following a fabric first approach, that reduces energy demand. In line with the recommendations of the UK Green Building Council's 'New Homes Policy Playbook' and the RIBA 'Sustainable Outcomes Guide', new homes should aim for an energy use intensity of less than 70 kWh/m²/year operational energy use (including regulated and unregulated energy) in GIA, excluding renewable energy contribution. However, this should reduce towards achieving less than 35 kWh/m²/year by 2030. In addition, new homes should be built to a level of energy efficiency to deliver a space heat demand of 15-20kWh/m²/year. All development should consider the guidance and energy performance metrics set out within the RIBA Sustainable Outcomes Guide.

Increasing energy efficiency standards will not be fully effective if there is a gap between the design performance of a building and its actual, real-world performance when occupied. The UK Committee on Climate Change state that addressing this performance gap is vital and that greater levels of compliance with standards and monitoring of performance are required to ensure buildings are delivering what is expected. To address this, developers will be expected to implement a recognised performance monitoring tool and process for new major developments. This will be a condition of receiving planning permission. This should include post-occupancy evaluation of completed developments that assesses whether the design performance has been met, obtain feedback from building occupants, and scope how efficiently the building operates. Data gathered through this process should be publicly available and shared with the local authority.

Major residential development will be expected to undertake a Home Quality Mark assessment. This will help to provide transparency and information to prospective households on the design quality of new homes, its environmental and energy performance and running costs. New major commercial developments are expected to undertake a BREEAM assessment and achieve an 'excellent' standard. The assessments will ensure that development engages thoroughly with the issues of sustainable design and construction. They will also be a tool to demonstrate compliance with this policy, SWDPR01 Climate Change and other relevant SWDP policies. Furthermore, it will enable comparable performance data between development in the area.

Where developers, for technical or viability reasons, consider it not possible to achieve the standards required by the policy, the local planning authority will consider the merits of evidence which maintains there is a valid technical or development viability issue in support of any planning application.

SWDPR 06 Transport

Managing Travel Demand

- A. Development proposals, taking into account their nature and location, must demonstrate that: the proposed layout and design will minimise the need to travel by car, provide infrastructure to facilitate active travel, at least maintain highway safety for all users and be consistent with the delivery of the objectives in the latest Worcestershire Local Transport Plan.**
- B. Travel Plans will be required for all major developments proposals⁸. These must set out appropriate and enforceable measures to manage and limit single occupancy private car use in favour of incentivising active travel and public transport use as active and space-efficient modes of transport.**
- C. Development proposals should be clearly supportive of the design criteria and principles set out in Manual for Streets (Part 1 and 2), LTN 1/20 Cycle Infrastructure Design, the Worcestershire Local Transport Plan and the Worcestershire Streetscape Design Guide. In the Cotswold National Landscape and the Malvern Hills Area of Outstanding Natural Beauty (AONB) highway design guidance produced for these areas should also be utilised. Development proposals within or on the periphery of these highly valued landscapes should not give rise to significant traffic increases and associated effects on tranquillity and enjoyment.**

Reducing the Environmental Impacts of Travel

- D. In accordance with policy SWDPR 06, development proposals will be required to provide, or contribute financially to, a package of active travel infrastructure and services according to their nature, scale, and likely impact on the highway network.**
- E. All new freestanding residential development will be required to provide Electric Vehicle (EV) charging infrastructure; for all other development the required EV charging infrastructure will be determined by the proposed use, scale, location and indicative likely need.**

Delivering Transport Infrastructure to Support Economic Prosperity

- F. The following transport schemes, as identified within the latest Worcestershire LTP, are the most significant for the successful implementation of the SWDPR:**
 - i. Active Travel Corridor and Network Enhancements;**
 - ii. Worcestershire Parkway Station – Cycle and vehicle parking capacity enhancement and additional platform;**
 - iii. Pershore Railway Station cycle and vehicle parking capacity enhancement;**
 - iv. Worcester Shrub Hill Station Masterplan;**

- v. Worcester City Centre Masterplan; and
 - vi. Rushwick station Masterplan.
- G. Development proposals will not be permitted if they are likely to prejudice the implementation of the transport schemes set out in clause F, the implementation of identified highway improvements or traffic management schemes, or the operation of existing or proposed public transport facilities, or any transport proposals as set out in the Worcestershire Local Transport Plan.
- H. The provision of dwellings, employment land and retail as set out in policy SWDPR 02 across south Worcestershire to 2041 will require the phased implementation of a significant package of essential transport investments as set out in the latest Worcestershire Local Transport Plan.
- I. The following sites and corridors, as shown on the Policies Map, will be safeguarded from development that would prejudice sustainable transport network developments:
- i. the Cotswolds and Malvern railway line;
 - ii. the railway alignment between Droitwich Spa and Stoke Works;
 - iii. the former alignment of the Stratford to Cheltenham railway line, including the former Chord Lines at Honeybourne Junction;
 - iv. the former railway alignment between Great Malvern and Upton upon Severn;
 - v. land around the Newland roundabout in Malvern Link;
 - vi. land for the provision of Rushwick Railway Station, cycle and car parking facilities; and
 - vii. the transport infrastructure set out in the strategic allocations at Worcestershire Parkway (SWDPR 51), Throckmorton Airfield (SWDPR 52), and Rushwick (SWDPR 53).

Transport Assessment Strategy

- J. Transport Assessments are required for all major developments⁹ and must be carried out as required by the Worcestershire Local Transport Plan and agreed by the Local Planning Authority (LPA) in consultation with Worcestershire County Council, as the Highway Authority, the following supporting policies and guidance:
- i. Worcestershire Local Transport Plan;
 - ii. Worcestershire Rail Investment Strategy; and
 - iii. Worcestershire Streetscape Design Guide.

Parking

K. In all urban areas developers will be required to meet the standards set out in the Worcestershire Streetscape Design Guide.

Implementation

L. In cases where new transport infrastructure is necessary in order to make a development proposal acceptable in planning terms financial contributions will be secured through CIL and/or a Section 106 legal agreement.

Reasoned Justification for SWDPR 06

Worcester city centre is the largest destination for vehicle trips in south Worcestershire. This is reflected in levels of traffic congestion both within and around the city. Its location is supported by wider strategic transport infrastructure and access to the national motorway network. The River Severn constrains east / west movements through south Worcestershire and is a significant contributor to congestion on the A4440 Southern Link Road, which provides one of only two vehicle crossing points for the city.

Integrated investment in transport infrastructure, services and travel choice information for all modes of transport will be required to accommodate the growth in travel demand without increasing travel times, congestion and costs, and thereby undermining economic performance. This will require an efficient rail network offering improved and frequent regional and inter-city connections, high-quality active travel (cycling and walking) routes for shorter distance journeys, particularly in urban areas, and a convenient and efficient urban passenger transport network.

Some investment in strategic and local highways may be justified, but evidence shows that provision of additional capacity simply unlocks latent demand to travel by car, bringing with it significant negative impacts in terms of worsening congestion, accessibility and environmental/air quality. As such, widespread investment cannot be justified as this will lead to further unsustainable traffic growth. The SWDPR aims to ensure that development improves the effectiveness of the transport network. The Worcestershire LTP and associated local transport plan policies, Infrastructure Delivery Plan and overarching strategies (including the Worcester Transport Strategy) provide the basis on which to develop and deliver this network.

The rural nature of most of south Worcestershire means that travel is highly diverse in terms of the origin and destination of trips, albeit most commuting takes place within south Worcestershire itself. Rural residents are more reliant on cars because of very limited passenger transport service provision here and, with walking and cycling being a less realistic option relative to urban areas, more demand-responsive forms of public and community-based transport, such as community buses, will be required if the transport needs of rural residents are to be met. The SWDPR aims to improve transport choice to enhance rural accessibility. Improved access to new technology (such as broadband) may help to reduce rural isolation without increasing travel demand.

Reference to local guidance specific to the Cotswold National Landscape and the Malvern Hills AONB will help ensure that transport related development does not impact on the nationally designated landscapes. The potential effects of large residential developments in close proximity to the Cotswold National Landscape or the AONB on the tranquillity of the designated landscape is recognised in their Management Plans (e.g. Policy TRP6 in the

Malvern Hills AONB Management Plan) and in supporting work such as the Malvern Hills AONB Position Statement on Development and Land Use Change in the setting of the Malvern Hills AONB.

Worcestershire has a mature economy, with well-established transport networks and connectivity between economic centres already in place. The Worcestershire LTP suggests that investment should be focused on enhancing the performance of existing transport networks, particularly where journey times and costs are increasing, through investment transport network capacity and reliability 'pinch points'. There are some areas in south Worcestershire where investment in transport infrastructure and services has been insufficient to deal with rising demand, particularly with respect to rail and active travel modes; unless addressed this will have an even greater impact on the area's future growth and competitiveness.

Sustainable Travel

Traffic congestion is a major cost to the economy and negatively affects air quality within urban areas. A significant change in travel patterns and travel behaviour is necessary and so housing growth must be accompanied by increased investment in local services, employment opportunities and improvements to walking, cycling and public transport infrastructure, services and information systems.

There is an urgent need to adopt policies that ensure the closer integration of land use and transportation planning to help manage demand on the local transport network. This will also help reduce the impacts of new development and make full use of existing transport infrastructure and services. The SWDPR overarching development strategy seeks to focus new development largely within the urban areas and in villages / settlements that have good access to local services, or where services can be enhanced through development (SWDPR 03), in order to minimise the need to travel.

Worcestershire County Council has adopted and published a Streetscape Design Guide, which should be taken fully into account in major development proposals. Developers will be required to submit a technical note alongside their application to set out how these requirements have been considered.

Actively managed and adequately funded Travel Plans are essential as they are an integral part of the wider implementation of an area's sustainable transport strategy. Plans must be robust and enforceable to ensure that development is sustainable in terms of its transport requirements. Travel Plans will be required for all major developments and should set out targets and monitoring arrangements to ensure sustainable travel patterns are maintained. All Travel Plans must involve the development of explicit and agreed outcomes linked to an appropriate package of measures.

Worcestershire Local Transport Plan (LTP)

This provides the policy and strategy context for major transport projects to enable Worcestershire County Council to bid for Government funding. It also provides the context within which developer contributions can be guided.

Detailed plans for the implementation of transport infrastructure will come forward during the lifetime of the LTP and these will be developed so that the proposals taken forward have a strong business case and thus represent value for money. The LTP Scheme Appraisal NPPF will guide Worcestershire County Council's capital spending, which includes Section 106 funding and grant allocations to optimise value for money.

The current plan, Worcestershire LTP4, which relates to the adopted SWDP, includes a specific section for south Worcestershire, setting out a series of proposed investments in transport infrastructure and services that will both tackle existing accessibility constraint, and more importantly, provide additional capacity to accommodate growth. The SWDPR will also be supported by Worcestershire LTP5.

New developments are expected to contribute significantly towards the funding of essential transport schemes and strategies as set out in Worcestershire LTP4 and its successor the Worcestershire LTP5. This is essential to deliver sustainable growth and is also consistent with the aims of both plans.

Delivering Major Transport Schemes across south Worcestershire

The Worcestershire Local Enterprise Partnership has identified the following transport-related priorities:

- a) To deliver the largest sites and related transport infrastructure needed to secure economic growth and a low carbon economy.
- b) To deliver the right infrastructure for business - improving access from the M5 to the Malvern Hills Science Park and QinetiQ and creating better access for our strategic businesses and their supply chains.

The Worcestershire Local Investment Plan has specified that, where resources for infrastructure are scarce, priority will be given to schemes and investment that support an area's economic prosperity. In addition to the schemes set out above, regard will also be had to transport priorities that may emerge through the plan period. This is consistent with the aims of the Worcestershire LTP. Development proposals that are likely to prejudice the implementation of identified transport infrastructure improvements or traffic management schemes will not be permitted.

SWC and Worcestershire County Council will need to continue to work in partnership with organisations such as National Highways, Network Rail, the Department for Transport and train operating companies to promote and develop schemes such as a new Rushwick Station, further improvements at Worcestershire Parkway and Pershore Station.

The provision of transport infrastructure schemes and improvements associated with development proposals will need to demonstrate that the risks associated with environmental impact have been taken into account, for example that biodiversity, flooding and Climate Change impacts have been assessed in accordance with Environmental Impact Assessment requirements. They will also need to demonstrate that they have minimised disruption to the existing strategic transport network and considered the potential impact on the area's economy and local communities. It is the SWC and Worcestershire County Council's aim that the majority of strategic transport infrastructure, services and measures to

improve travel choice identified in the south Worcestershire section of the LTP (and subsequent revisions) should be committed to in accordance with SWDPR 09.

Parking Policy

Traffic and parking management measures can improve significantly the efficiency of transport networks, reduce pollution associated with traffic congestion and help to improve air quality. To encourage a high volume of shoppers and to boost economic activity, Worcestershire LTP places an emphasis on working with partners to ensure that parking in city and town centres is strongly biased towards short-stay use. Long-stay car parking, mainly associated with commuting, will be addressed through the provision of parking hub sites at peripheral locations, ideally co-located with railway stations.

Within the rural areas, where communities are more reliant upon the private car due to more limited transport choices, consideration will be given to a more flexible approach to the application of parking standards, based on site assessment and location. The SWC will work with Worcestershire County Council to develop locally specific parking standards through the LTP and Supplementary Planning Documents.

Phasing and Implementation of Transport Infrastructure

The funding to deliver transport infrastructure is likely to come from a variety of sources, including developer contributions, during the plan period.

New development will be incorporated into a co-ordinated infrastructure and service delivery programme agreed with the SWC and Worcestershire County Council and, where relevant, to the Strategic Road Network, Highways England. An Infrastructure Delivery Plan will provide how and when transport infrastructure will be provided and set out which partners will deliver it.

Developers will be required to demonstrate that they have given appropriate consideration to the potential impacts of development on a wider and strategic transport network, including that managed by Worcestershire County Council, Highways England and Network Rail. In particular, the impact on the safe and efficient operation of Junctions 5, 6 and 7 of the M5 and the A46(T) will require detailed consideration as developments come forward during the plan period.

The phasing of major highways and sustainable transport improvement schemes will also be considered.

SWDPR 07 Green Infrastructure

- A. Housing proposals are required to contribute towards the provision, maintenance, improvement and connectivity of multi-functional Green Infrastructure (GI)¹⁰ as follows:**
- i. For greenfield sites exceeding 1 ha (gross) - 40% GI excluding private gardens.**
 - ii. For greenfield sites of less than 1 ha but more than 0.2 ha (gross) - 20% GI excluding private gardens.**
 - iii. For all brownfield sites, and on greenfield sites of less than 0.2 ha (gross) - the proportion of GI will be determined by site characteristics and local circumstances and will be agreed with the LPA on a case-by-case basis.**
- B. For employment and retail proposals (including mixed use commercial schemes), the proportion of GI will be determined by site characteristics and local circumstances and will be agreed by the LPA on a case-by-case basis.**
- C. For developments which fall within sections A and/or B of this policy:**
- i. The precise form and function(s) of GI will depend on the wider strategic green network, site characteristics, the local context and the Worcestershire GI Strategy's priorities. Developers should discuss their proposals for GI with the local planning authority before submitting a planning application.**
 - ii. Developers will be required to demonstrate how the functionality and connectivity of existing and proposed GI features will be retained, protected and enhanced through the lifetime of the development.**
 - iii. Strategic allocation sites¹¹ will be required to accord with the relevant GI Concept Plans¹² and Concept Statements¹³ as developed by the Worcestershire GI Partnership in consultation and agreement with the relevant Local Planning Authority, once produced. Any additional master-planning processes and spatial frameworks produced for the strategic allocation sites must also be informed by these Plans or Statements, where available.**
 - iv. On all other sites, developers will be required to prepare proportionate GI appraisals in consultation with the local planning authority.**
- D. Effective management arrangements must be clearly set out and will be secured by condition(s). Once a planning permission has been implemented, the associated GI will be protected as Green Space (SWDPR 44).**
- E. Other than specific site allocations in the SWDPR, development proposals that would have a detrimental impact on GI attributes within the areas identified as**

'protect and enhance' or 'protect and restore' as identified on the Environmental Character Areas Map will not be supported unless:

- i. a robust, independent assessment of community and technical need (using recognised national methodology where available) clearly demonstrates that the specific GI typology is surplus to requirements in that location; and
 - ii. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location¹⁴.
- F. Proposals on residential gardens will not be supported where development would cause harm to the local area (assessed on a case-by-case basis).
- G. All major developments¹⁵ will be required to demonstrate compliance with standards set out in 'Building with Nature' or equivalent benchmarks and demonstrate how this standard will be maintained throughout the lifetime of the development¹⁶.

Areas of Informal Recreation (AIRs) Allocations

H. The following locations have been allocated for new AIRs in South Worcestershire, as displayed on the SWDP Review Policies Map:

Table 3: Locations allocated for new AIRs

Site Location	Local Authority	Site Area (Hectares)	Call for Sites Ref	Reg 19 Ref
Lower Hall Farm, Hampton Lovett	Wychavon	73.21	CP001	AIR01
Land south of Jennet Tree Lane, Deblin's Green	Malvern Hills	46.55	CP003	AIR02
Land north-east of Blenheim Farm, Honeybourne	Wychavon	59.31	CP006f	AIR03

Proposed Site Use Descriptions

- I. Lower Hall Farm, Hampton Lovett (CP001/AIR01) – Creation of traditional parkland on existing agricultural land with new access routes incorporating woodland, hedgerow, and wetland features. Provision of a small-scale café and car parking facilities.

- J. Land south of Jennet Tree Lane, Deblin's Green (CP003/AIR02) – Retention and enhancement of pastoral and arable landscape with woodland and veteran trees, with increased and enhanced public access routes within the site and to the adjacent Old Hills. Provision of small-scale car parking facilities.**
- K. Land north-east of Blenheim Farm, Honeybourne (CP006f/AIR03) – Creation of new woodland and associated habitats with new and enhanced access trails around the site. Provision of small-scale car parking facilities.**

Reasoned Justification for SWDPR 07

Green Infrastructure (GI) is the network of green spaces and natural elements that helps intersperse and connect our cities, towns and villages with the wider environment. GI comprises many different elements including biodiversity, the landscape, the historic environment, the water environment and publicly accessible green spaces and informal recreation sites. Green spaces and natural elements do not exist in isolation. Considering networks in an integrated way achieves benefits that are far greater than when individual components are considered separately. There are many advantages to be gained from securing a critical mass of GI in a locality – creating a wide range of benefits that contribute to meeting the individual site priorities as listed at Environmental Character Area level within the Worcestershire Green Infrastructure Partnership (2012) Worcestershire Green Infrastructure Strategy.

The NPPF (paragraphs 92, 154, 175 and 186) recognises the need for inclusive and safe spaces that enable and support healthy lifestyles and help avoid increased vulnerability to the range of impacts arising from climate change. A strategic approach is required which includes the provision of safe and accessible green infrastructure and suitable adaptation measures. GI provision and enhancement can deliver a range of benefits, including:

- a) helping to mitigate extreme temperatures through limiting the urban heat island effect;
- b) carbon capture and storage;
- c) flood mitigation;
- d) habitat protection and creation;
- e) pollution reduction and improvements to air and water quality;
- f) property value enhancement;
- g) stimulating inward investment;
- h) supporting health and wellbeing; and
- i) supporting employment growth, including tourism.

In most cases, planning for the protection, enhancement or inclusion of GI can deliver multiple benefits simultaneously. With regard to the overall quality of life, the promotion of active lifestyles and the stimulation of business investment, the availability of accessible high-quality GI is a positive and significant factor.

GI will need to be carefully planned into new developments from the outset. Successful delivery of GI will depend on the comprehensive consideration of all GI components, both within and neighbouring the site and in the immediate locality including biodiversity, landscape, historic environment, access and recreation, flood risk management and water quality and quantity. To achieve this, any GI provision should accord with the relevant

requirements of other policies, in particular those in policies SWDPR 01 Climate Change, SWDPR 10 Health and Wellbeing, SWDPR 26 Design; SWDPR 27 Biodiversity and Geodiversity; SWDPR 35 Sustainable Drainage Systems; SWDPR 36 Water Resources, Efficiency and Treatment; SWDPR 43 Built Community Facilities, SWDPR 45 Provision of Green Space and Outdoor Community Uses in New Development and SWDPR 46 Playing Fields. Paragraph 71 of the NPPF provides the justification for seeking local policy protections for residential gardens.

Development of both greenfield and brownfield sites will be expected to retain, protect and enhance the integrity of the GI network and its connectivity. Key GI features such as Sustainable Drainage (SuDS), green roofs, green walls, tree planting (particularly in urban settings) and measurable biodiversity net gain will be delivered wherever possible and integrated into the wider GI network. The delivery of GI should be benchmarked against recognised approaches. Building with Nature is the SWC preferred example of such a standard, which can provide accreditation based on a specific framework of principles that assesses the quality, functionality and long-term management of GI as well as the additional value that a scheme may bring to the economy, sense of place or health and wellbeing.

The policy supports the Worcestershire Green Infrastructure Strategy¹⁷, which is informed by the Worcestershire Green Infrastructure Framework¹⁸. Together these documents identify the most appropriate actions (protect, enhance and/or restore) deemed necessary to maximise the multi-functional benefits of GI in those areas where this is most critical. In particular, development should show how the site context and development proposals complement and enhance strategic GI networks.

The GI Environmental Character Areas (ECA) have been developed for Worcestershire¹⁹. They are a synthesis of detailed evidence bases for each of the main GI attributes, including access and movement, landscape character, historic environment, blue infrastructure and biodiversity. They set an overall strategic approach for interventions within the areas based on the quality of the existing GI:

- a) Protect and enhance.
- b) Protect and restore.
- c) Restore and create.

Each ECA is also complemented by evidence highlighting overarching principle and primary objectives for each of the contributing GI characteristics. ECAs inform the appropriate provision of GI, including its type and functionality.

The current ECA analysis classifies urban areas as un-surveyed due to fragmented data availability. However, this does not mean that those urban areas do not have GI value (see SWDPR 44). It is anticipated that GI evidence relating to urban areas will be reviewed in a future update to the ECAs.

The 'Worcestershire GI Strategy' promotes the GI Concept Plan and GI Concept Statement approach for strategic development sites and seeks to promote collaborative working with developers. GI Concept Plans and Concept Statements establish principles for development that identify key GI assets and opportunities for their protection and enhancement in line with the Worcestershire GI Strategy and NPPF including the ECA priorities. Developers will be expected to prepare their schemes in accordance with GI Concept Plans and Concept

Statements as produced by the Worcestershire GI Partnership in consultation and agreement with the relevant Local Planning Authority. When considering GI Concept Plans and Concept Statements in their schemes, developers should give due consideration to the wider site context, and how GI can link to existing green corridors and strategic green network sites.

Applicants will be required to prepare their own GI appraisals on all other sites that qualify under parts A and/or B of SWDPR 07 to demonstrate how their proposals will contribute to the successful delivery of GI. The exact format of the GI appraisal is not prescribed but it should be proportionate to the scale of the development and undertaken in consultation with the LPA. Some major development schemes may consider GI Concept Plans and Concept Statements as an appropriate mechanism through which to demonstrate this requirement.

The policy also requires that effective management arrangements are put in place and it is accepted that a range of mechanisms can be employed to deliver this requirement, whether it is through a management company, a community led scheme or the adoption of the GI by another organisation. Whichever approach is used, it should allow effective engagement of residents and others contributing to the management (directly or financially) over the effectiveness of the management regime and costs and dispute resolutions.

AIRs Allocations

The Worcestershire Green Infrastructure Framework 3: Access and Recreation Document (2020)²⁰ highlighted limited opportunities to expand existing informal recreation sites across Worcestershire.

The report identified areas of search for sites for new recreation assets in the county, including three locations in South Worcestershire. The focus for these areas was on the creation of new large strategic informal recreation sites which form part of a wider network of accessible greenspaces, and to take pressure off existing GI assets, such as the Malvern Hills SSSI and Croome Court.

Further, work undertaken by Footprint Ecology²¹ relating to recreational impacts on the Malvern Hills Site of Specific Scientific Interest (SSSI), including visitor surveys, established that there is a need to address recreational pressures on the Malvern Hills SSSI as a result of previous local plan growth and the growth planned in the SWDP Review, and that this pressure has been potentially exacerbated by increased use during the Covid-19 pandemic. It is recognised in the report that further housing growth will increase pressure on the Malvern Hills SSSI, and the role that strategic planning has in ensuring adequate protection.

A range of recommendations relating to visitor management and access strategies and the related mitigation measures were identified, including the creation of alternative greenspace; 53% of interviewees indicated that they would use a new AIR or similar area of new greenspace. A mitigation strategy for the Malvern Hills SSSI has also been prepared by Footprint Ecology, which recommends ways to manage the impacts of increased recreational pressures on the Malvern Hills. The concerns related to increased pressure on the Malvern Hills SSSI have also been raised by Natural England as part of the SWDP Review process.

In a response to these evidence base updates and Natural England's concerns, the South Worcestershire Councils complemented the County Council's recommended areas of search with their own 'Call for Sites' consultation. As a result of assessing all the submissions and suitable options, three new AIRs have been allocated. The three allocations have been selected further to detailed assessment taking into account considerations including land constraints, flood risk, access, heritage and landscape, and in consultation with Natural England; the detailed assessments have been published as part of the supporting SWDPR Evidence Base.

The delivery of these sites will involve the creation of informal publicly accessible land intended to increase the amount of natural green space available to local residents for their recreation and wellbeing. This will include development of routes and trails suitable for all visitors and provision of cycle and limited car parking facilities in the first instance. Opportunities to provide educational access may be explored in the future, as may the addition of other visitor facilities, such as toilets and refreshments, subject to further consultation on a site-by-site basis.

SWDPR 08 Historic Environment

- A. Development proposals should conserve and enhance heritage assets, including assets of potential archaeological interest, subject to the provisions of SWDPR 29. Their contribution to the setting and character of the landscape or townscape should be protected in order to sustain the historic quality, sense of place, environmental quality and economic vibrancy of south Worcestershire.**
- B. Development proposals will be supported where they conserve and enhance the significance of heritage assets, including their setting. In particular this applies to:**
- i. Designated heritage assets, i.e. listed buildings, conservation areas, scheduled monuments, registered parks and gardens and registered battlefields, as well as non-designated heritage assets²².**
 - ii. The historic landscape, including locally distinctive settlement patterns, field systems, woodlands, ancient and veteran trees and commons and historic farmsteads and smallholdings.**
 - iii. Designed landscapes, including parkland, gardens, cemeteries, churchyards, public parks, urban open spaces and industrial, military or institutional landscapes.**
 - iv. Archaeological remains of all periods.**
 - v. Historic transportation networks and infrastructure including roads and trackways, canals, river navigations, railways and their associated industries.**
 - vi. The historic core of the cathedral city of Worcester, with its complex heritage of street and plot patterns, buildings, open spaces and archaeological remains, along with their settings and views in and out of the city.**
 - vii. The civic, religious and market cores of south Worcestershire's city, town and village fabric with their wide variety of building styles, materials and street and plot patterns.**
- C. Development proposals will be supported where they conserve and enhance the historic environment in order to encourage tourism, inward investment and increase the vitality and attractiveness of their location. In particular the adaptive reuse of historic assets will be supported to achieve these objectives.**

Reasoned Justification for SWDPR 08

When considering development proposals Policy SWDPR 08 should be read in conjunction with Policy SWDPR 29 and any relevant neighbourhood plan.

South Worcestershire's historic environment is a valuable, finite, and irreplaceable resource, which is central to the character and identity of the area. It has a crucial role in supporting sustainable development through enhancing the quality of life of those currently living in and

visiting the area and for generations to come, as well as delivering wider economic benefits through tourism and uplift in related development benefits. In addition to designated assets, south Worcestershire possesses a wealth of non-designated heritage assets from various periods that are significant for their historic, archaeological, architectural, or artistic interest and a variety of building styles and materials. The informed management of this resource, based on up-to-date evidence, will benefit current and future generations, with its importance being recognised in legislation and policy.

The Policies Map specifically identifies conservation areas, registered parks and gardens, battlefields and Scheduled Monuments. Others are identified in local lists (where they are in use) and Historic Environment Records.

Prehistoric and Romano-British settlement and ceremonial remains are widely distributed and often extensive in the Severn, Avon and Teme valleys, which also contain important palaeoenvironmental deposits. These are juxtaposed with prehistoric hill forts on the higher ground of the Malvern Hills and Bredon Hill. Some earlier settlements, including the major urban centre of Worcester, continued to develop through the medieval and post-medieval periods. The medieval period saw the development of the main market towns, followed by Malvern during the 19th century. Varying influences and uses include market functions, monastic and church ownership and the later development of spas.

The villages and hamlets are mostly of medieval or earlier origin. Many of them have surviving medieval assets, such as the parish church, moats, ponds, and extensive earthworks. All are set within a landscape that is characterised by diverse and important historic field systems, punctuated by ancient and semi-natural woodlands, veteran trees, commons and historic parklands. Dispersed settlements and farmsteads dominate the west of the area, with nucleated villages and clustered farmsteads characteristic of the south-east. The rivers formed important transportation networks, linking with roads and tracks, 18th and 19th century canals and latterly the railways. These are described in further detail in part two of the South Worcestershire Design Guide SPD.

Designed landscapes include parks, both private (e.g., Croome Park) and public (e.g. Fort Royal Park, Worcester; Priory Park Malvern; or Lido Park Droitwich Spa). As well as landscape interest, these heritage assets have significant architectural and archaeological interest and often contain other monuments and memorials.

Proposals for development should have regard to the locally distinctive character of south Worcestershire and appropriate weight will be given to those characteristics identified when determining proposals. Neighbourhood plans, along with conservation area appraisals provide an additional layer of statutory policy and guidance that provides the 'fine grain' for decision making purposes. Historic Landscape Characterisation studies²³ have been produced for the county. These also provide an evidence base that can be used to inform assessments of local distinctiveness and the heritage value of historic landscapes and their associated heritage assets.

SWDPR 09 Infrastructure

- A. The South Worcestershire Councils will work closely with its partners, in particular Worcestershire County Council, to bring forward the infrastructure required to deliver the plan.**
- B. Development will be required to provide or contribute toward the provision of infrastructure necessary for the development.**
- C. Planning obligations will be sought where a development proposal will create a need to provide additional, or improvements to, infrastructure that is directly related to the development.**
- D. Contributions will be sought towards the delivery of the following types of infrastructure: affordable housing, transport, green infrastructure, green spaces, education, health, waste and social infrastructure including leisure, sports and recreation facilities.**
- E. Where infrastructure is needed to support new development, the infrastructure must be operational no later than the appropriate phase of the development for which it is needed.**
- F. The Community Infrastructure Levy (or any subsequent replacement) will be used to address the cumulative impacts of infrastructure in an area.**

Reasoned Justification for SWDPR 09

Infrastructure is vital to ensuring that settlements of all scales can thrive and function in more sustainable ways. New development can place additional pressures on existing infrastructure. To ensure that development is successfully integrated into existing communities and meets the needs of new residents and businesses it is important that the appropriate infrastructure is provided and that it is delivered at the right time.

The South Worcestershire Infrastructure Delivery Plan (SWIDP) 2022 identifies the infrastructure requirements to meet the needs of Plan growth up to 2041 and sets out the quality, capacity and shortfalls of existing infrastructure in accordance with national policy and guidance. The SWIDP is intended to be a “living document” and will be updated as necessary to support the delivery of this Plan. The South Worcestershire Councils and its partners are committed to the delivery of appropriate infrastructure required to support the growth set out in the Plan.

Worcestershire Parkway has its own site specific IDP and the strategic housing sites at Throckmorton, Rushwick and Mitton have dedicated chapters within the SWIDP which set out the key infrastructure requirements for these developments and their triggers.

For specific infrastructure requirements related to particular sites, reference should be made to the site-specific policies, SWDPR 51-58, of this Plan. For those allocated sites where this Plan does not contain detailed policy guidance on infrastructure provision, an assessment of infrastructure requirements will be developed by the council in conjunction with infrastructure providers and in liaison with developers when development proposals come forward.

Reference should be made to the most current version of the SWIDP, which will provide assistance in identifying infrastructure requirements for these sites.

Contributions will be sought toward: affordable housing, off-site highway infrastructure, rail network improvements, footways, cycleways, bridleways and byways, public transport, drainage and flood protection, waste recycling facilities, education and childcare, healthcare, sports, leisure and recreation facilities, community and social facilities, cultural facilities, emergency services, green infrastructure and open space where required; these have been subject to suitable viability testing.

The types of contributions that will be sought from qualifying development will vary according to the nature of the development and from site to site. Further guidance is set out in the SWC's Developer Contributions SPD 2018 which will be updated during the Plan period to reflect the Infrastructure Delivery Plan and the Community Infrastructure Levy (CIL) and any subsequent replacement mechanism.

CIL will be collected in accordance with the relevant authority's adopted charging schedule and spending priorities will be identified in the SWC's Infrastructure Funding Statements that are updated annually.

SWDPR 10 Health and Wellbeing

- A. Proposals for new development must consider their impact on health and wellbeing and provide opportunities for its improvement. Proposals must have a positive impact on health and wellbeing and contribute towards building strong, vibrant and healthy communities to help reduce health inequalities in south Worcestershire.**
- B. Development proposals must contribute to healthier communities and support health and social wellbeing. They will need to demonstrate that they are well designed to meet the current and future needs of all members of a community and all aspects of mental and physical health. Support will be given to proposals that provide:**
- i. a mix of housing to meet the needs of different groups in the community, such as those detailed below;**
 - ii. dementia-friendly design, including streetscape and public realm;**
 - iii. accessible open spaces, including appropriately located, sized and equipped areas for all members of the community;**
 - iv. community facilities and greenspaces, and the retention of existing provision, to help promote community cohesion, reduce social isolation and provide opportunities for day-to-day active lifestyles;**
 - v. a permeable environment that prioritises and designs in active travel (such as walking and cycling) provision or retention of links (within and beyond the development) to local centres, schools, workplaces and community facilities, in order to reduce car dependency and facilitate community connectivity;**
 - vi. buildings designed to maximise energy efficiency and the use and/or production of renewable and low-carbon energy;**
 - vii. buildings must be planned to minimise (users/occupants) exposure to air, noise and light pollution through detailed design, siting and specification including orientation and layout;**
 - viii. Green Infrastructure and net gains in biodiversity; and**
 - ix. Access to fresh food, for example through retention and provision of allotments, micro-growing spaces, community orchards, fruit trees, local markets, and useable private amenity spaces.**
- C. Health Impact Assessments (HIA) will be required to demonstrate how the above priorities (as appropriate) will be delivered and how any negative and cumulative impacts will be addressed. A HIA must be undertaken on the following:**

- i. **Residential/mixed use development sites of 10 (net) dwellings or more, or residential sites with an area of 0.5 ha (net) or more (applies to C2 and C3 uses)²⁴.**
 - ii. **Non-residential developments for new or net additional floor space of 1,000 m² or more or non-residential development on sites of 1 ha (net) or more²⁵.**
- D. Additionally, in order to identify whether a proposal requires a full HIA, a HIA screening assessment must be undertaken on proposals that would require planning permission for, or changes of use to:**
- i. **Restaurants and cafes for the sale of food and drink for consumption (mostly) on the premises (E(b) Use Class).**
 - ii. **Drinking establishments (Sui Generis).**
 - iii. **Hot food takeaways (Sui Generis).**
 - iv. **Betting shops and pay-day loan shops (Sui Generis).**
 - v. **Any other relevant proposals considered by the local planning authority to require a HIA Screening assessment.**
- E. Proposals not requiring planning permission, i.e. as set out under the Town and Country Planning General Permitted Development (England) Order (as amended) are exempt from this process.**

Reasoned Justification for SWDPR 10

The SWC have taken forward the NPPF and NPPG health and wellbeing aspirations by embedding the principle of health and wellbeing throughout the SWDPR, including its key objectives.

The Joint Health and Wellbeing Strategy for Worcestershire²⁶ and the local health needs as set out in the Joint Strategic Needs Assessment (JSNA)²⁷ have been used to inform this policy. These documents show that health inequalities exist in south Worcestershire, with differences in health and wellbeing experienced by certain population groups. People in lower socio-economic groups are more likely to experience chronic ill-health and die at a younger age than those in higher socio-economic groups. South Worcestershire faces a number of health and wellbeing challenges associated with an ageing population and avoidable behaviours, which have a long-term detrimental impact on health such as physical inactivity or poor diet.

Age demographics vary across south Worcestershire. Worcester City, for example, has a higher proportion of younger people in comparison to Malvern Hills and Wychavon, where there are higher proportions of people aged 65+. These differences bring particular health issues that need to be planned for. As an example, there are currently 850,000 people with dementia in the UK, with numbers set to rise to over 1 million by 2025 and 2 million by 2051. Also, younger generations are becoming obese at earlier ages and staying obese for longer, which is linked to poor diet and lack of physical activity. Tackling obesity in childhood, will reduce obesity related health issues in older age.

Health inequalities are preventable and can be reduced they are costly, putting a strain on national and local economies and impacting on our public services.

Proposals should be designed to encourage active travel and social interaction and minimise the potential for crime and anti-social behaviour. They should provide connectivity (within and beyond the development) to local centres, health facilities, schools, workplaces, and community buildings, facilities and spaces²⁸. This can be achieved in part through innovative public realm design which prioritises people over vehicular traffic, allowing for convenient, safe and attractive routes, in particular for walking and cycling, whilst aiming to reduce car dependency and the associated pollutants to improve air quality, noise levels and promote active travel.

Social isolation and loneliness can have a hugely negative impact on mental health, places should be designed to provide opportunities for formal and informal recreation, supporting healthy living and social cohesion that serves all sections of the community. They should look to provide access to outdoor spaces whether that be gardens or readily available access to green spaces or even balconies, giving people the chance to be outside.

The incorporation of dementia-friendly design into all proposals can help those affected residents now and in future, to continue their everyday lives. This will include safe, well-lit and walkable routes connected green spaces and local services, public spaces and seating areas provided in strategic places, will provide more opportunities for those living with dementia, helping them to continue their everyday lives as part of the community. Further details on planning for the ageing population can be found under Class C2 Housing for People with Special Housing Needs (SWDPR 23) and will be furthered addressed under a future SPD.

Proposals for dwellings will be designed to provide for a range of home types which cater for the needs of all, to ensure areas do not have declining communities where young people and families are unable to find homes or are uninclined to due to the lack of facilities. This includes opportunities to downsize, to allow for people to stay within their community as long as possible. The incorporation of Lifetime Homes standards²⁹ is one recommended way in which to provide homes for a range of ages and abilities. Lifetime Homes is a guide that recommends design criteria that can be applied to new homes to ensure that they are accessible and inclusive.

The positioning of buildings and streets within a development can contribute to air pollution reduction through effective pollution dispersion techniques. Proposals should be designed to minimise public exposure to air pollution, such as: by locating habitable rooms and areas for play and recreation away from busy roads, directing pollutants through well-sited vents or chimney stacks using techniques such as tree planting, hedges and Green Infrastructure (GI) to reduce pollution. Almost all buildings emit pollution caused by combustion in their heating, cooling or through electricity usage. Proposals should look to minimise air pollution by designing buildings to maximise energy efficiency and using low-polluting systems to meet the remaining energy demands.

A recent report by Public Health England³⁰ has shown that the amount of green space in an area is generally associated with better health including reduced mortality. Provision of such places can provide important health resources particularly in urban areas where gaining

access to the open countryside can be more difficult. The inclusion of Green Infrastructure (GI) and net gains in biodiversity (where applicable) in developments can provide health benefits, such as improvements in air quality, and the provision of opportunities for physical activity and social cohesion.

Where appropriate, new community facilities and greenspaces will be required as an integral part of developments, and existing community facilities and green spaces will be safeguarded. Shared use of community spaces will also be encouraged to improve social cohesion. Such spaces should be located so they are accessible by all reasonable sustainable modes of transport.

The provision and requirements of acute and primary health care facilities will be addressed through the Infrastructure Policy (SWDPR 09), the Infrastructure Delivery Plan (IDP) and will be informed by HIA, where applicable. New development should be supported by necessary and accessible health and social infrastructure and it is expected that major new housing development will incorporate new health care facilities or the extension of existing facilities (in consultation with the Herefordshire and Worcestershire Clinical Commissioning Group) Improvements in the quality and accessibility of primary health care facilities will be supported, which may include opportunities to co-locate new primary health care facilities with other public facilities and any new and improved health services and facilities should be in locations where they can be easily and safely accessed using public transport and active transport e.g. walking ,cycling and mobility devices.

Planning applications and HIAs for hot food takeaways, drinking establishments and night clubs must be considered against the requirements of the SWDPR retail and town centres policy (SWDPR 12). Further, proposals that include access to fresh food, for example through the retention, enhancement or provision of allotments, micro -growing spaces community orchards, fruit trees or local markets, and useable private amenity spaces, will be encouraged.

Part C of the policy sets out the circumstances in which certain developments, those deemed to be “major developments”³¹ will need to demonstrate how they have specifically addressed the health and wellbeing points under part A and B through a HIA. Undertaking a HIA will ensure that the effects of a development on both health and health inequalities are considered and addressed during the planning process. HIAs will be assessed by the SWC and in consultation with the Worcestershire County Council Directorate of Public Health and will be a material consideration in the planning application process.

The use classes in part D of the policy have been identified due to their potential to negatively impact on health in certain circumstances. The HIA screening process will help to identify whether a full HIA is required.

Further guidance on how health and wellbeing can be taken into account, and how HIAs can be carried out, is included in the Planning for Health in South Worcestershire SPD.

Economic Growth

SWDPR 11 Providing the Right Land and Buildings for Jobs

- A. Allocated sites to meet the employment land requirements as evidenced by the latest South Worcestershire Economic Development Needs Assessment (2022) for E(g)³², B2 and B8 uses are identified in policies SWDPR 51 to 63 inclusive.**
- B. The development of sites allocated in this plan for employment uses for alternative residential uses will not be supported between plan reviews. Where no progress to deliver sites allocated for employment has been made before a plan review the suitability and availability of the site will be re-considered alongside all other available sites and allocated sites may be removed from the plan where there is little or no prospect of sites being delivered for the allocated employment use.**
- C. Proposals for town centre uses on allocated employment sites will only be permitted if they are related in scale and use to the primary employment focus of the site, and would have no significant adverse impact on the vitality and viability of any defined centre (see policy SWDPR 12).**
- D. To ensure businesses can start up, grow, and relocate within south Worcestershire applications for non-E(g), B2 or B8 uses on the strategic employment sites listed below and shown on the SWDP Review Policies Map will not be supported unless the applicant can demonstrate that there are no alternative or more suitable locations for the proposed use and that the continued use of the premises in the current use is unviable.**
- E. In non-strategic employment sites in urban locations planning permission for the change of use of premises of over 500 sq. m net floorspace, which are currently or were last used for employment purposes within the E(g), B2 and / or B8 use classes, will only be supported where:**
 - i. It is demonstrated that the continued use of the premises, or their redevelopment for employment use, is unviable, through the provision of:**
 - 1. details of comprehensive marketing of the premises / land for employment uses for at least 12 months and appropriate to the prevailing market conditions Further details of the marketing requirements are set out in Annex B;**
 - 2. a financial appraisal that demonstrates that redevelopment for any employment-generating use is unlikely to achieve viability within five years; and**
 - 3. the proposed use would be compatible with adjacent land uses and not prejudice the amenity, lawful operation, viability or future development of other businesses.**

F. The Strategic Employment Sites are:

- i. Warndon Business Parks;**
- ii. Blackpole East and West and Cosgrove Close;**
- iii. Worcester Six Business Park;**
- iv. Malvern Hills Science Park and QinetiQ;**
- v. Enigma Business Park and Spring Lane;**
- vi. Tenbury Business Park;**
- vii. Vale Park;**
- viii. Hartlebury Trading Estate;**
- ix. Stonebridge Cross;**
- x. North Pershore / Keytec;**
- xi. Berry Hill;**
- xii. Hampton Lovett; and**
- xiii. Stockwood Business Park**

Reasoned Justification for SWDPR 11

Delivering continued economic prosperity is an important objective of the SWDPR. This policy reflects the ambition of the partner authorities and the Worcestershire Local Enterprise Partnership (LEP) to deliver a robust local economy in all parts of south Worcestershire.

The south Worcestershire economy exhibits high levels of economic and entrepreneurial activity. Its diversity ranges from traditional and marginal agricultural activities to high technology research and manufacturing businesses. These include a range of services, from call centres to sophisticated logistics, waste treatment facilities and business service providers. The range of business premises in south Worcestershire reflects this diversity, from basic storage facilities in converted agricultural buildings through to modern, purpose-built business parks and manufacturing facilities.

The diversity of the local economy is characterised not only by a strong focus on employment opportunities within the main urban areas, but also on a number of employment areas and small businesses, including home-work or live / work arrangements, dispersed throughout the rural areas. Home working accounted for over 11% of all employment in south Worcestershire prior to the Covid-19 pandemic. During the pandemic, home working increased to 29%. There is a need to continue to diversify the local economy to create a wider employment base so that south Worcestershire is less vulnerable to international and national economic changes.

The latest South Worcestershire Economic Development Needs Assessment (EDNA) 2022 indicates that the supply of traditional employment premises (specifically B2 and B8 uses) is constrained and this is impacting on the ability of businesses to find premises that match

their needs. Assuming the past rate of take up of new employment premises continues throughout the plan period then additional site allocations totalling 350.50 ha will be required during the plan period. Any loss of existing or allocated employment land to non-B or E(g) use class development will increase the need for further site allocations to ensure the south Worcestershire economy is not held back due to a shortage of suitable premises that match the needs of local and relocating businesses.

Malvern Hills

The local economy of the district has relied upon both agriculture and the defence industry, both of which have declined in recent years. Improving the economic prospects for those living in the rural north and west of the district is especially important to the achievement of sustainable development objectives underpinning this plan. Malvern will play a crucial role in the delivery of the Worcestershire Industrial Strategy objectives because of its well-established science and research base, including QinetiQ and the Malvern Hills Science Park and contributions to tourism.

The EDNA revealed evidence of businesses relocating out of Malvern Hills or having difficulty finding appropriate premises due to a lack of available premises in the district. Therefore, ensuring that there are sufficient sites and premises available in Malvern Hills will support continued economic prosperity in the district.

Wychavon

Agriculture, horticulture, food processing and distribution remain a very important part of the local economy of Wychavon, particularly in the Vale of Evesham. Higher value and higher skilled jobs are concentrated at the business parks at Vale Park (Evesham), Keytec (Persnore) and Stonebridge Cross (Droitwich Spa). While Wychavon does attract some of the highest earners in Worcestershire, securing employment sites to provide high-quality jobs for local residents remains a significant challenge. Many higher paid residents work from home or commute to locations outside the area.

Wychavon's central and accessible location makes it very attractive for many UK businesses. It has attracted several larger, land-consumptive operators in recent years. In order to continue to provide this role, it is important that the district has a range of appropriately located and sized employment sites.

Worcester

Worcester is the main sub-regional centre for public and professional services, which is the main reason why the city is a net importer of commuters. Worcester has economic activity levels that are higher than the national average. Worcester residents have higher than average earnings, but Worcester salaries are lower than the national average. The contradiction implied by these facts is the result of some residents commuting long distances, principally to Birmingham, the M42 Corridor and other centres with higher-paid jobs.

Historically, Worcester was a manufacturing centre and it retains a stock of older industrial / commercial premises. Much of the previously developed land is contaminated, reflecting its

engineering past. More modern commercial property is located mainly on the northern edge of the city.

The loss of both existing and allocated employment sites which cannot be replaced by new site allocations to support employment within the city is a significant problem which is limiting the growth of local economic activity.

This particularly has an adverse impact on marginal sectors that cannot afford higher rents associated with newer premises. This leads to a loss of locally significant, low-value businesses and employment opportunities suitable for semi-skilled and unskilled workers, as businesses are forced to relocate to cheaper locations outside the city. If the past rate of employment floorspace losses in the city continues this will have an impact on the sustainability of the city, with residents forced to travel further to find basic services such as car repairs and builders' merchants.

South Worcestershire

Over the next twenty years, the 2022 EDNA forecasts that south Worcestershire will experience an increase in jobs growth of the following sectors: manufacturing, public services, professional and other private services, wholesale and retail accommodation, food services and recreation and transport and storage.

South Worcestershire benefits from tourism, given its high-quality setting, attractive natural and built environment, historic sites and major attractions and its links with famous people and products such as Worcester Cathedral, Royal Worcester Porcelain, Worcestershire Sauce, Morgan Cars and Edward Elgar. More than 10,000 local jobs are provided by tourism-related activities in south Worcestershire. SWDPR 40 provides policy guidance on tourism-related developments.

The majority of the new employment provision in the plan (land and commercial premises) is either within, or adjacent to, the main urban areas, including the urban extensions, or is located at the new and expanded settlement sites. This is in order to provide opportunities to reduce commuting distances and to ensure workplaces are accessible by a range of travel modes. At the same time, accommodating and encouraging appropriate employment development in rural areas can help reduce commuting to urban areas and assist in establishing rural sustainability.

Existing employment areas have come under sustained pressure from other uses (including housing, retail and leisure), due to their higher land values, the absence of suitable sites elsewhere and the difficulties of accommodating certain uses within residential, town centre or rural areas. The pressure to change the use of existing employment premises to higher value uses (for example through Permitted Development Rights) is likely to continue and intensify. The continued loss of employment land will clearly harm south Worcestershire's sustainable growth ambitions. The 2022 EDNA did not identify a significant number of commercial premises or sites that were unsuitable for continued employment use. Strategic employment sites where the change of use of premises from E(g), B2 and B8 to other uses will be resisted are shown on the SWDP Review Policies Map. In other locations Annex B provides guidance about what the authorities expect applicants to demonstrate in terms of the marketing of commercial property before consideration will be given to an alternative use. Premises and land will usually be required to be marketed on both a freehold and

leasehold basis. The timescales and range of the marketing exercise will need to have regard to the nature and scale of the site and buildings and the prevailing economic conditions. Existing levels of development in south Worcestershire's city and town centres means that it is very difficult to replace employment sites that are redeveloped for alternative uses. The SWDPR sets out both positive policies and employment land and retail allocations to address the economic and property-related issues described above.

Business activity and its associated development follow economic cycles that are shorter than this plan period. It will be necessary, therefore, to undertake regular five yearly reviews of the evidence base used to support the planning policies that promote the economic success of the plan area; this will ensure they remain robust and appropriate in often rapidly changing economic circumstances.

Proposals for other uses on allocated employment sites that clearly demonstrate the potential for job creation will be considered on their merits, provided that they do not undermine or constrain the main purpose of the employment allocation.

SWDPR 12 Promotion of Town, District and Local Centres

- A. New retail, leisure and tourism development that contributes to retaining a high-quality sustainable network of Defined Centres will be supported. Retail and other town centre use development should be of a scale consistent with the Defined Centres Hierarchy as set out in Table 4.**
- B. Proposals for retail, leisure, and main town centre uses within the Defined Centres³³ set out in Table 4 will need to demonstrate that they will:**
- i. contribute to an accessible, attractive and safe environment; and**
 - ii. make full use of the building by providing a separate entrance (where applicable) to facilitate usage of the upper floors; and**
 - iii. an active ground floor frontage is retained or provided.**

Table 4 Defined Centres Hierarchy (as identified on the SWDP Review Policies Map)

City Centre with Primary Shopping Area	Worcester City
Town Centre with Primary Shopping Area	Droitwich Spa, Evesham, Malvern, Pershore, Tenbury Wells, Upton-upon-Severn
District Centres	Barnard's Green (Malvern), Broadway, Malvern Link, St. John's (Worcester)
Local Centres (All in Worcester³⁴ except for Port Street which is in Evesham)	Ankerage Green, Barbourne, Brindley Road, Canada Way, Cranham Drive, Dines Green, Port Street, Ronkswood, St. Peter's, SWDP 45/1 (Worcester South)-planned

New centres are planned for Worcestershire Parkway (SWDPR 51), Throckmorton Airfield (SWDPR 52) and Rushwick (SWDPR 53) and these will eventually be included on the Defined Centres Hierarchy.

The Sequential and Impact Policy Tests

- C. Applications for retail, leisure and main town centre use development outside the Defined Centres must demonstrate that:**
- i. the Sequential Test set out in the NPPF (paragraph 87), or any subsequent amended test in national planning policy, has been met;**
 - ii. the development (retail and leisure development only) would not have a significant adverse impact on the vitality and viability of any Defined Centre;**

- iii. the development (retail and leisure development only) would not have a significant adverse impact on existing, committed or planned investment in any Defined Centre; and
- iv. access by all travel modes and particularly bus, cycle and walking is convenient and safe, taking into account any improvements provided or secured by the development.

Local Retail Impact Test Thresholds

- D. To maintain the vitality and viability of the Defined Centres, the following thresholds will apply for a Retail Impact Assessment for proposals (including variations of planning conditions to amend the range of retail goods permitted within an existing unit) that are not within a Defined Centre or in a location allocated for new retail development:**
- i. Worcester: 1,000 sq. m.
 - ii. Droitwich, Evesham and Malvern: 750 sq. m.
 - iii. Pershore: 500 sq. m.
 - iv. Tenbury Wells and Upton-upon-Severn: 350 sq. m.
 - v. In considering proposals for variations of planning condition, the threshold should apply to the whole of the application unit, rather than just the quantity of floorspace subject to the planning condition.

Change of Use Applications

- E. Within the defined Primary Shopping Frontages, the change of use from Class E (Commercial business and services), or the extension of existing non-Class E uses into adjoining Class E premises at ground floor level, will not be supported.**
- F. Beyond Primary Shopping Frontages but within Primary Shopping Areas change of use from Class E uses to other uses will be supported subject to all other relevant SWDPR policy considerations. In all cases an active ground floor frontage should be retained or provided.**
- G. Beyond the Primary Shopping Areas, but within the Defined Centres, proposals should be of a scale and appropriateness consistent with the Defined Centres Hierarchy as set out in Table 4.**
- H. Proposals for retail, leisure, and main town centre uses requiring planning permission (e.g. for a change of use) within the Defined Centres must comply with the relevant policy requirements of SWDPR 10: Health and Wellbeing, where applicable.**

The Night-Time Economy

- I. **New, or extensions to existing, night-time economy uses (drinking establishments, night clubs and hot food takeaways) will be supported provided they:**
 - i. **Do not result in a clustering of dead ground floor frontages during the day-time.**
 - ii. **Do not, on their own, or cumulatively, result in an unacceptable impact on neighbouring occupiers by reason of disturbance, traffic or safety.**
 - iii. **Do not, on their own, or cumulatively, result in an inappropriate balance of uses.**

Smaller Scale Retail Facilities

- J. **The change of use of freestanding village and neighbourhood shops (Class Ea or Class F2a) to a residential use will only be supported if there is an alternative equivalent facility within safe walking distance or clear evidence is presented that demonstrates that the premises are no longer viable for a Class E use.**
- K. **New or expanded farm shops, garden centres or petrol filling stations will be supported provided:**
 - i. **the sequential test set out in the NPPF (paragraph 87), or any subsequent amended test in national planning policy, has been met;**
 - ii. **the development would not have a significant adverse impact on the vitality and viability of, and existing, committed or planned investment in, any Defined Centre;**
 - iii. **in the case of farm shops, the proposal would make use of redundant or under-used buildings and the range of goods to be sold is restricted to foodstuffs, plants and rural craft products produced locally; and**
 - iv. **the creation of new, or extensions to existing garden centres or farm shops in the open countryside will only be permitted if the proposed development is ancillary to, and on the site of, an existing horticultural business or existing farming operation.**

Reasoned Justification for SWDPR 12

The Government's fundamental objective for town centres is to promote their vitality and viability. The NPPF (paragraph 86) says a Local Planning Authority should, amongst other things:

- a. Define a network and hierarchy of centres and promote their long-term vitality and viability.
- b. Define town centre and primary shopping area boundaries and set clear policies outlining which uses will be permitted in these locations.

- c. Allocate a range of suitable town centre sites to match the need for retail, leisure, commercial, office, tourism, cultural and community development for at least the first ten years of the plan period.
- d. Where suitable town centre sites are not available allocate edge of centre or other sites well connected to town centres to meet the scale and type of development likely to be needed.

Worcester, being the most extensive town centre and highest in the national retail hierarchy, is the most appropriate location for major leisure, office and retail developments and other uses that attract large numbers of people. Other Defined Centres are suitable for day-to-day food and non-food shopping, small-scale leisure uses and local service and facility provision.

Measures to secure the vitality and viability of the Defined Centres as defined on the SWDP Review Policies Map (Worcester, Droitwich Spa, Evesham, Great Malvern, Pershore, Tenbury Wells and Upton-upon-Severn) could be set out in Neighbourhood Plans and Local Development Orders as appropriate. These measures will include environmental enhancements and activities that seek to improve the visitor experience.

The South Worcestershire Retail and Centres Study (2019, updated in 2020) prepared by White Young Green indicates that:

- a. For convenience goods capacity, there could be sufficient floorspace capacity by 2029 to potentially support a small convenience store in Droitwich and a medium sized or two smaller format convenience stores in Malvern. The study determined that there is assessed to be no quantitative capacity for additional convenience floorspace elsewhere in South Worcestershire.
- b. For comparison goods floorspace capacity, the assessment concluded that there is no capacity requirement for additional comparison goods floorspace in any of the towns in South Worcestershire by 2029. However, albeit at reduced levels, there is assessed to be comparison goods capacity in the longer term (by 2041) in Worcester (1,400-2,100sq m net), Evesham (800-1,300sq m net) and Malvern (800-1,300sq m net).
- c. There is a need to review and revise town centre boundaries and primary shopping frontages as well as setting out primary shopping areas in response to the retail definitions changes set out in the NPPF.
- d. The plan should include a differentiated retail impact test to reflect the diversity of centres within south Worcestershire.

The Retail Strategy

South Worcestershire's city and town centres are going through a number of changes as they adapt to new shopping habits with more and more people choosing to shop online, but they still have an important place in the economic strength and growth of our towns and south Worcestershire overall.

City and town centres in 20 years' time will likely have more people living in them, provide more leisure opportunities, be places where events and community celebrations take place and provide experiences that cannot be bought online.

If Worcester is to maintain its sub-regional role within the area and attract south Worcestershire residents who might otherwise travel to Birmingham, Merry Hill or Cheltenham, it must be the focus for major retail development/investment.

Major leisure and tourist attractions should be directed to the larger centres where they can be easily accessed by most people and where alternatives to car use such as public transport are readily available. This is to ensure that these facilities do not contribute to an unsustainable growth in personal car use. However, tourism is important to the rural economy. Where location in the existing centres is not appropriate, tourism related proposals should be directed to rural settlements and locations accessible by a choice of means of transport (see SWDPR 40 for specific policy guidance on tourist development).

To retain the attractiveness of south Worcestershire's Defined Centres for visitors, investors and residents it is important that development proposals respect the character and environment of these centres. This should include any special historic, architectural and archaeological interest consistent with policies SWDPR 8 and SWDPR 29.

Successful centres increasingly need a balance of active uses, e.g., shops, cafes, bars, restaurants and clubs to provide leisure opportunities throughout a full day. It is important that local amenity and safety is not compromised through an excess of evening and night-time uses. Ensuring this will require investment in public realm and safety improvements by promoters. The SWC will, through the South Worcestershire Community Safety Partnership and other city / town centre stakeholders, also continue to invest in their centres.

Satisfying the shopping and leisure needs of south Worcestershire residents close to their home or workplace will contribute to sustainable development and growth by retaining expenditure locally. Promoting Town, District and Local Centres is essential in order to help deliver SWDPR objectives.

To help plan for these changes, Wychavon has introduced investment prospectuses for our three main town centres – Droitwich Spa, Evesham and Pershore to help secure future investment into each of the towns over the next two decades from both the private and public sector. Similarly, Malvern Hills has adopted five Town Centre Plans, that also incorporate Malvern Link and Barnard's Green as well as the three main towns in the district. Worcester City Council adopted a City Centre Masterplan in 2019, which among other objectives, aims to create a city with prestige tourist, education and retail attractions.

To support the sustainable development of town and local centres, it is important that full use is made of existing buildings. Residential, office or leisure uses on upper floors above retail premises increases footfall, provides passive surveillance, stimulates investment and helps keep the Defined Centres vibrant and viable.

Strategically, policy objectives will be achieved by focusing retail development on existing centres in order to strengthen and where necessary regenerate them. The centres planned for the strategic locations and the urban extensions will provide a retail focus appropriate to these areas. Wherever possible, growth should be accommodated by more efficient use of land and buildings within existing centres. This approach will help maintain the historic character of town centres and provides opportunities to minimise the consumption of non-renewable resources by reusing existing buildings and reducing the need to travel to out-of-centre retail parks.

SWDPR 13 Non-Allocated Employment Development

- A. Proposals for E(g)³⁵, B2 or B8 floor space, or buildings for intensive horticultural uses will be supported where it has been demonstrated that there is no allocated employment land available and there is clear:**
- i. evidence of need for business uses and jobs to be provided in the locality and of the size and type proposed; and**
 - ii. that the location is appropriate for the intended use /occupier of the site, taking into account:**
 - 1. physical and functional relationship of the site to the adjacent settlement;**
 - 2. impact on the amenity of occupiers of neighbouring and nearby properties;**
 - 3. relationship to, and impact of traffic on, the local highway network;**
 - 4. scope to assess the site conveniently and safely on foot, by cycle and the availability of public transport services;**
 - 5. scope to minimise the use of non-renewable resources and energy consumption; and**
 - 6. compliance with other relevant SWDPR policies.**
- B. In granting permission, the LPA will remove Permitted Development Rights which would otherwise allow conversion of the development to non-business uses. The granting of permission for business uses under the provisions of this policy, irrespective of whether the permission is implemented, will in no way establish a principle in support of other forms of development on the site.**
- C. Buildings for intensive horticultural production will be conditioned to ensure the land is returned to agricultural use when the horticultural use ceases.³⁶**

Reasoned Justification for SWDPR 13

Over and above the need to meet the demand for new employment space there is also the need to try to reduce the amount of commuting out of south Worcestershire (only Worcester City has net in-commuting workforce). The findings of the 2022 Economic Development Needs Assessment (EDNA) state that there is a need to provide for a broad range of types of sites and premises across south Worcestershire, with the highest level of demand relating to small to mid-sized units (predominantly industrial).

The EDNA states that smaller industrial units are less likely to be developed speculatively and, due to a lack of capital, are also less likely to be developed on a design and build basis, commissioned by the end occupier. Potential occupiers are thus more likely to be seeking built premises. As such, it is important that there are policies in place to help facilitate the on-going supply of appropriate premises for prospective occupiers.

In relative terms, the south Worcestershire economy is strong, diverse and has low rates of unemployment. Importantly, unlike many areas in the UK, employment in the manufacturing sector is forecast to grow over the plan period. Furthermore, despite south Worcestershire having higher levels of NVQ4+ qualified residents there are fewer professional jobs than in other areas. This policy is seeking to remedy these imbalances by encouraging employment development on sites otherwise not identified for development. Permitting windfall employment sites will also encourage development directly by employment providers as opposed to site promoters who tend to sell land to the highest bidder.

The intensification of food production in rural areas will be increasingly important in order to provide on-going food security to a growing population. Furthermore, more intensive food production is a more efficient use of finite rural resources and can be one response to the challenges of climate change. Intensive horticultural uses may necessitate buildings for growing in rural locations. Modern horticultural techniques such as controlled environment agriculture and vertical farming require enclosed buildings. Therefore, to support the rural economy there may be specific requirements for buildings for horticultural purposes in rural locations to adapt to modern techniques to ensure productivity and to continue to be economically viable.

SWDPR 14 Employment in Rural Areas

- A. To help promote rural regeneration across south Worcestershire, existing employment sites in rural areas that are currently or were last used for E(g)³⁷, B2, B8, tourism, leisure and / or recreation-related purposes will be safeguarded for employment-generating uses during the plan period.**
- B. Proposals to diversify agricultural and other land-based rural businesses for employment, tourism, leisure and recreation uses will be permitted providing:**
- i. the proposed use does not detract from or prejudice the existing agricultural undertaking or its future operation;**
 - ii. the scale, layout and design of activities associated with the proposed development is appropriate to the rural character of the area;**
 - iii. wherever possible existing buildings are used to reduce the need for additional built development; and**
 - iv. where practicable improve access via pedestrian, cycle or public transport.**
- C. Proposals for live / work accommodation will be permitted providing:**
- i. They are located within or adjacent to a town or Category 1, 2 or 3 village.**
 - ii. The work element of the proposal relates to an existing, established and economically viable business that has been trading for at least three years.**
 - iii. The residential and employment floor spaces are combined in a single building at a scale appropriate to the location and setting.**
 - iv. The residential use is ancillary with floor space split at least 60% employment and no more than 40% residential.**
 - v. The residential accommodation does not exceed 100 sq. m.**
 - vi. The residential and workspaces have separate entrances, toilet and kitchen facilities as well as limited visitor parking provision.**
 - vii. All units have access to superfast broadband and electric vehicle charging infrastructure.**
 - viii. Proposals for ten or more live / work units should include the provision for a shared admin services facility, i.e. meeting rooms and essential office services.**
 - ix. The proposed use does not involve the sale of goods to visiting members of the public or fall within the E(b), B2, C1 C2 use classes, or**

drinking establishments or hot food takeaways (Sui Generis) and does not relate to equestrian activities.

D. Where planning permission is required for the residential conversion of isolated rural buildings it will only be granted where a marketing exercise has shown that employment, tourism or leisure and recreation uses are unviable.

Reasoned Justification for SWDPR 14

South Worcestershire's economy is characterised by the dispersed location of a number of employment sites and small businesses, including home-working arrangements, throughout the rural areas. Within rural areas, agriculture, horticulture, food processing and distribution remain a vitally important part of the local economy, particularly in the Vale of Evesham and in the south and north-west of Malvern Hills. An important focal point for the strategy is the further improvement of the economic prospects for those living in the rural north and west of Malvern Hills, beyond the main employment centres.

Small rural businesses are likely to require freehold property, which is difficult to deliver speculatively in advance. The provision of new rural employment sites should be considered favourably during the plan period provided it is not harmful to the integrity of the settlement or landscape character. It is important that such developments are offered on flexible terms.

In addition, employment sites that fall vacant should be actively marketed before their conversion to an alternative use such as residential and the consequent loss of a facility / service providing important local jobs. The timescales and range of the marketing exercise will need to have regard to the nature and scale of the site and buildings and the prevailing economic conditions. More detail on the marketing requirements is provided at Annex B.

There is a need to maintain a positive approach to farm diversification activities; such development should not, however, be permitted to jeopardise future agricultural production.

The provision of live / work units can help support small and start-up businesses as well as provide sustainability benefits particularly in the more rural parts of south Worcestershire. For example, live / work units may be a suitable use for redundant rural buildings and afford opportunities for farm diversification. However, policy criteria need to be set to ensure that proposals are genuinely intended for employment purposes. To this end the applicant will be required to provide evidence in support of the business proposal and more details on this requirement are provided at Annex B. The approved development may be controlled by planning conditions or a legal obligation governing the use of the premises and other relevant matters such as the number of non-resident employees who can work at the premises. The removal of permitted development rights for change of use of all or part of the premises or for residential extensions may also be considered appropriate.

Housing

SWDPR 15 Effective Use of Land

- A. To deliver places that are more sustainable, development will make the most effective and sustainable use of land, focusing on the following principles:**
- i. housing density;**
 - ii. reusing previously developed land; and**
 - iii. Ensuring effective use of the Best and Most Versatile Agricultural Land (BMVAL).**

Housing Density

- B. Housing development in south Worcestershire will make the most effective and efficient use of land, with housing density designed to enhance the character and quality of the local area, whilst also being commensurate with a viable scheme and infrastructure capacity.**
- C. Housing density will be greater on sites with a high level of accessibility, including sites located in or close to city and town centres, or close to public transport stations.**
- D. The form and density of housing will vary across some major development sites, in response to current and future accessibility and other characteristics of each part of the site. Variations in density across a site (in compliance with criteria E below) should be used to develop different character areas.**
- E. Subject to parts B, C and D above, on sites allocated for housing or for mixed use that includes housing, the following broad indications of appropriate net densities shall apply:**
- i. On sites within the city of Worcester and allocations for more than 100 new dwellings in Droitwich Spa, Evesham and Malvern, development should achieve a minimum net density of 40 dwellings / ha.**
 - ii. On sites within Worcester city centre and the town centres of Droitwich Spa, Evesham and Malvern, development of mainly flatted units should achieve a minimum net density of 75 dwellings / ha.**
 - iii. In Pershore, Tenbury Wells, Upton-upon-Severn and the villages, and on sites of less than 100 dwellings in Droitwich Spa, Evesham and Malvern outside their identified town centres, new development should be provided at a minimum net density of 30 dwellings / ha.**
 - iv. In allocated new settlement(s) and urban extensions, densities will be determined through masterplanning and the development management process, subject to the overriding requirement that the number of**

dwellings indicated in the allocation policy for each new settlement or urban extension is achieved.

- v. Where urban extensions and other major developments that abut open land or sensitive locations such as conservation areas, listed buildings, areas of archaeological interest or ecological / biodiversity value, or AONB/National Landscape their design should reflect the sensitivity of those areas. Development densities immediately adjacent to such areas should be adjusted downwards as appropriate to ensure that impact on them is minimised.
- vi. In accordance with the densities prescribed in an adopted neighbourhood plan.

Windfall Sites

- F. Windfall housing developments should be assessed against the density criteria (criteria B, C, D and E above) relevant to their locality and the character of the built and natural environment context, including heritage assets.

Use of Brownfield Land (Previously Developed Land)

- G. The plan includes an indicative monitoring target of 20% of housing development in the plan period to be located on brownfield land.

Best and Most Versatile Agricultural Land

- H. Windfall development proposals which meet the definition of Major development on BMVAL will only be supported where it can be demonstrated that:
 - i. the proposed development cannot be reasonably accommodated on non-BMVAL; and
 - ii. the benefits of the development significantly outweigh the loss of BMVAL.
- I. In addition, the effect of the loss of BMVAL on farm/horticultural enterprises economics and management will be considered. Where development would fragment these holdings, planning permission will be supported only where mitigation is possible, e.g., the land can be incorporated into surrounding holdings and where there is no severance of agricultural buildings from the land.

Reasoned Justification for SWDPR 15

Residential Density

In line with the NPPF, the SWC have set out their own approach to housing density to reflect local circumstances, these include minimum densities in those areas most accessible by public transport. The emphasis is on ensuring that developable land, which is a finite resource, is used effectively and efficiently to provide maximum flexibility in meeting local

housing needs. In doing so, development should not adversely affect the character and appearance of existing cities, towns and villages.

Higher densities do not necessarily mean poor design or quality, for example, some older attractive parts of towns and villages are built to high densities. They can make development more sustainable by making more efficient use of land, concentrating development and bringing people, services and facilities closer together, thereby reducing the need to travel. Higher densities can however lead to land uses and their occupiers being in closer proximity, which could generate adverse impacts such as noise and disturbance, loss of privacy, additional traffic movements and pressure on parking spaces.

Lower densities do, however, mean that more land must be used to deliver the housing needed, putting pressure on valuable and attractive countryside. A balance has to be struck between both but setting absolute density targets is not likely to be the most appropriate or effective way of achieving the best quality housing in all locations. This policy sets minimum densities in the town centres and areas where accessibility by public transport is best. A more flexible approach is taken outside of these areas to reflect the variation in character and existing density across south Worcestershire.

High levels of accessibility afforded by sites being located close to facilities and services in city and town centres, or near to public transport interchanges and high frequency public transport routes, justify higher densities in those locations. These levels are subject to the density criteria set out in the policy, which ensure the SWDP provides flexibility and responsiveness to local circumstances, including infrastructure capacity to support the development. Site density will be measured in terms of the number of dwellings per hectare, based on the net developable area, taking into consideration site character analysis and other policy constraints, e.g., delivery of GI and public open space.

It is important to consider the impact of development proposals on the character of the local area as well as the impact on the quality of new housing. Planning applications will need to demonstrate how the density of the surrounding area informs the scheme design and how the development proposal enhances the area. Where an adopted neighbourhood plan is in place that sets out alternative densities based on local character analysis these should be adhered to.

The provision of 'soft' development edges and open space, landscaping and buffer areas can all be appropriate in helping to preserve the setting of adjacent sensitive locations such as conservation areas, listed buildings and areas of archaeological importance or biodiversity interest.

Use of Brownfield / Previously Developed Land

Development would not be refused planning permission simply because it is not on brownfield land, but the benefits of developing brownfield sites will be taken into consideration when determining planning applications, in the context of other policy requirements in the plan. The SWC will monitor take up of brownfield land against the target stated in criteria G. The target set out reflects the fact that brownfield land can only meet a proportion of the development requirements and there is now a limited supply of brownfield land which is available for redevelopment. In each monitoring year the percentage of dwellings delivered on brownfield land varies.

In the monitoring year 2020/21 27.2% of completions were on brownfield land. Around 487ha of new allocations within the SWDP Review are on brownfield land. In addition to the new allocations, there are several allocations carried forward from the adopted SWDP and an expectation that there will be an element of windfall development taking place on brownfield land. In addition, the SWC each hold a brownfield land register which is reviewed and updated annually. These registers promote sites which already have planning consent or an allocation for residential development and can also be used to grant permission in principle on brownfield sites. The registers will be kept up-to-date and where suitable sites are viable the SWC will use the registers to facilitate development.

Consistent with the requirements of the NPPF, the policy focuses on the effective use of land by encouraging the reuse of land that has been previously developed, provided that the site is not of high environmental value or importance for biodiversity. The effective use and reuse of accessible, available and environmentally acceptable brownfield land should be encouraged, taking into account the site's current biodiversity and local amenity value. Likewise, there may be opportunities to incorporate the historic environment into regenerated sites, subject to the policies for the conservation and enhancement of heritage assets.

To deliver 20% of housing development in the plan period located on brownfield land, the plan:

- a. maximises the amount of allocations on previously developed land that is available and deliverable;
- b. encourages the effective use and re-use of accessible, available and environmentally acceptable brownfield land; and
- c. includes housing development as part of wider regeneration packages for the Worcester Opportunity Zones (SWDP 44/4; SWDP 44/5; SWDP 44/6), where this does not undermine their ability to support local economic prosperity or the vitality and viability of Worcester city centre.

The allocated opportunity zones in Worcester are the main sources of brownfield land, with significant capacity to bring about regeneration and accommodate new mixed-use development, but their regeneration will not be housing-led.

Best and Most Versatile Agricultural Land (BMVAL)

Fertile soil is a strategic asset. Strategic issues relating to Climate Change and food security strengthen the need, wherever possible, to retain agricultural and horticultural capacity as recognised by the government's 2018 25 Year Environmental Plan. It is therefore important to protect the most productive agricultural land. In identifying land to meet development needs that cannot be met through urban capacity, the SWC are aware of the need to protect BMVAL. This has been balanced against other environmental constraints, in order to meet plan objectives and remain consistent with the NPPF. Agricultural land will be necessarily lost to development, but this policy ensures the loss can be minimised.

Development proposals will generate benefits depending on the nature of the use and its scale. Therefore, the scale and nature of the proposed use will be factors in determining the

appropriate area to investigate, e.g., settlement, parish, district, for the consideration of reasonable non-BMVAL alternatives.

The policy sets out the circumstances when development on BMVAL will be permitted. If there is a choice between sites of different grades, the lowest grade should be used. However, there may be cases where, for example, lower grade land has greater biodiversity, landscape or heritage importance and should be retained in preference to higher grade land. Moreover, some losses can be mitigated. Planning for Soils in Worcestershire (2011) identifies options to protect Worcestershire's soils. This highlights the opportunity for mineral working to be returned to agricultural use through soil restoration. There are also opportunities for improving soil quality thereby achieving an upgrade of the land's Agricultural Land Classification to mitigate for BMVAL lost elsewhere to development.

The loss of BMVAL could affect the viability of an existing farm holding and put its future agricultural use at risk. In addition, such a loss could lead to the fragmentation of a farm holding into smaller units, thereby creating a demand for more farm buildings and potentially harming the landscape and nature conservation interests.

SWDPR 16 Housing Mix and Standards

- A. All new residential development of five or more units, having regard to location and site size, should contain a mix of types and sizes of market housing which will include the provision of housing suitable for the needs of older people. The mix will be informed by the latest Strategic Housing Market Assessment (SHMA) and, where available, by other local data, for example, SWC's housing registers, Neighbourhood Plans, parish surveys, parish plans, the latest council position statement and developers' assessments.**
- B. Proposals for all new residential development (to include both market and affordable housing and, where practicable, conversions of existing buildings) should, as a minimum, meet the requirements of the Nationally Described Space Standard as set out in Annex C.**
- C. All new dwellings should meet the requirements of Building Regulations Part M4(2) dwelling standard (Accessible and Adaptable Dwellings)³⁸.**
- D. On sites of 20 dwellings or more, 5%³⁹ of the dwellings (equally split between market and affordable where practicable) should also meet the requirements of Building Regulations Part M4(3)(2)(a) dwellings standard (Wheelchair Adaptable Dwellings)⁴⁰.**
- E. In addition, on sites of 20 dwellings or more⁴¹, 5% of the dwellings should be for sale as serviced Self or Custom Build plots unless demand identified on the LPA Self-Build and Custom Housebuilding Register, or other relevant evidence, demonstrates that there is a lower level of demand for plots.**

Reasoned Justification for SWDPR 16

This policy is intended to secure the provision of market housing to support mixed and balanced communities and to ensure that a range of household demand and needs continue to be accommodated. The Residential Access and Residential Space Standards referred to in this policy should apply equally to affordable housing and market housing, but Policy SWDPR 18 deals separately with the number, mix, type and tenure of affordable housing. The NPPF requires LPAs to plan for a mix of housing based on evidence and to identify the size, type, tenure and range of housing that is required. If it is not possible to secure a mix of housing types, in terms of size, scale, density, tenure and cost that reflects the overall need, some households will be forced to satisfy their housing demand and needs beyond the plan area.

South Worcestershire's housing needs have been assessed in the 2019 SHMA; this reveals that whilst the age profile of the West Midlands and England are very similar, south Worcestershire has an older population profile. South Worcestershire is an area of increasingly high populations of older people, with approximately 22% of residents aged 65 or more in 2016. This is both due to older people moving into the area, for example once they retire, as well as existing residents living longer. In 2016, south Worcestershire is estimated to have an old age dependency (OAD) ratio of 36; i.e., the size of the population aged 65+ is equivalent to 36% of its 15 - 64 age-group population in 2016. This compares to 28% and 29% for England and West Midlands respectively.

The SHMA update (2021) states that 'over the period 2021 to 2041, across the SWDP area, the number of people aged 65 and over is expected to increase by 43.2% and by 2041 there will be an additional 32,500 residents aged 65 and over'.

Older people range from those recently retired to the very elderly and from those who are active to the very frail - the accommodation needs of those who need more assisted living are covered by policy SWDPR 23. New housing (Use Class C3) provided should be capable of being used effectively as people age and their needs change - south Worcestershire has an increasing elderly population and according to 2016-based household projections, the number of households headed by someone aged 60+ is expected to increase. The increased physical accessibility of housing is not just relevant to older people but to younger people too, including families with young children and those with specific needs. Adopting enhanced accessibility and space standards for new dwellings would improve the choice of homes and enable the SWC to plan for homes to be adaptable for the changing needs of families, couples and single people as their mobility decreases with age.

Mix of types and sizes of market housing which will include the provision of housing suitable for the needs of older people

With 16% of its 2016 population in the 65+ age range and median age of 38, Worcester has the youngest population age profile. Worcester's OAD ratio of 25% is notably lower than that estimated for Wychavon (41%) and Malvern Hills (47%). Wychavon and Malvern Hills have older population age profiles than the county, region and national average, with 24% and 27% respectively of the population in the 65+ age groups and a median age range of 48-50⁴². The ageing population of south Worcestershire indicates a continuing need to provide accommodation to help meet the needs of this sector.

Table 2.6 in the SHMA update (2021) indicates that in South Worcestershire 23.8% (in 2018) of the population were 65 and over and that this will increase to 30% by 2041. As in 2016, Worcester City has the lowest number of 65+ aged group at 17.8% (in 2018), with Malvern Hills and Wychavon much higher at 28.7% and 25.4% (in 2018) of the population. This age cohort will increase the most in Malvern Hills by 6.3% and elsewhere by 5.8% between 2021 and 2041.

As household size in south Worcestershire continues to reduce⁴³ the SWC are keen to ensure that sites of 5 dwellings or more continue to offer a range of market housing for single, couple, and smaller households, including for older residents, as well as family households. Most housing sites of five units or more can incorporate homes that can help to meet the general needs of older people such as bungalows, homes to downsize to, homes designed to allow future adaptations to enable people to remain within their homes and intergenerational homes.

Malvern Hills and Wychavon Councils produce a market housing mix position statement which is periodically updated. This will be used to help inform the market housing mix for proposals within these local authority administrative areas.

Developers' assessments of market housing demand will also be taken into account in the consideration of an appropriate market housing mix, along with specific local needs assessments where these are available.

Residential Space and Access Standards

Local Planning Authorities (LPA) have the option to set additional technical requirements which exceed the minimum standards required by Building Regulations. The Standards published in 2015 are nationally set but need to be adopted by an LPA within a Local Plan to be applied locally. The Viability Assessment Report concluded that there would be no impact on viability of schemes from the added optional standards.

National Described Space Standard

Part of the technical housing standards introduces The Nationally Described Space Standard⁴⁴ which sets out a minimum floor space requirement for dwellings based on the number of bedrooms and the types of dwelling. It is not a building regulation, but a new form of planning standard.

This standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for Gross Internal Area (GIA) of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height (see Annex C).

All new housing development (C3 dwellings), including conversions where feasible, should meet or exceed the internal space standard set out in Annex C, to improve the quality of new homes for existing and future communities in south Worcestershire. The NPPF supports the use of the Nationally Described Space Standard in local plans where the need for an internal space standard can be justified.

To determine whether the proposed national space standards were already being met on new developments within South Worcestershire, the gross internal area, bedroom sizes, built-in storage space, and ceiling heights have been measured (where the information was available) for 146 dwelling types (approx. 775 dwellings on 26 sites) approved within the plan area. The evidence shows that of the 146 dwelling types assessed, nearly 60% of them failed to meet the gross internal area requirements set out in the National Designated Space Standard.

Residential Access Standards

Previously, the Lifetime Homes standard set specific requirements in relation to access and adaptability, but this has now been superseded by the introduction of the Government's new Accessibility and Wheelchair Housing Standards. Building Regulations, Part M (Volume 1), updated on 1 October 2015 includes Category 1 (M4(1)⁴⁵ visitable dwellings) which is a mandatory access standard and two 'optional' standards: Category 2 (M4(2) accessible and adaptable dwellings), and Category 3 M4(3) (wheelchair user dwellings) which can be required by a local plan policy.

Category 2: Accessible and Adaptable Dwellings M4(2) – (broadly comparable to Lifetime Homes' standard). This requirement is met when a new dwelling provides reasonable provision for most people to access the dwelling and includes features that make it suitable for a range of potential occupants, including older people, individuals with reduced mobility and some wheelchair users.

Category 3: Wheelchair User Dwellings M4(3)⁴⁶– (broadly similar to Wheelchair Housing Design Guide standards). This requirement is met when a new dwelling provides reasonable provisions for a wheelchair user to live in the dwelling and enables them to use any outdoor space, parking, and communal facilities. There are two standards:

Category 3 2a – ‘Wheelchair adaptable’ dwellings (a home that can be easily adapted to meet the needs of a household including wheelchair users, providing space and layout features, but not fully fitted out)

Category 3 2b⁴⁷ – ‘Wheelchair accessible’ dwellings (a home readily useable by a wheelchair user, including step-free access)

National Planning Practice Guidance⁴⁸ states that there should be provision of appropriate housing for people with disabilities, including specialist and supported housing, and is crucial in ensuring their independence. The Government's position is that older persons should remain at home rather than enter Use Class C2 residential facilities, where possible, thus supporting the principle of policies for new homes that are adaptable for a less mobile population.

The SHMA Update (2021, para 5.68) ‘estimates there are around 75,500 people with a disability across the SWDP area and is projected to increase to around 92,600 by 2041’.

The SHMA (2019) recognises that nationally 3.4% of households include wheelchair users with 1% using the wheelchair inside the home and 2.4% using a wheelchair only outside. When these proportions are applied to the SWDP area, there are 1,126 households requiring wheelchair accessible dwellings.

Over the period 2021 to 2041, across the SWDP area, the number of people aged 65 and over is expected to increase by 43.2% and by 2041 there will be an additional 32,500 residents aged 65 and over (para 5.12, SHMA Update 2021) and therefore the proportion of households needing wheelchair friendly housing in the future is also likely to be higher.

Self-Build and Custom Housebuilding

The Self-Build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) places a duty on the SWC to keep a register of individuals, and associations of individuals, who wish to acquire serviced plots of land to bring forward Self-Build and Custom Housebuilding projects.

The Act also places a duty on the SWC to give suitable development permission to enough suitable serviced plots of land to meet the demand for Self-Build and Custom Housebuilding in their area. The level of demand is established by reference to the number of entries added to a local authority's register during a base period.

A serviced plot of land is a plot of land that either has access to a public highway and has connections for electricity, water and wastewater, or in the opinion of a relevant authority, can be provided with access to those services. There is no expectation that services must be physically connected to the plot at the time of granting planning permission. It would not be feasible or appropriate for custom and self-build plots to be provided on the following schemes - 100% Affordable Housing, 100% apartments or 100% sub-division or change of use of buildings to residential use.

Previously, planning applications for Self-Build and Custom Build plots were considered against the same planning policies as other types of market housing with many applications refused as a result. Although some planning permissions have been granted, a policy allowing for Self and Custom Build plots on sites of more than 20 dwellings is likely to best support Self-Build and Custom Housebuilding in south Worcestershire. It is acknowledged that many people on the register do not wish to be on a larger development but are looking for single plots or plots on small developments. There is no requirement for the SWC to provide plots tailored to meet the individual needs of those registered and the provision of isolated dwellings in the open countryside would be contrary to the NPPF (paragraph 80); the threshold for this policy is 20, so although the desire for separate single plots will not be met a proportion of new self-build homes will be located on smaller sites.

In accordance with criterion B, all new self-build and custom build dwellings should, as a minimum, meet the requirements of the Nationally Described Space Standard as set out in Annex C.

Should any of the self-build and custom build plots remain unsold for a period of 18 months after a full and effective marketing campaign⁴⁹ at a realistic price, then these plots can revert to the developer for development and sale as market homes.

SWDPR 17 Sub-division, Multiple Occupation, and Changes of Use of Dwellings

- A. Permission for the subdivision or multiple occupation of dwellings⁵⁰ within Development Boundaries, including changes of use to hostels and guest houses, will be supported provided that:**
- i. it does not lead to, or increase, an existing over-concentration of such uses in the local area;**
 - ii. it does not result in the significant loss of large family housing;**
 - iii. the proposal makes adequate provision for parking, respects residential amenity of both the scheme residents and neighbouring occupiers and includes sufficient amenity space; and**
 - iv. in the case of hostels and changes of use to accommodate patients/residents which may lead to higher-than-expected noise disturbance, the property must be detached.**

Reasoned Justification for SWDPR 17

There is an ongoing demand and need for a range of different forms of accommodation, such as bedsits and hostels, to be made available for students and other people with shorter-term housing needs. Much of this type of accommodation can and should be provided within Worcester, the strategic allocations, and the main towns close to educational establishments and appropriate support services and facilities. In many cases the conversion of existing large dwellings offers an opportunity to do this but should avoid the significant loss of large family housing, which itself forms part of the balanced housing mix throughout south Worcestershire⁵¹. Proposals should protect the amenities of local residents and offer scheme residents sufficient internal residential space (see policy SWDPR 16) and external amenity space.

Hostels provide accommodation at a low cost for homeless people and other people in need. They are occupied differently to dwellings and many houses in multiple occupation in that the occupants generally only stay at a hostel for short periods and the level of disturbance from hostels may be higher than expected for other types of accommodation. Similarly, some changes of use to accommodate residents with particular health issues (e.g., dementia) may also result in higher levels of noise throughout the day and night than would normally be expected. It is therefore considered that only detached dwellings should be converted in these cases to avoid disturbance through shared party walls.

SWDPR 18 Meeting Affordable Housing Needs

- A. All new residential development⁵², including conversions, above the thresholds in SWDPR 18 B (and adjacent land, if it could reasonably form part of a larger site) will contribute to the provision of affordable housing⁵³.**
- B. The size, type, and distribution of affordable dwellings to be provided, will be dependent on recognised local housing need (including the need of older residents and residents with special needs), and specific site and location**

factors. The number of affordable dwellings to be provided on sites is as follows:

- i. **Within Designated Rural Areas⁵⁴:**
 1. on greenfield land sites of between 5 and 9 dwellings, 40% of units should be affordable and provided on site;
 2. on brownfield land sites of between 5 and 9 dwellings, 30% of units should be affordable and provided on site; and
 3. on sites of less than 5 dwellings, a financial contribution towards local affordable housing provision should be made, based on the cost of providing the equivalent in value to 20% of the units as affordable housing on site.
 - ii. On greenfield land sites of either 10 or more dwellings or 0.5 ha or more, 40% of the units should be affordable and provided on site.
 - iii. On brownfield land sites of either 10 or more dwellings or 0.5 ha or more, 30% of the units should be affordable and provided on site
- C. Where a robust justification exists, off-site contributions may be accepted in lieu of on-site provision.
- D. Secure arrangements will need to be put in place to ensure that the affordable housing provided in accordance with this policy will remain affordable in perpetuity (or in exceptional circumstances that the subsidy will be recycled for alternative affordable housing provision) and, for sites outside the city, towns or strategic allocations⁵⁵, available to meet the needs of local people⁵⁶.
- E. 25% of the affordable housing shall be First Homes⁵⁷, 69% shall be social rented, and 6% other forms of affordable home ownership unless it can be demonstrated that this mix is not viable or local need has demonstrated a need for a different affordable housing tenure for the site.
- F. Development proposals, for settlements within or partly within the Cotswold National Landscape or Malvern Hills AONB, should have regard to and be consistent with the relevant guidance published by the Cotswolds Conservation Board and Malvern Hills AONB Partnership including any Housing Position Statements.
- G. Exceptionally, and usually only on brownfield sites, where it has been demonstrated that the proportion of affordable housing sought by SWDPR 18 B would not be viable, the maximum proportion of affordable housing will be sought that does not undermine the development's viability. Financial viability assessments conforming to an agreed methodology will be required and, where necessary, the LPA will arrange for them to be independently appraised at the expense of the applicant.

H. Further details on how the policy will be applied will be set out in an Affordable Housing Supplementary Planning Document.

Reasoned Justification for SWDPR 18

The NPPF requires LPAs to assess the need for market and affordable housing and where there is a need for affordable housing, to set out policies for meeting this need. Annex 2 of the NPPF defines affordable housing as housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and / or is for essential local workers); and which complies with one or more of the following definitions:

- a. affordable housing for rent;
- b. starter homes;
- c. discounted market sales housing; or
- d. other affordable routes to homes ownership including First Homes.

The Strategic Housing Market Assessment (SHMA) update November 2021 states that affordable housing need has been modelled based on the parameters set out in the NPPG. The analysis indicates a shortfall of around 906 affordable dwellings each year across south Worcestershire.

Evidence in the Viability Study undertaken for the SWC suggests that 40% affordable housing on-site provision is viable on all strategic sites and on all greenfield land sites of 5 units or more where required by the policy. Brownfield sites are generally viable at 30% affordable housing. Smaller sites in Designated Rural Areas (i.e., less than 5 dwellings) are viable with 20% off-site affordable housing contribution.

Affordable Housing Update Written Ministerial Statement published on 24 May 2021, explains the national standards for a First Home which are that:

- a. a First Home must be discounted by a minimum of 30% against the market value;
- b. after the discount has been applied, the first sale must be at a price no higher than £250,000 (or £420,000 in Greater London); and
- c. the home is sold to a person who meets the First Homes eligibility criteria, as set out in first 2 paragraphs under First Homes eligibility criteria.

In addition, to qualify as a First Home, there should be a section 106 agreement securing the necessary restrictions on the use and sale of the property, and a legal restriction on the title of the property to ensure that these restrictions, with the exception of the sale price, are applied to the property at each future sale. Homes meeting the above minimum criteria can be sold as First Homes and should be considered to meet the definition of 'affordable housing' for planning purposes.

There is a national requirement that a minimum of 25% of all affordable housing units secured through developer contributions should be First Homes. It is expected that First Homes (and the mechanism securing the discount in perpetuity) will be secured through section 106 planning obligations. The SHMA Update (2021) recommends the tenure split of affordable homes to be 69% social rented, 6% affordable home ownership and 25% affordable home ownership through First Homes given the acute need for social rented accommodation across the SWDP area.

The 2021 SHMA Update (Table 6.4) shows that for social/affordable rented homes the greatest need is for 1 and 2 bed homes (65% - 90%), with 20 - 30% need for 3 bed homes and up to 5% need for 4 or more bedrooms. For affordable home ownership products, the greatest need is for 1 and 2 beds (40-65%) with 35-45% need for 3 beds and 15% - 20% for 4 or more beds. For all of these figures there is some degree of variation by district.

The policy requires that new affordable housing in the villages should be to meet the needs of the local rural community in the first instance before meeting the wider housing needs and this will be achieved by reference to the relevant council's lettings policy.

After the adoption of the SWDPR an Affordable Housing Supplementary Planning Document will be published. It will contain further detailed advice on how this policy will be applied, including levels of off-site contributions, the circumstances that may justify an off-site contribution, local connections and the procedures to be followed when a planning application is submitted.

The policy identifies a baseline level of affordable housing provision that local communities may choose to supplement on other sites, for example as part of their involvement in the neighbourhood planning process, or through the Rural Exception Site process (see SWDPR 19).

SWDPR 19 Rural Exception Sites

A. Affordable housing⁵⁸ development will be permitted on small sites⁵⁹ beyond, but reasonably adjacent to, the Development Boundaries⁶⁰ of villages where the following is demonstrated:

- i. there is a proven and as yet unmet local need, having regard to the latest South Worcestershire Strategic Housing Market Assessment, the Sub-regional Choice-based Letting Scheme and other local data, e.g., neighbourhood plan or parish survey;**
- ii. no other suitable and available sites exist within the Development Boundary of the village;**
- iii. secure arrangements exist to ensure the housing will remain affordable and available to meet the continuing needs of local people in perpetuity;**
- iv. the scale and location of the site relates well to the existing settlement and landscape character. For clarity, small means Rural Exception Sites should not exceed whichever is the lesser of: 5% of the number of dwellings within the main built-up area of the village or 1ha; and**
- v. sites should be located where they have reasonable access to local services, e.g., shops, schools or local bus services.**
- vi. In addition, for sites which fall within settlements which are wholly or partly within the Cotswolds National Landscape or the Malvern Hills Area of Outstanding Natural Beauty (both referred to as AONB for the purposes of this policy):**

- 1. proposals will need to be supported by robust evidence of a local affordable housing need specific to the AONB settlement and, if necessary, to its neighbouring settlements within the AONB within south Worcestershire, such as a housing needs survey;**
- 2. development proposals should be consistent with and help to implement the latest published NL and AONB Management Plans and their associated guidance on affordable housing;**
- 3. a Landscape Sensitivity and Capacity Assessment (LSCA) and/or a Landscape and Visual Impact Assessment / Appraisal (LVIA) has demonstrated that the site is capable of being developed without compromising the natural beauty of the AONB; and**
- 4. Rural Exception Sites will be required to provide 100% affordable housing except in very exceptional circumstances.**

B. Outside of the Cotswold National Landscape and Malvern Hills AONB, where viability for 100% affordable housing provision cannot be achieved, an element of market housing⁶¹ may be included within a rural exception scheme to provide sufficient cross-subsidy to facilitate the delivery of affordable homes. In such cases, a viability assessment will be submitted to demonstrate that cross-subsidisation is necessary and will be independently verified.

C. Further details on the manner in which the policy will be implemented will be set out in an Affordable Housing Supplementary Planning Document.

Reasoned Justification for SWDPR 19

The NPPF allows for the provision of affordable housing through Rural Exception Sites. These are additional housing sites that can be used to meet defined affordable housing needs in rural areas where up-to-date evidence shows that local need exists. This enables small sites to be used specifically for affordable housing in villages that would not normally be considered because, for example, they fall outside local plan Development Boundaries. This policy does not permit Rural Exception sites for the towns because they will have affordable housing delivered in other ways, e.g., on allocated sites.

The policy refers to small sites, which the accompanying footnote explains should not exceed whichever is the lesser of 5% of the number of dwellings within the main built up area of the village or 1ha, however, Rural Exception sites may often be much smaller than this, for example, if there is a lower identified local need for affordable housing. Outside of the AONBs local need includes the parish and adjoining rural parishes⁶² but excludes any need from the towns.

The policy requires that secure arrangements be agreed to ensure the housing will remain affordable and available to meet the continuing needs of local people. This is an important requirement for Rural Exception Sites and proposals where this is not clearly demonstrated will be resisted.

The PPG⁶³ explains that AONBs are unlikely to be suitable areas for accommodating unmet needs from adjoining non-designated areas. Therefore, Rural Exception site proposals within

either the Cotswolds National Landscape or Malvern Hills AONB should be supported by evidence of an unmet affordable housing need for the local area within that AONB – i.e., specific to the AONB settlement and, if necessary, local need arising in those neighbouring settlements within the AONB within south Worcestershire where those needs may not otherwise be met. It would not be appropriate for Rural Exception sites within the AONBs to accommodate unmet need for affordable housing for areas outside of the AONB or from any towns. Due to homes within an AONB generally commanding a higher market value than those outside of the protected landscape, affordable housing providing routes to ownership remain unachievable for those on the lowest incomes in these settlements. Rural exception schemes within the AONB and/or its setting should include a significant proportion of housing that is affordable in perpetuity for those on the lowest incomes therefore, particularly social rented housing.

Landscape Sensitivity and Capacity Assessment (LSCA) is now a recognised feature of landscape-led development in AONBs and therefore should be provided for all proposals on Rural Exception sites within an AONB or its setting. This will ensure consistency with the AONB Management Plans.

The NPPF allows for the inclusion of some market homes to facilitate sites coming forward to provide affordable housing to meet identified local needs. This policy recognises that and enables affordable housing on Rural Exception Sites to be cross-subsidised from the sale of market homes where, without this element of market housing, the site would not come forward for affordable housing. A viability assessment will be required to demonstrate that this cross-subsidisation is necessary which will be professionally verified by the council at the expense of the applicant. The maximum proportion of market homes is 20% of the overall number of units on the site.

Rural Exception Site schemes in AONBs should be for 100% affordable housing to minimise the harm to the protected landscape (SWDPR 28 The Cotswolds National Landscape and Malvern Hills Areas of Outstanding Natural Beauty (AONB)). The AONBs have the highest protection status in the NPPF and therefore only the most robust evidence of exceptional circumstances to have less than 100% affordable housing would be considered for schemes proposed for settlements wholly or partly within the AONB.

SWDPR 19A First Homes Exception Sites

- A. Beyond the National Landscapes and Areas of Outstanding Natural Beauty, Rural Designated Areas, and the Green Belt⁶⁴, First Homes will be permitted on small unallocated sites adjacent to the Development Boundaries of Worcester, the towns and villages where the following is demonstrated:**
- i. there is a proven and as yet unmet local need, having regard to the latest South Worcestershire Strategic Housing Market Assessment and other local data, e.g., neighbourhood plan or local housing needs survey;**
 - ii. secure arrangements exist to ensure the housing will remain affordable and available to meet the continuing needs of local people in perpetuity;**
 - iii. the scale and location of the site relates well to the existing settlement and landscape character; for clarity small means First Homes Exception Sites should not exceed whichever is the lesser of: 5% of the number of dwellings within the main built-up area of the town/village or 1ha; and**
 - iv. sites should be located where they have reasonable access to local services, e.g., shops, schools or local bus services.**
- B. Where viability for 100% First Home provision cannot be achieved, an element of market housing may be included within a First Homes Exception Site scheme to provide sufficient cross-subsidy to facilitate the delivery of First Homes. The maximum proportion of market homes is 20% of the overall number of units on the site where this is proven essential to the delivery of the First Homes Exception site. In such cases, a viability assessment will be submitted to demonstrate that cross-subsidisation is necessary and will be independently verified.**
- C. Where local evidence suggests that a significant local need exists for one or more other forms of affordable housing on a proposed First Homes Exception Site, applicants may alter the proportions of affordable housing to include small quantities (up to 25%) of other affordable housing products.**
- D. Further details on the manner in which the policy will be implemented will be set out in an Affordable Housing Supplementary Planning Document.**

Reasoned Justification for SWDPR 19A

First Homes are an affordable home ownership product which are sold to eligible first-time buyers at a discount of at least 30% below market value up to a maximum purchase price of £250,000. The homes are restricted as such for future purchasers (with the exception of the price cap).

In addition to on-site provision of First Homes on allocated and windfall sites, as per policy SWDPR 18 Meeting Affordable Housing Needs, the Written Ministerial Statement⁶⁵ made on 24 May 2021 also allows for the provision of First Homes through First Homes Exception

Sites. These sites must be located on land currently unallocated for housing, but which is physically adjacent to the Development Boundaries for Worcester, the towns, or villages.

First Homes Exception Sites are not permitted within the Green Belt, National Landscape and Areas of Outstanding Natural Beauty or Rural Designated Areas. The Written Ministerial Statement and the NPPG are clear that in these locations only Rural Exception Sites can be brought forward for affordable housing on unallocated sites beyond the development boundaries. Most, but not all, of the rural parishes in Wychavon and Malvern Hills Districts are within the Rural Designated Area⁶⁶.

The policy refers to small sites and states that this means Rural Exception sites should not exceed whichever is the lesser of: 5% of the number of dwellings within the main built-up area of the settlement or 1ha, however, First Homes Exception Sites may often be much smaller than this, for example, if there is a lower identified local need for this type of affordable housing.

The need for the First Homes Exception Sites should be evidenced with reference to the latest South Worcestershire Strategic Housing Market Assessment and other local data, e.g., neighbourhood plan or parish survey.

The policy requires that secure arrangements be agreed to ensure the housing will remain affordable and available to meet the continuing needs of local people in perpetuity. This is an important requirement for First Homes Exception Sites and proposals where this is not clearly demonstrated will be resisted. As per the Written Ministerial Statement, in recognition of the unique nature of their circumstances, members of the Armed Forces, the divorced or separated spouse or civil partner of a member of the Armed Forces, the spouse or civil partner of a deceased member of the Armed Forces (if their death was caused wholly or partly by their service) or veterans within five years of leaving the Armed Forces should be exempt from any local connection testing restrictions.

The Written Ministerial Statement allows for the inclusion of some market homes to facilitate First Homes Exception Sites coming forward. This policy recognises that and enables affordable housing on First Homes Exception Sites to be cross-subsidised from the sale of market homes where, without this element of market housing, the site would not come forward for affordable housing. A viability assessment will be required to demonstrate that this cross-subsidisation is necessary which will be professionally verified by the council at the expense of the applicant. The maximum proportion of market homes is 20% of the overall number of units on the site.

Where local evidence suggests that a significant local need exists for one or more other forms of affordable housing on a proposed First Homes exception site, applicants may alter the proportions of affordable housing to include small quantities of other affordable housing products. This policy defines small quantities as up to 25% to provide greater clarity for applicants. Applicants will be expected to provide evidence of this need in the form of a Local Housing Needs Assessment, local authority Housing Register, or other sufficiently rigorous local evidence.

SWDPR 20 Meeting the Needs of Travellers and Travelling Showpeople

Provision for Travellers

- A. The LPA will identify and update annually a five-year supply of deliverable pitches for Travellers and Travelling Showpeople in order to meet the local targets set out in Tables 5 and 6 (subject to subsequent reviews of the South Worcestershire Gypsy and Traveller Accommodation Assessment). The LPA will identify sites in a Traveller and Travelling Showpeople Site Allocations Development Plan Document (DPD) unless sufficient sites can be identified through SWDPR 20 C.

Table 5: Minimum Requirements for Permanent Traveller Pitches and Travelling Showpeople Plots 2019-2023* (source: South Worcestershire Gypsy and Traveller Accommodation Assessment, 2019)

District	Permanent Traveller Pitches	Permanent Travelling Showpeople Plots
Malvern Hills	15	7
Worcester	1	0
Wychavon	14	0
South Worcestershire	30	7

*2019-2023 is the period from 1 January 2019 to 31 December 2023

Table 6: Longer-term Requirements for Permanent Traveller Pitches and Travelling Showpeople Plots 2024 – 2041 (source: South Worcestershire Gypsy and Traveller Accommodation Assessment, 2019)

	2024 – 2028		2029 - 2033		2034 - 2041	
	Traveller Pitches	Travelling Showpeople Plots	Traveller Pitches	Travelling Showpeople Plots	Traveller Pitches	Travelling Showpeople Plots
Malvern Hills	3	1	3	1	4	1
Worcester	1	0	1	0	2	0
Wychavon	16	0	18	0	26	0
Total	20	1	22	1	32	1

- B. The GTAA identifies a need for 167 Traveller pitches to meet the ethnic need for the plan period. This figure includes the 104 pitches in Tables 20a and 20b above.

- C. Sites that have unrestricted planning permission for Traveller use are safeguarded for this use and only exceptionally will planning permission for alternative development or changes of use be permitted.**

Traveller Provision at Worcestershire Parkway, Rushwick Expanded Settlement and Throckmorton Airfield Strategic Growth Allocations

- D. Worcestershire Parkway shall include 2 Traveller sites and the strategic allocations at Rushwick and Throckmorton Airfield shall both include 1 Traveller site; each site to have 10 pitches⁶⁷ and sited within the allocation boundaries in the locations⁶⁸ as defined in the masterplans for each new settlement.**
- E. The two large urban extensions at Worcester South (SWDPR 60A) and Worcester West (SWDPR 60B) shall each include a Traveller site of up to 10 pitches⁶⁹.**

Proposals for Travellers and Travelling Showpeople Sites

- F. Proposals for new or intensification / expansion of existing Traveller sites will only be supported where the LPA is satisfied that the occupier is a Gypsy, Traveller or Travelling Showperson; and for all sites (other than those in the new settlements and at SWDPR 60A and SWDPR 60B) the occupier accords with the definition in Annex 1 Glossary, of the Government's Planning Policy for Traveller Sites; and that:**
- i. For new sites:**
 - 1. The site is within a SWDPR allocation or for sites within the open countryside is within a reasonable distance to a shop, school, or GP surgery; within Worcester, a town or a Category 1, 2 or 3 village.**
 - ii. For all sites:**
 - 1. the site is not within an international or national⁷⁰ planning designation;**
 - 2. the site is within Flood Zone 1 and is not vulnerable to surface water flooding;**
 - 3. the site does not have any significant impact on local planning designations⁷¹, such as Conservation Areas, Local Green Space and Significant Gaps, or on sites with heritage, ecological or biodiversity interests that cannot be mitigated;**
 - 4. there is no significant visual impact on the landscape that cannot be mitigated with the use of appropriate planting;**
 - 5. there is no significant impact, or cumulative impact, on privacy and residential amenity for both site residents and neighbouring properties that cannot be mitigated; but to avoid enclosing and**

separating the site so much that it hampers cohesion with the neighbouring settled community;

6. the size of the site and the number of pitches are of an appropriate scale for the location and do not dominate the nearest settled community;
7. any impact on Functionally Linked Land⁷² can be mitigated against;
8. the site has, or is capable of providing, safe and convenient access to the highway network including for turning and parking, vehicles towing caravans, emergency vehicles and servicing requirements, including waste collection;
9. the site has, or can provide, adequate on-site services for water supply, mains electricity, sanitation, foul and surface water drainage and for the screened storage and collection of refuse, including recyclable materials. Sustainable Drainage Systems should be used where feasible. Where it is not possible to connect to a public sewer, provision must be made for discharge to a package treatment plant or a sealed septic tank;
10. the site has reasonable access to health services, schools, food shops and employment opportunities;
11. on privately owned sites there are no more than 10 pitches / plots on the site for ease of management and to provide a comfortable environment for residents, where individual pitches are clearly defined without 'enclosing' them with inappropriately high, close-boarded fencing. To accommodate a travelling lifestyle, each pitch on all sites should have sufficient space for at least one touring caravan in addition to a mobile home and sufficient space to accommodate vehicle parking and an amenity area;
12. proposed amenity buildings or day rooms are the minimum size necessary to provide required facilities, be sensitively sited, and use sympathetic materials; and
13. external lighting is kept to a minimum.

G. Sites for Travelling Showpeople must also be suitable for the storage, maintenance and testing of items of mobile equipment.

H. Any planning permission granted will be subject to conditions relating to the number of pitches / plots and restricting occupancy to Gypsy and Traveller or Travelling Showpeople use.

Reasoned Justification for SWDPR 20

Need for Traveller Pitches and Travelling Showpeople Plots

Planning Policy for Traveller Sites (2015) states that LPAs should set pitch targets for Travellers and plot targets for Travelling Showpeople that address the likely permanent and transit site accommodation needs of Travellers in their area, working collaboratively with neighbouring Local Planning Authorities. National planning policy also states that LPAs should set out criteria to provide a basis for the allocation of sites and identify sufficient deliverable pitches to provide a five-year supply when measured against locally set targets.

The South Worcestershire Gypsy and Traveller Accommodation Assessment (GTAA), published in 2019, identifies the need for additional Traveller pitches and Travelling Showpeople plots in the period between 2019 and 2041 as is set out in Table 20a and 20b.

The GTAA identifies an overall shortfall of 80 permanent Traveller pitches across south Worcestershire for the first 5 years in the period to 31/12/2023: a need for a minimum of 15 pitches in Malvern Hills, 1 pitch in Worcester and 14 pitches in Wychavon.

For Travelling Showpeople, the GTAA identifies a need for 7 plots across south Worcestershire in the period to 01/01/2024, all in Malvern Hills.

The GTAA also identifies the likely longer-term requirement for pitches and plots, covering the period 2024 to 2041. The longer-term requirements, based on expected household formation rates, are set out in Table 20b.

The GTAA suggests a need for 20 Traveller pitches between 2024 and 2028, 22 pitches during 2029 to 2033 and 32 pitches during 2034 to 2041, with most of the need arising in Wychavon.

For Travelling Showpeople, the GTAA indicates a need for an additional 3 plots in Malvern Hills between 2024 and 2041.

The availability and delivery of Traveller pitches will be kept under review. Each SWC will maintain a rolling five-year supply of deliverable pitches/plots sufficient to provide five years' worth of pitches/plots against the targets set out in Tables 20a and 20b.

The Traveller and Travelling Showpeople DPD will set out the location of additional allocated Traveller sites.

Strategic Allocations

The reference to the requirement for inclusion of Traveller sites at the two large Worcester strategic allocations from the SWDP (Worcester South SWDPR60A and Worcester West SWDPR60B) is included in this policy in order to ensure that these sites continue to include provision for Travellers because there remain outstanding parcels of land with either no planning consent or only outline planning consent granted.

It is considered that the new and expanded settlements at Rushwick and Throckmorton Airfield⁷³ should both accommodate 1 new Traveller site of 10 pitches each as these are sustainable locations with access to a range of local services and facilities. Worcestershire Parkway will be much larger than either Rushwick or Throckmorton and therefore is capable of providing for 2 new Traveller sites each of 10 pitches. These will help meet the medium to longer term needs of Travellers and the provision of social rented pitches on these sites will be welcomed. The Traveller site at Rushwick could help meet the needs of either Travellers

or Travelling Showpeople. The precise locations of these 4 new Traveller sites within the new settlements will be identified through masterplans and will help address the need for pitches in Table 20b.

Windfall Sites

The GTAA recommends that the SWC assess the suitability of proposals and planning applications for smaller sites as they arise against criteria-based planning policies. Any proposals and planning applications for Traveller and transit sites will be considered against the criteria outlined in SWDPR 20D.

Transit Sites

In relation to transit provision, the GTAA recommends that the local authorities continue with the Joint Protocol for The Management of Unauthorised Encampments of Gypsies and Travellers on Local Authority Land in Worcestershire.⁷⁴

Tenure of Sites

The GTAA indicates a desire amongst Travellers for a mixture of council / Registered Provider (RP) managed sites and private sites.

National and Local Designations

Planning Policy for Traveller Sites states that local planning authorities, in producing their Local Plan, should “*protect local amenity and the environment*” (paragraph 10). Sites would not be considered appropriate within International (e.g., Special Protection Areas, Special Areas of Conservation and Ramsar sites), National (e.g., Areas of Outstanding Natural Beauty, Green Belts, Sites of Special Scientific Interest, National Nature Reserves) or Local (e.g., Conservation Areas, Local Green Spaces) designations because the objectives of the designation are likely to be compromised by the development of a Gypsy, Traveller or Travelling Showpeople site.

Planning Policy for Traveller Sites also says that “Traveller sites (temporary or permanent) in the Green Belt are inappropriate development. Subject to the best interests of the child, personal circumstances and unmet need are unlikely to clearly outweigh harm to the Green Belt and any other harm so as to establish very special circumstances” (paragraph 16).

Access to Services

Planning Policy for Traveller Sites says that new Traveller site development in the open countryside that is away from existing settlements should be very strictly limited. It highlights the importance of good access to health services and schools to ensure that children can attend school on a regular basis and Travellers can register at local medical facilities. Policy SWDPR 20D aims to restrict new traveller sites that are located away from the more sustainable settlements by requiring new windfall sites to be located within a reasonable distance of a school, GP surgery or food shop within Worcester, a town or Category 1, 2 or 3 village. For the expansion or intensification of existing sites, proposals will be assessed against whether the site has reasonable access to health services, food shops, schools and employment.

Relationship to Surrounding Land Uses

The Government is keen to promote a peaceful and integrated co-existence between a Gypsy, Traveller or Travelling Showpeople site and the local settled community. Planning Policy for Traveller Sites states that sites in rural areas should respect the scale of and do not dominate the nearest settled community, and (should) avoid placing an undue pressure on local infrastructure” (paragraph 25).

Planning Policy for Traveller Sites also says that local planning authorities “should consider, wherever possible, including Traveller sites suitable for mixed residential and business uses, having regard to the safety and amenity of the occupants and neighbouring residents” (paragraph 18).

Planning Policy for Traveller Sites identifies the need “*for proper consideration of the effect of local environmental quality (such as noise and air quality) on the health and well-being of any Travellers that may locate there or on others as a result of new development*” (paragraph 13). This could include consideration of noise and possible disturbance to residents living on the site, and possible noise and disturbance to the wider community, in particular from movement of Traveller or Travelling Showpeople vehicles. Noise and disturbance for site residents from adjoining uses, such as from industrial areas, railway lines or from highways, should also be considered given the greater potential for noise transference through walls of caravans than through the walls of conventional housing.

Site Conditions

Planning Policy for Traveller Sites states that sites should not be located “*in areas at high risk of flooding, including functional floodplains, given the particular vulnerability of caravans*” (paragraph 13).

Sites should not be developed on exposed sloping sites where there is risk of caravans being overturned or where there is a high probability of surface water flooding risk.

Contaminated land should also be avoided unless the contamination can be mitigated against. Brownfield (previously developed) and derelict land may be suitable for use as a Traveller site depending upon e.g., whether the site can be made safe for human habitation and any hazards cleared.

SWDPR 21 Replacement Dwellings in the Open Countryside

- A. The replacement of an existing dwelling in the open countryside with another single dwelling will be permitted where:**
- i. The existing dwelling has established use rights as a dwelling and is not a caravan, chalet, park home, mobile home or subject to a temporary planning permission.**
 - ii. It can be demonstrated that accommodation needs cannot be met through the alteration, extension and / or refurbishment of the existing dwelling.**
 - iii. The replacement is not disproportionately larger than the existing dwelling and will not exceed the existing gross internal floorspace by more than 30%⁷⁵.**
 - iv. The proposed dwelling is positioned on the footprint of the existing dwelling, unless there is a better position for visual, landscape, highway safety, biodiversity, environmental or other public gain grounds to justify an alternative location within the existing curtilage.**
 - v. The curtilage of the replacement building is no greater than that of the existing dwelling.**
 - vi. The proposal includes the demolition of the dwelling to be replaced.**
 - vii. Where the existing dwelling has been provided as a rural worker's dwelling, a condition will be attached to ensure that the replacement dwelling can only be occupied by a rural worker⁷⁶ once it has been built.**

Reasoned Justification for SWDPR 21

New development in the open countryside will be very limited and will relate mainly to exceptions, e.g., for new affordable housing where there is a proven need (SWDPR 19 Rural Exception Sites). This approach is in conformity with the NPPF, which seeks to direct new housing development to sustainable locations, in areas where it will enhance or maintain the vitality of rural communities.

It is considered preferable wherever possible to retain existing dwellings, in particular where their design and location make an important contribution to the character of an area. Refurbishment is also encouraged as a sustainable use of existing resources. Under the General Permitted Development Order, extensions and external alterations to existing dwellings represent permitted development⁷⁷ under certain circumstances (up to the physical and locational limits set out in the Order). Thus, to make best use of the existing housing stock, applicants will need to demonstrate why an extension, alteration or refurbishment is not considered suitable and why a replacement dwelling is required.

Replacement dwellings can help maintain the level of the existing housing stock, where properties are in poor repair, or not appropriate for current needs in terms of their design or

size. Although there is a desire to retain small homes to allow choice in rural areas in reality regardless of how small the dwellings are, they often do not provide choice because of their cost to buy. The main justification for retaining small dwellings is on design grounds. Larger new properties can adversely affect the character of an area because of their impact on landscape setting, design and amenity, especially in locations where traditional dwellings are smaller. A maximum percentage approach to any increase in size of the dwelling is therefore considered appropriate to reflect the dimensions and plot size of the dwelling that is being replaced, so any increase will be proportionate. Detached garages and other detached outbuildings should be excluded from the floorspace calculations in A. iii.

For the purposes of this policy the dwelling to be replaced must have established use rights as a dwelling.

Proposals for replacement dwellings will not be permitted if they would conflict with policy SWDPR 34 Management of Flood Risk.

SWDPR 22 Dwellings for Rural Workers

- A. Proposals for permanent agricultural, horticultural, forestry and rural enterprise-related dwellings will be permitted provided that:**
- i. the functional and economic tests contained in Annex D are met;**
 - ii. no dwelling serving or closely associated with the holding has been sold or changed from residential use, or otherwise separated from the holding within the previous five years;**
 - iii. the dwelling does not exceed 150 m² of net usable floorspace, unless a larger property is robustly justified;**
 - iv. where practical for its purpose, the dwelling is located close to existing buildings / dwellings on the holding, to minimise its visual and environmental impact; and**
 - v. planning conditions are imposed to control the occupancy of the dwelling to ensure that it cannot be sold on or sublet for general accommodation unrelated to the enterprise.**
- B. For a new agricultural, horticultural, forestry or other rural enterprise, a time-limited permission may be granted for a temporary dwelling, such as a mobile home or caravan, until the economic viability of the enterprise is established. Applications for such dwellings must meet the functional and economic tests contained in Annex D.**
- C. Temporary or seasonal accommodation requirements to serve rural enterprises will be considered on a case-by-case basis, but will need to demonstrate that:**
- i. there is a proven business case for the accommodation;**
 - ii. there is no appropriate accommodation available in nearby settlements; and**
 - iii. impacts on local services, landscape and amenity are mitigated.**
- D. Generally, occupancy conditions will be retained on rural workers' dwellings, however, occasionally circumstances may have changed such that it is acceptable to remove the condition. The occupancy condition will be removed where:**
- i. the dwelling is now located within a Development Boundary or housing allocation; or**
 - ii. evidence proves that the long term need for the dwelling in the locality has ceased and it has been marketed in accordance with Annex B (marketing requirements).**

Reasoned Justification for SWDPR 22

Dedicated housing for rural workers is still important to support agriculture, horticulture and rural occupations such as forestry, all of which help to sustain the rural economy. New development in the countryside is strictly controlled. This has been the case in previous development plans in south Worcestershire and is also set out in national policy.

The NPPF (paragraph 80) outlines the need to locate housing in rural areas where it will enhance or maintain the vitality of rural communities. It also states that local planning authorities should avoid new, isolated homes in the countryside unless there are special circumstances. The objective is to protect the countryside for its intrinsic character, natural beauty and resources for all to enjoy. New dwellings for those who can show an essential need to locate for work purposes in the open countryside will need to be justified to demonstrate that the dwelling will support an existing agricultural, forestry or other rural enterprise where it is essential that accommodation is provided on site. For new enterprises, temporary consent may be given for non-permanent dwellings such as a caravan, until the economic merits of the enterprise are established. Applications for dwellings to support agricultural enterprises will need to demonstrate they meet the functional and economic tests outlined in Annex D.

Any new dwelling should be carefully sited to minimise its impact on the landscape and its surroundings and should, wherever possible, be located close to existing buildings or other dwellings on the holding.

Rural workers' dwellings shall not exceed 150 m² of net useable floorspace (excluding garaging but including associated offices such as a farm office) unless it can be demonstrated through the submission of financial information that the associated holding can support a larger dwelling (see definition of net useable floorspace in the Glossary).

Housing for temporary or seasonal workers is an issue that needs to be addressed from time to time; for example, where horticultural enterprises need to employ pickers or packers at different times of the year. This type of activity is important to the rural economy. However, accommodating such workers on or near the site can be difficult in open countryside locations. A solution may be to provide temporary accommodation in the form of mobile homes or caravans, but this is not always appropriate, especially if large numbers of people need to be housed. Each case should be considered on its merits, but with a recognition that such workers can contribute to local enterprises and the local economy.

This policy aims to ensure that rural dwellings are only permitted where there is a genuine long-term need, however changes either in the physical surroundings to the dwelling (as described above) or in rural business practices may result in the dwelling no longer being required by rural workers. Although it is not appropriate for the dwellings to remain permanently vacant, applications for the removal of the condition will need to be carefully assessed to establish whether there is a continuing need for rural workers dwellings in the locality (not just on the specific holding). In such circumstances, planning applications should be accompanied by evidence that the long term need for the dwelling has ceased and that significant attempts have been made to sell or lease the property to persons who would satisfy the 'occupancy' condition – this should include an active and continuous marketing campaign for at least 12 months at a price that reflects the occupancy tie in accordance with Annex B.

SWDPR 23 Class C2 Housing for People with Special Housing Needs

A. Where housing for older people or people with special needs falling into Class C2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) is proposed, permission will be supported provided that:

- i. there is an evidenced requirement for that type of accommodation;**
- ii. it is designed to meet the particular requirements of residents with social, physical, mental and / or health care needs; and**
- iii. the scheme has good access to public transport, healthcare, shopping and other community facilities for its residents, their visitors and on-site workers.**

Reasoned Justification for SWDPR 23

National Planning Practice Guidance⁷⁸ states that the need to provide housing for older people is critical and the provision of appropriate housing for people with disabilities, including specialist and supported housing, is crucial in helping them to live safe and independent lives. It explains that the health and lifestyles of older people will differ greatly, as will their housing needs, which can range from accessible and adaptable general needs housing to specialist housing with high levels of care and support. Similarly, disabilities can include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs, which may generate a range of housing requirements which can change over time.

The 2011 Census revealed that between 11% and 18.5% of the population of south Worcestershire reported daily activity limitations. The SHMA Update (2021, para 5.68) estimates 'there are around 75,500 people with a disability across the SWDP area which is projected to increase to around 92,600 by 2041'. These are residents whose reduced ability to carry out daily activities impacts on their housing needs including older people and people with special needs; sometimes their ability to carry out day to day activities is severely restricted. It is essential that these groups are catered for with a range of housing options to enable them to access new housing that meets their needs including the provision of C2 accommodation (Policy SWDPR 13 covers the general needs for housing for these groups).

The number of households headed by someone aged 65 or over is expected to increase by 21,013 (45.6%) by 2041 across south Worcestershire (para 5.63, SHMA Update 2021). The increase in the population aged 85 or over is considerable, rising from 10,472 to 19,804 during the period 2021-2041 an increase of 89.1% (Table 5.3, SHMA Update 2021).

The SHMA Update (2021, para 5.64) states 'currently there are around 7,320 units of specialist older person accommodation across the SWDP area comprising 2,465 units of residential care (C2 use class) dwellings and 4,855 units of specialist older person dwellings (C3 use class) such as sheltered and Extra Care. Analysis of demographic change would suggest a need for an additional 4,836 units comprising 1,638 residential care (C2) units and 3,198 older person (C3) dwelling units by 2041.'

Sites within the development boundaries, allocated sites and the strategic allocations provide an opportunity for a wide range of homes to be built including specialist older person homes (both C3 and C2 use). Where evidenced, this policy enables the provision of specialist C2 housing to help meet an identified shortfall, on sites outside of the development boundaries with good access to public transport, healthcare, shopping and other community facilities.

SWDPR 24 Reuse of Rural Buildings

- A. The reuse, conversion, or change of use of, redundant or underused traditional rural buildings⁷⁹ and structures of architectural importance and / or heritage significance⁸⁰ for housing, employment, commercial use, or tourism (including visitor accommodation), recreation and community uses, will be supported outside of a defined development boundary providing:**
- i. it can be demonstrated that the building(s) is (are) of credible and recognised architectural importance and / or heritage significance;**
 - ii. it reuses a traditional rural building of permanent and substantial construction;**
 - iii. the building(s) is (are) capable of conversion without the need for considerable extension, significant alteration, excessive rebuilding, or full reconstruction;**
 - iv. the proposal is of a high-quality design, takes precedent from and has regard to (as much as possible) the original design, features and materials (fixtures and fittings) that contribute to the architectural character and significance of the building and its surroundings;**
 - v. there will be no adverse effect on the historical environment, the character of the landscape and its setting, and that any impact on local biodiversity, including protected habitats and species, can be significantly mitigated;**
 - vi. there is existing adequate access, or where a new access is created it will not have an adverse effect on the area's rural character;**
 - vii. it is compatible with neighbouring uses and does not detract from, or conflict with existing land uses including any existing and continued agricultural operation; and**
 - viii. that the building can be serviced by existing utilities or where the provision of new utilities is necessary, provision can be achieved without resulting in an adverse effect on the area's rural character.**
- B. Where there is a loss of employment space, the applicant is required to demonstrate that the existing use is no longer viable and that the site has been actively marketed for employment (or tourism, leisure or recreational purposes where applicable) for a period of at least 12 months in line with the marketing exercise outlined in Annex B: Marketing Requirements.**
- C. When granting permission for development under this policy, the LPA will remove any permitted development rights, where appropriate, that would normally apply to the building and its curtilage for future alterations, extensions, and other development.**

D. Where the development of a cluster of rural buildings is proposed, the development will require support from and adhere to more specific SWDPR housing policies. In this instance, development of a site cannot see the construction of any new buildings to accommodate any of the planning uses that are provided within this policy unless supported by other policies.

Reasoned Justification for SWDPR 24

The primary purpose of this policy is to maintain and protect the rural landscape and character of south Worcestershire whilst recognising the need for and allowing the sensitive conversion of traditional rural buildings that may be considered heritage assets⁸¹ into a more suitable use. For the avoidance of doubt this policy does not apply to more modern modular rural buildings that are generally suitable for conversion under permitted development i.e., Class Q.

South Worcestershire contains a considerable range of older rural buildings which contribute to the districts architectural and cultural heritage. These buildings were predominantly erected for agricultural purposes. Their age, character, form and quality vary, but the changing nature of the rural economy and the demands of agriculture means that many of these buildings are no longer required for their original use or suited to modern farming practices.

Rural buildings are periodically situated within the development boundaries of villages and settlements and in these instances are required to adhere to relevant policies and planning legislation. The majority, however, are situated within the open countryside of which this policy is pertinent. They may be single buildings or grouped together in farmsteads or other clusters.

Traditional agricultural buildings are important features within the rural landscape and therefore conversion to a residential, employment, commercial, tourism or leisure and recreational use may be the best option to ensure their retention and preservation.

When an application for the reuse of a rural building to an employment or commercial use is made, the criterion within this policy will require adherence in conjunction with SWDPR 13 Non-Allocated Employment Development and SWDPR 14 Employment in Rural Areas.

When an application for the re-use of a rural building to a tourism, leisure or recreational use is made, the criterion within this policy will require adherence in conjunction with the relevant tourism and leisure policies.

In accordance with paragraphs 80 (202 and 203) of the NPPF⁸², development of this nature is encouraged in certain circumstances, whereby this policy elaborates on which and defines specific criteria that is required to achieve sustainable development.

A number of rural buildings may be listed, nationally or locally, as being of special architectural or historic interest or may fall within the curtilage of a listed building and benefit from the same significance. For example, a heritage asset or architecturally significant building may be of an age signifying listing; or of a style representing a bygone architectural vernacular or period; or constructed using an archaic method; or from materials no longer prevalent; and is therefore the type of building the policy aims to protect and preserve or provide for its continued use.

To be considered for reuse, buildings should originally have been built with four walls⁸³ which are substantially complete. Generally, to be of substantial construction a traditional rural building should either have masonry, brick, or be of half-timbered construction with a traditional finish and have a slate, stone, tile, or thatched roof. Evidence is required to demonstrate that the building is structurally sound and capable of conversion without the need for excessive rebuilding – this will usually take the form of a full structural survey.

In the interest of clarity, rebuilding means the substantial replacement of parts of the original structure; whilst extension and alteration involve changes to the original structure. The extent of which will be considered excessive will vary depending on the scale and type of building affected and extent of proposed works. Limited rebuilding is acceptable, however when a significant part of the original building has been removed, rebuilding will not usually be acceptable. To benefit historic conservation, a greater degree of rebuilding may be allowed where necessary, e.g., to maintain important characteristics of the existing building. A separate application for Listed Building Consent will be required where works are proposed to a listed building or building within the curtilage of a listed building.

The intention of the policy is to bring back into use rural buildings of notable architectural quality. Therefore, it is paramount that these qualities are demonstrated in the end product. The juxtaposition of modern design is encouraged. However, it is of prime importance that the design does not detract from the original features that provide the building's architectural merit.

SWDPR 25 Extensions to Residential Curtilage Beyond a Defined Development Boundary

- A. Proposals to extend residential curtilages will be supported provided that:**
- i. there is no detrimental impact on the character and appearance of the settlement or the landscape;**
 - ii. there is no adverse effect on the privacy and amenity of neighbouring properties;**
 - iii. it does not detract from, or conflict with, neighbouring land uses; and**
 - iv. there is no detrimental impact on existing heritage, ecology, and landscape features⁸⁴.**
- B. Extensions to residential curtilages within the Cotswold National Landscape and Malvern Hills Areas of Outstanding Natural Beauty will not be supported if they do not satisfy SWDPR 28.**
- C. Extensions to residential curtilages within the Green Belt will not be supported where they would not preserve the openness of the Green Belt in accordance with SWDPR 04.**
- D. Extensions to residential curtilages within areas of Protected Open Space will not be supported unless SWDPR 44B is satisfied.**
- E. When granting permission to extend a residential curtilage the LPA may remove permitted development rights in appropriate cases e.g., AONBs/NLs and the Green Belt.**

Reasoned Justification for SWDPR 25

Planning permission is required to change the use of non-residential land to garden land. Proposals for the extensions to residential curtilages can arise if adjacent land, which is not in residential use, becomes available. The change of use of land to residential can, however, appear prominent or incongruous in the locality or result in the erosion of the quality of the landscape. Significant effects on the appearance and character of the area and the landscape may arise particularly when domestic paraphernalia e.g., sheds, play equipment, landscaping and fencing, are added.

In settlements, extensions to residential curtilages can also adversely affect the traditional and historic layout and character of villages.

If the proposed extension would include a site, or part of a site, containing features of significant nature and / or conservation importance, the need to protect these features will take precedence over the need for extension to domestic curtilage and will likely result in development refusal.

Proposals for garden extensions should avoid significantly reducing substantial gaps between dwellings because these gaps are essential in order to maintain the open character of the countryside.

Environmental Enhancement and Protection

SWDPR 26 Design

- A. All residential, employment and retail development will be expected to be of a high design quality. It will need to integrate effectively with its surroundings, in terms of form and function, reinforce a sense of place, local distinctiveness and conserve, and enhance cultural and heritage assets and their settings. New and contemporary designs will be encouraged and supported where they enhance the overall quality of the built environment.**
- B. Applications should demonstrate, through a Design and Access Statement or other supporting evidence, e.g. Homes Quality Mark, Building for a Healthy Life, or BREEAM assessment how the objectives outlined in criterion A and SWDPR 5 have been addressed. They will also need to demonstrate how the following matters have been met:**
- i. Siting and Layout - The siting and layout of a development should reflect the given characteristics of the site in terms of its appearance and function. Orientation should take advantage of passive heating and cooling systems, offer shade as appropriate and provide for the use of renewable energy.**
 - ii. Relationship to Surroundings and to Other Development - Development proposals must complement the local character of the area. In particular, development should respond to surrounding buildings or countryside and the distinctive features or qualities that contribute to the visual and heritage interest of the townscape, frontages, streets or landscape quality of the locality. Development should provide an acceptable level of amenity, outlook, sunlight and daylight, and should not be overbearing. Development should avoid exacerbating light pollution in general and in rural areas avoid the impact of light on reducing dark skies.**
 - iii. The Settings of the City, Towns and Villages - Design proposals should ensure that the prominent views, vistas and skylines of Worcester city, the towns, and other settlements are maintained and safeguarded, particularly where they relate to heritage and natural assets, existing landmark buildings, and 'gateway' sites. Development at the urban edges should respect and respond to the rural setting. The distinct identity and character of rural settlements should be safeguarded.**
 - iv. Adaptable Design - Buildings should incorporate flexible designs, addressing access to public open spaces and enabling adaption for future needs and uses in terms of internal spaces and extensions.**
 - v. Scale, Height, Massing and Mix – The scale, height and massing of development must be appropriate to the setting of the site and the surrounding landscape character and townscape, including existing**

urban grain and density. To create vitality and interest, proposals should incorporate a mix of uses where appropriate to the location.

- vi. **Links, Connectivity and Access - Design and layouts should integrate with existing development and street patterns, as well as maximise opportunities for active travel corridors, i.e. pedestrian and cycle routes to the surrounding area and local services and should be generally accessible for all users, including those with disabilities. Vehicular traffic from the development should be able to access the highway safely and the road network should have the capacity to accommodate the type and volume of traffic from the development.**
- vii. **Detailed Design, Materials and Landscaping - The detailing and materials of development should be of high quality and appropriate to its context and local distinctiveness. The colour and glare of the elevations and roofs of new buildings in rural areas in particular, should respect its setting and make a positive contribution to the local landscape character. Development should provide high quality hard and soft landscaping that is included as an integral part of developments design and includes arrangements for long-term management.**
- viii. **Appropriate Facilities - Development should incorporate parking facilities, secured covered storage for bicycles that is easily accessible for daily use and make accommodation for waste collection facilities. Satisfactory access and provision for the parking and manoeuvring of vehicles, including waste collection vehicles should be provided.**
- ix. **Public Realm - Public realm and open spaces should be well-designed, appropriately detailed and maintained via management agreements for the lifetime of the development. They should also incorporate active frontages where appropriate. Proposals should include hard, soft and permeable surfaces, public art, trees, appropriate planting, street furniture, shade, lighting and signage as appropriate to the development.**
- x. **Creating a Safe and Secure Environment - Opportunities for creating a safe and secure environment and providing surveillance should be included, principally through the layout and positioning of buildings, spaces and uses. Where appropriate, development should incorporate measures for crime reduction that are consistent with those recommended by the Secured by Design guides. Buildings and their surrounding spaces should incorporate fire, public safety, and counter terrorism measures and be designed to allow rapid access by the emergency services.**
- xi. **Advertisements - Illuminated signage will only be permitted where lighting is unobtrusive or not considered to be harmful to the character and appearance of the site and surroundings or have a detrimental impact on the natural environment. Consent may be granted for outdoor**

advertisements (including poster hoardings) provided the display will not adversely affect the amenities of the area, natural environment or impact on public safety.

- xii. Gull control - Proposals for new development in areas identified as having a problem with gulls will be required to consider design measures that reduce the gull population and their impact on the building and general environment.**

Reasoned Justification for SWDPR 26

Design quality is critical to good planning as excellence in design can enhance the quality of people's lives, improve health and wellbeing, create a sense of place, improve the attractiveness of a location, promote social interaction and create safer places to live and work. Streets, pathways and public open spaces are the 'glue' that binds a place together, making it accessible, attractive and safe and an easy place to move around. Low quality design, on the other hand, has the potential to detract from people's day-to-day lives through poor building relationships, car-dominated layouts and a sub-standard public realm, all of which add little to a sense of place and have a negative impact on land values, property prices, health and wellbeing and the environment in general. Consequently, the policy criteria are applicable to all aspects of design, including those associated with residential and employment development, public buildings and the public realm.

Good design is also a crucial element in supporting economic prosperity. Ensuring the highest quality of design in employment and retail locations, along with enhancement through quality design of Worcester and south Worcestershire's market towns and villages, is an important factor in attracting inward investment and promoting a vibrant tourist economy. However, for some employment development proposals, notwithstanding the need for energy efficient designs, it is recognised that the aesthetics may be less important with respect to established industrial estates. Where practicable opportunities will be supported for the improvement and enhancement of design and the environment of existing employment sites.

It is essential that full consideration is given to achieving sustainable development and counteracting climatic variations over the lifetime of a new building or development through the choice of location, design and materials and through addressing ecological integrity. Reducing the demand for energy and improving energy efficiency is also an important starting point for achieving sustainable design as set out in SWDPR 5 Design and Sustainable Construction.

Good design is also vital in protecting and enhancing the special character of south Worcestershire. The design principles set out in this policy provide a high-level vision and design framework for new development that supports the diverse nature of good design. These are explained further in the National Design Guide (2019), the South Worcestershire Design Guide SPD, and Shopfront Design Guide SPD. They may also be complemented by neighbourhood plans, parish plans, or village design statements that can provide the 'fine grain' local design detail.

In accordance with the NPPF, it is expected that from pre-application discussions through to the submission of a final application design-related matters should be a primary

consideration. This can be added by employing a range of design tools, e.g., the Building for Healthy Life (formally Building for Life 12) methodology or independent Design Review Panel to assess the scheme at pre-application and submission stages. Where development proposals are required to be accompanied by a Design and Access Statement, these should be used to explain how the principles of good design, including those set out in this policy's criteria, have been incorporated into the development. For significant development proposals in rural areas an application should be supported by a Landscape Sensitivity and Capacity Assessment (LSCA).

This policy should be read in conjunction with other relevant policies in the SWDPR, as well as the relevant neighbourhood plan and proposals will be expected to demonstrate that they have been informed by current available guidance South Worcestershire Design Guide SPD, Building for Healthy Life:

https://www.designcouncil.org.uk/sites/default/files/asset/document/Building%20for%20Life%2012_0.pdf Home Quality Mark: <https://www.homequalitymark.com/> AONB Design Guidance: http://www.malvernhillsaonb.org.uk/wp-content/uploads/2015/02/MalvernBuildingDesignGuideLoRes_000.pdf <https://www.cotswolds.aonb.org.uk/our-landscape/landscape-strategy-guidelines/> Better By Design Manuel for Streets: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/341513/pdfmanforstreets.pdf Worcestershire Landscape Character Assessment: http://www.worcestershire.gov.uk/info/20014/planning/1006/landscape_character_assessment South Worcestershire Historic Environment Assessment: https://www.swdevelopmentplan.org/?page_id=553 and evolving best practice.

Development proposals are not designed in isolation from their context. There are considerable variations in local architectural styles, buildings and urban areas across south Worcestershire, e.g., the locally distinctive areas of the lowland vale, north Worcestershire, Cotswold National Landscape and Malvern Area of Outstanding Natural Beauty. More detailed guidance on how design should respond to all the character areas covered by the policy is set out in the South Worcestershire Design Guide SPD. New development should take account of the characteristics of the site, as well as the distinctiveness of the wider locality and make a positive contribution to the surrounding area. Where appropriate, particularly with respect to the strategic sites and new settlements, the use of masterplans or design codes will be appropriate, in accordance with the NPPF and the National Design Guide and the National Model Design Code guidance.

In accordance with the NPPF, a development will not be acceptable if its design is inappropriate in its context, or if it fails to take any opportunity available to improve the character and quality of an area and the way it functions. This includes ensuring that there is no unacceptable detrimental impact on the amenity of existing or new residents or occupants resulting from the new development.

It is essential that any new development connects effectively to existing areas and opportunities are taken to effectively ensure connectivity is delivered within new schemes and to adjacent established development. Consideration should be given to circulation, particularly within residential development with primary and secondary roads, parking and open space standards in accordance with other policies in the plan. In certain circumstances development proposals may be referred to a local design review panel.

It is the intention to ensure that in Worcester city the historic skyline is protected and enhanced, with distant views into and from the city being preserved, especially of towers, spires, hills, ridges and waterside, including the floodplain where applicable. Gateway and entry locations to the city are also important and design proposals should have regard to enhancing these arrival points where opportunities exist.

The use of contemporary design that enhances the overall quality of the townscape, either in established core areas or as extensions to more recent development, is encouraged. Through employing the best aspects and approaches of contemporary design, it will be possible to leave a legacy of architecture and urban design for future generations to value. Contemporary design can either involve new materials and technology used in a traditional format or the use of traditional materials in a new building, or a combination of both. Where adventurous new designs have been tried, they can become valued local landmarks and make a positive contribution to the locality. Contemporary designs can also be successful when integrated into conservation areas or as extensions to historic buildings and do not need to be confined to areas outside these designations.

Attention to detail is essential in ensuring high quality design and appearance. This should take into account the decoration of a building or structure and the texture, colour, pattern and durability of materials used. The importance of designed hard and soft landscaping, using appropriate species and incorporating arrangements for long-term management is encouraged. To improve the sustainability and local distinctiveness of new development, the use of locally sourced materials and those recovered from demolished structures on site will be encouraged where feasible and appropriate. However, it is acknowledged that there will be instances when modern construction methods and sustainable design solutions will necessitate the use of other materials. Development opportunities that seek to minimise resources, energy use and climate change impact through the design, layout and use of materials in development will be encouraged.

Appropriate facilities for users of new development should be integrated effectively into its design and layout to ensure that they can be accessed in a safe and convenient manner, whilst not detracting from the overall appearance of the development. The nature of the facilities will vary depending on the development proposed but should include:

- a. waste management and storage facilities;
- b. secure and covered storage for bicycles that is easily accessible for daily use; and
- c. easy access to public transport.

The NPPF requires policies to promote public safety in locations where large numbers of people congregate. The layout and design of development in such areas, e.g. urban centres and regeneration schemes should be informed by the most up to date information available from the police and other agencies and incorporate appropriate steps and measures in any design to ensure public safety.

Advertisements on shop fronts, commercial and industrial buildings, including fascia and projecting signs and brackets, both illuminated and non-illuminated, canopies and awnings, grilles and fixing of alarm boxes, should all comply with the Shopfront Design Guide SPD.

Gulls can be considered to be a nuisance as they are noisy, create mess, scavenge bins and create litter. They can also damage property and vehicles and occasionally attack

people and pets. An urban environment, particularly the city centre, with its tall buildings and ledges mimic their natural habitat by providing nesting and feeding opportunities. Although there is no statutory duty to take action against gulls, the SWC recognise the need to try and assist residents and businesses in preventing damage and distress that hostile gull colonies cause in town centres, particularly during the nesting season.

Under the Wildlife and Countryside Act 1981 it is illegal to capture, injure or destroy any wild bird, or interfere with its nest or eggs. However, the law does enable property owners to take action against certain gull species nesting on buildings. Measures can only be taken for the purpose of preserving public health, public safety and preventing the spread of disease. Within problem areas consideration should be given to the design of new buildings, e.g. providing access to roof space to prevent the need for costly retrospective controls such as netting and spikes as well as ensuring waste storage areas are secure. The SWC will prepare further guidance for those wishing to undertake development, extensions, and alterations in problem areas.

SWDPR 27 Biodiversity and Geodiversity

- A. All developments are required to deliver measurable net gains in biodiversity through the restoration, recreation and enhancement of priority habitats, ecological networks and the protection and recovery of legally protected and priority species populations. Delivery of measurable net biodiversity gains should be designed to support the delivery of the biodiversity and green infrastructure networks. Enhancements for wildlife within the built environment will be sought where appropriate from all scales of development. The level of biodiversity net gain required will be proportionate to the type, scale and impact of development.**
- B. Development should support the conservation, enhancement and restoration of biodiversity and geodiversity. Proposals for development must be supported by a proportionate level of up-to-date technical assessment, demonstrating how ecological and geological features identified, on the site and in its wider context, have influenced site choice, design and layout.**
- C. The local planning authority will give full consideration to the importance of any affected habitats, species and features, taking account of the hierarchy of legal protection and whether the mitigation hierarchy has been followed, i.e. ensuring avoidance of harm has been given priority above minimisation, mitigation and compensation.**
- D. Development with the potential to have a significant effect on the integrity of a Special Protection Area (SPA), Special Area of Conservation (SAC) or Ramsar site, or associated functionally linked land or watercourse (either alone or in combination with other plans and projects) will not be supported, unless an appropriate assessment has concluded there will be no adverse impact on site integrity in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended).**
- E. Development likely to have an adverse effect on nationally important sites, including a Site of Special Scientific Interest (SSSI) and irreplaceable features including (but not limited to) Ancient Woodland and Ancient and Veteran Trees will not be supported, unless there are wholly exceptional reasons and a suitable compensation strategy exists.**
- F. Development which would compromise the favourable condition, (or make it less likely that favourable condition can be reached) of a Grassland Inventory Site (GIS), a Local Wildlife Site (LWS), a Local Geological Site (LGS), a Roadside Verge Nature Reserve (RVNR)⁸⁵, trees or woodland and species or habitats of principal importance recognised in the Worcestershire Biodiversity Action Plan, or listed under Section 41 of the Natural Environment and Rural Communities Act 2006, will only be supported if the need for and the public benefits of the proposed development significantly outweigh the loss.**
- G. Development should consider ecological and green infrastructure networks that link the biodiversity areas detailed above, including areas identified for habitat restoration and creation. Urban Biodiversity Corridors, as identified on**

the SWDP Review Policies Map (as part of the wider green infrastructure and biodiversity networks), should be taken into account when considering these requirements. To ensure that connectivity for wildlife is maintained, proposals for new development must ensure that, for example, lighting⁸⁶ is carefully designed to maintain dark habitats and corridors, and similarly that boundaries, including those between private gardens, are permeable to native wildlife (such as small mammals, reptiles and amphibians).

- H. Where the policy requirements of parts D, E, F or G have been met, full compensatory provision and its establishment commensurate with the ecological / geological value of the site will be required. This may be secured through a legal agreement where appropriate.**
- I. In the first instance compensatory provision and net gain should be through on-site measures, the details of which need to be agreed with the Local Planning Authority. Off-site mitigation, compensation and net gain measures will only be acceptable as a last resort and where on-site mitigation is shown not to be possible. Where, having followed the mitigation hierarchy, there is an unavoidable requirement for off-site biodiversity compensation to offset harm, applicants will be required to demonstrate that this will be brought forward in a timely manner at a scale and proximity to the proposed development in keeping with the harm caused.**
- J. In delivering net gain, on-site measures will be appropriate in many scenarios, but there may be circumstances where off-site net gain is deemed to be preferable, e.g. at a strategic level. Local Nature Recovery Strategies (in delivering a Nature Recovery Network) can be used to help inform the most appropriate implementation measure, where they apply.**
- K. Development must secure the effective management and monitoring of relevant biodiversity features, both on and off-site.**
- L. Where features created in relation to this policy can be classified as Green Space, these shall be identified on the SWDP Review Policies Map and thereafter incorporated into SWDPR 44.**

Reasoned Justification for SWDPR 27

Conserving and enhancing the natural environment is one of the NPPFs core planning principles and Section 15 sets out how planning policy should achieve this. The Natural Environment and Rural Communities (NERC) Act (2006) requires public bodies to have regard to the purpose of conserving biodiversity. The Environment Act (2021) sets out the government's agenda for environmental reform and is considered key to delivering commitments made in the 25 Year Environmental Plan and achieving Net Zero Carbon Emissions by 2050⁸⁷.

Worcestershire is blessed with a rich variety of biodiversity and geodiversity assets and habitats⁸⁸, which are an important factor in both the relatively high quality of life experienced by most residents and the attractiveness of the area as a business and tourist destination. Without an appropriately strong planning policy the trend of biodiversity and geodiversity losses will continue. Alongside the three local authority climate change declarations and

strategies (see SWDPR 01), Worcester City Council specifically declared a Biodiversity Emergency in September 2020⁸⁹.

The local planning authorities expect protection of important existing features to be the norm in most cases, with re-creation after habitat loss to be considered only where this is not practical. Where habitats are retained, protected, enhanced or created, the local planning authority will require information regarding long-term management so as to ensure that features (and particularly those required in mitigation for harm) can be maintained into the future, with management action plans required for failing schemes. This may in some circumstances need to be secured by legal agreement. Without positive action there is real danger, particularly given the impacts of climate change, that in the long term the ecosystems themselves will begin to fail.

There is an expectation that biodiversity net gain will be built into development and a range of opportunities to achieve this exist. This could, for example, be as simple as through the provision of a bird box or bat roosting feature integrated into a new householder extension, new planting to support pollinators and/or to improve habitat connectivity or a specifically designed site-wide biodiversity mitigation and enhancement scheme restoring existing and creating new habitats, integrating sustainable drainage systems and building on ecological networks and assets in the area. Local Nature Recovery Strategies (LNRS), in delivering a Nature Recovery Network, will put spatial planning for nature on a statutory footing and will support important existing habitats and provide opportunities to create or restore others. LNRS can be used to help inform the most appropriate biodiversity net gain measures, where they apply. More detailed guidance will be provided through additional technical information and / or through an SPD.

The NPPF has recognised it is crucial that biodiversity net gain is measurable. This requires that an appropriate level of baseline information is submitted with development proposals. MHDC and WDC feature a survey trigger list on their websites which indicates when certain protected species surveys will be asked for, whilst recognising that wider biological diversity should not be neglected. Ecological surveys and reports shall follow recognised professional standards, such as guidance from the Chartered Institute of Ecology and Environmental Management (CIEEM) and specialist guidance, for example the Bat Conservation Trust good practice guidelines.

Biodiversity Metric 3.0 (as updated)⁹⁰ has been developed by Natural England for DEFRA and provides a way of measuring and accounting for biodiversity losses and gains resulting from development or land management change. It is the recognised metric for measuring biodiversity, as proposed in the Environment Act (2021). Additionally, a Small Sites Metric (SSM)⁹¹ has also been designed to help calculate biodiversity net gain on smaller development sites.

The Environmental Benefits from Nature Tool (EBNT)⁹² has also been produced by Natural England and is designed to work alongside Biodiversity Metric 3.0 to give developers a way of exploring the benefits habitats bring to people, such as improvements to water quality, flood management services and carbon storage.

The NPPF recognises ancient woodland and veteran trees as irreplaceable habitats and any development likely to have an adverse effect will need to demonstrate wholly exceptional reasons (and a suitable compensation strategy) to justify public benefits.

Details of lighting schemes and boundary treatment shall be submitted with planning applications to demonstrate how dark corridors and permeability to wildlife will be achieved, as and where appropriate. Lighting strategies on GI masterplans for larger schemes should also be considered. Submitted strategies and information shall follow currently recognised professional guidance⁹³. More detailed guidance will be provided through additional technical information and/or through an SPD.

Urban Biodiversity Corridors have been identified within the city and towns of South Worcestershire as part of enhancing the wider green infrastructure⁹⁴ and biodiversity⁹⁵ networks in order to continue to protect existing biodiversity within the urban areas, reaffirm the benefits of permeable, connected urban landscapes for wildlife and local communities and alongside SWDPR 44 Green Space, help maintain the greening of the urban environment⁹⁶. These corridors, alongside other Green Infrastructure and biodiversity supporting components, help to connect habitat fragments, allowing for wildlife to move between spaces. A larger, more connected green infrastructure and biodiversity networks (on both site specific and wider spatial scales) allows for more wildlife to be supported, improving biodiversity and species dispersal within the urban landscape.

Statements of conformity, habitat management agreements and future monitoring will be required to ensure the effective protection and retention of the habitats secured through this policy. The SWC will produce Biodiversity Reports as per the requirements of the Environment Act (2021).

Sites of significant importance, which include Special Areas of Conservation (SAC), Special Protection Areas (SPAs) and Sites of Community Importance (SCI), are statutorily protected under the Conservation of Habitats and Species Regulations 2017 (as amended)⁹⁷. In addition, sites listed under Paragraph 181 of the NPPF, which include wetlands of international importance (Ramsar sites), are protected by Government policy and subject to the same level of protection as sites of European importance.

Plans or projects with the potential to have a likely significant effect on these sites will require an Appropriate Assessment under Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended). Consent can only be granted where a plan or project will have no adverse effects in the integrity of these sites either alone or in combination with other plans and projects. Assessment under the Habitats Regulations would need to take into consideration effects on the integrity of the site and also upon areas of functionally linked land. In exceptional circumstances, where there are no alternative solutions, a plan or project may meet the test of Imperative Reasons of Overriding Public Interest (IROPI) which would then require demonstration that appropriate compensation will be provided to ensure that the integrity of the national site network is not compromised. Given the rigour of these tests, the presumption is that plans or projects that could have an adverse impact upon the national site network would not be approved. In practice, plans and projects which meet the test of IROPI are extremely rare and very unlikely to fall under the council's remit for decision making.

This policy should also be considered in conjunction with SWDPR 1 Climate Change Mitigation and Adaption, SWDPR 7 Green Infrastructure, SWDPR 10 Health and Wellbeing, SWDPR 26 Design, SWDPR 35 Sustainable Drainage Systems, SWDPR 36 Water Resources, Efficiency and Treatment, SWDPR 38 Land Instability and Contaminated Land, SWDPR 44 Green Space and SWDPR 45 Provision of Green Space and Outdoor Community Uses in New Development.

SWDPR 28 The Cotswolds National Landscape (NL) and Malvern Hills Area of Outstanding Natural Beauty (AONB)

- A. Development proposals within the NL and AONB will be required to demonstrate that they conserve and enhance the natural beauty⁹⁸ of the NL and AONB, including their special qualities, landscape and scenic quality, natural heritage, cultural heritage, and relative tranquillity⁹⁹.**
- B. Major development proposals within the NL and AONB will not be supported.**
- C. Proposals should have regard to and be consistent with the relevant guidance published by the Cotswolds Conservation Board and Malvern Hills AONB Partnership including any Housing Position Statements.**

National Landscape and AONB Setting

- D. Development proposals in the setting of a NL and AONB which could have a detrimental impact on the NL and AONB and on people's enjoyment of them will have to submit an assessment of landscape and visual effects¹⁰⁰ (including cumulative effects where relevant) and demonstrate, including through siting and design, that any such effects could be rendered acceptable. Development in the setting of the NL and AONB should be in accordance with good practice guidance produced by the Cotswolds Conservation Board and the Malvern Hills AONB Partnership.**

Reasoned Justification for SWDPR 28

The Cotswolds National Landscape and Malvern Hills Area of Outstanding Natural Beauty are nationally important landscapes which need to be conserved as indicated in the NPPF (paragraph 176).

NL and AONBs are designated under the same legislation as National Parks. The Countryside and Rights of Way (CROW) Act (2000) requires an LPA to have regard to the purpose of conserving and enhancing the natural beauty of an NL and AONB including in relation to functions which may affect it. The Act also requires the publication and review of NL and AONB management plans which formulate local authority policy for the management of the NL and AONB and for the carrying out of local authority functions¹⁰¹. For the purposes of this plan, these are produced by the Cotswolds Conservation Board and the Malvern Hills AONB Partnership. As these management plans aim to conserve and enhance the landscape and natural beauty of the NL and AONB they are entirely consistent with the NPPF and therefore they will be treated as a material consideration for assessing the planning merits of development proposals, as required by national guidance.

The nature of the landscape is such that even small-scale development has the potential to have a negative effect on the special qualities of a NL or AONB, especially where such effects accumulate with those arising from other developments. Although the plan includes several housing allocations at settlements within the Cotswolds NL, further non-planned, i.e., 'windfall' development within the NL and AONBs, will be rigorously assessed against the policies of the Plan and the relevant legislation. Windfall proposals on undeveloped land adjoining built up areas will only be supported where there is convincing evidence of a local

housing need specific to the NL or AONB settlement, parish, or sub-area¹⁰², such as needs identified through a Neighbourhood Plan or a local affordable housing needs survey (policy SWDPR19 Rural Exception sites). For development out of but affecting an NL or AONB, regard should be had to the purpose of conserving and enhancing its natural beauty.

The Strategic Housing and Employment Land Availability Assessment (SHELAA) demonstrates sufficient potential housing land capacity beyond the NL and AONBs, so it is considered that there is no overriding justification for large-scale unallocated development in these protected landscapes. Recent changes to National Planning Practice Guidance support this position¹⁰³. With regards to smaller scale developments in NL or AONBs priority should be given to the provision of affordable housing based on convincing evidence of local NL or AONB need.

Land within the setting of a NL or AONB often makes an important contribution to maintaining its natural beauty and special qualities, as recognised by recent changes to National Planning Practice Guidance¹⁰⁴. Poorly located or badly designed development can do significant harm to a NL or AONB and to people's enjoyment of it. Views from and to the higher ground of the Cotswolds NL and Malvern Hills AONBs have been shown to be highly valued by local people and visitors alike. The siting and design of development within the setting of a NL or AONB therefore requires detailed consideration which takes these potential effects into account and responds accordingly.

SWDPR 29 Management of the Historic Environment

- A. Development proposals affecting all categories of heritage assets will be considered in accordance with the NPPF, relevant legislation and published national and local guidance.**
- B. Proposals which are likely to affect the significance of a heritage asset, including the contribution made by its setting, should be accompanied by a Statement of Heritage Significance. This should be informed by available evidence including the Historic Environment Record. It should describe the affected assets and their significance in sufficient detail to allow any potential impacts to be adequately assessed and suitable mitigation of any harm to be specified. Where there is potential for any heritage assets with archaeological interest to be affected, this description should be supplemented by desk based assessment and, where appropriate, field evaluation to investigate the significance of known or potential heritage assets.**
- C. The sympathetic and creative reuse and adaptation of historic buildings will be encouraged particularly where the proposed reuse can be considered to have less than substantial harm to the historic asset. Such proposals, and other proposals for enabling development that provide a sustainable future for, or seek to improve the condition of, heritage assets identified as at risk, will be considered in accordance with SWDPR 8 A.**
- D. Where a material change to a heritage asset has been agreed, recording and interpretation should be undertaken to document and understand the asset's archaeological, architectural, artistic or historic significance. The scope of the recording should be proportionate to the asset's significance and the impact of the development on the asset. The information and understanding gained should be made publicly available, as a minimum through the relevant Historic Environment Record and where appropriate at the asset itself through on-site interpretation.**
- E. Proposals for development within or affecting the setting of conservation areas will be required to preserve or enhance their character and appearance.**

Reasoned Justification for SWDPR 29

When considering development proposals Policy SWDPR 29 should be read in conjunction with Policy SWDPR 8 and any relevant neighbourhood plan.

The various elements of the historic environment contribute to making south Worcestershire a desirable place to live and work and attract tourism and economic investment to the area.

Applications affecting heritage assets must reflect a sufficient understanding of their significance, including both their setting and their wider context in the landscape / townscape. This should take the form of a Statement of Heritage Significance which should describe the significance of the assets affected. A Statement of Heritage Significance may also set out the anticipated impacts on or harm to the significance of the affected assets and describe ways in which significance may be retained by avoiding, reducing or mitigating impact or harm. It is recognised that many heritage assets, in particular archaeological

remains, are currently unidentified. Appropriate information, where necessary from field evaluation, is crucial to well-informed decision-making.

Early pre-application discussions are encouraged, as this will allow the early identification of heritage issues, save time, reduce risk and improve the quality of applications. These discussions should involve the LPA, applicants, architects and agents and heritage specialists. Proposals involving new build, repair, alteration or extension of heritage assets can conserve the significance of the existing asset and its setting. This may be achieved by means of appropriate siting, massing, form, height, scale, design and use of local materials.

The sympathetic reuse, repair and adaptation of existing buildings can act as a catalyst for economic regeneration, support tourism and encourage the sustainable use of resources. Enabling development can be considered where it can be justified and where it accords with the NPPF. In all instances where this leads to less than substantial harm to the significance of a heritage asset this impact should be considered alongside the benefits of securing a viable reuse. This approach contributes towards delivering the national policy aim of achieving sustainable development. It is important that any climate change mitigation / adaptation measures do not cause harm to the significance of heritage assets.

SWDPR 30 Landscape Character

- A. Development proposals and their associated landscaping schemes must demonstrate the following:**
- i. that they take into account the latest Landscape Character Assessment¹⁰⁵ and its guidelines;**
 - ii. that they are appropriate to, and integrate with, the character of the landscape setting; and**
 - iii. that they conserve, and where appropriate, enhance the primary characteristics defined in character assessments and important features of the Land Cover Parcel, and have taken any available opportunity to enhance the landscape.**
- B. A Landscape and Visual Impact Assessment (LVIA)¹⁰⁶ will be required for all major development proposals and for other proposals where they are likely¹⁰⁷ to have a detrimental impact upon:**
- i. the landscape as a resource in its own right; and / or**
 - ii. views and visual amenity.**
- C. The Landscape and Visual Impact Assessment should include proposals to protect and conserve landscape character, including key landscape features and attributes and, where appropriate, enhance landscape quality.**

Reasoned Justification for SWDPR 30

The distinctive landscape of south Worcestershire is an important factor in the relatively high quality of life experienced by most residents. The landscape contributes to much of our decision-making, e.g., where people choose to live, work, and spend their leisure time. The landscape is also a distinctive heritage asset, which is reflected in a relatively buoyant tourism market within the local economy. To allow inappropriate development would compromise both the general wellbeing and the economic viability of south Worcestershire.

Landscape Character Assessment (LCA) is a tool for identifying the patterns and individual combinations of features (such as hedgerows, field shapes, woodland, land use, patterns of settlements and dwellings) that make each type of landscape distinct. The relevant documents and maps are available online¹⁰⁸.

The role of a Landscape and Visual Impact Assessment (LVIA) is to address the effects of development, both on landscape as a resource in its own right and on views and visual amenity. LVIA may be carried out as part of a broader EIA, or as a standalone assessment. For non-major development, a less formal 'appraisal' of the likely landscape and visual effects of the proposal might be acceptable. The overall principles and the core steps in the process are the same, but there are specific and clearly defined procedures in Environmental Impact Assessment (EIA) which LVIA must fit within.

As a part of an EIA, LVIA is normally carried out as a separate theme or topic study. Landscape and visual matters appear as either separate or combined sections of the

Environmental Statement, which presents the findings of the EIA. Landscape and visual issues may also make a contribution to other parts of the EIA, such as site selection and consideration of alternatives, and screening.

A standalone LVIA, as may be required for major developments that are not EIA development, would follow the same process. With a landscape and visual 'appraisal' for non-major development the process is less formal and there is more flexibility, but the essence of the approach; specifying the nature of the proposed change or development; considering the existing landscape and its character, and the views and visual amenity in the area that may be affected; predicting the effects and considering how those might be mitigated, still applies.

Visual amenity is regarded as "the overall pleasantness of the views people enjoy of their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of activities of the people living, working, recreating, visiting or travelling through an area"¹⁰⁹.

SWDPR 28 sets out the overarching policy regarding development affecting the Cotswold National Landscape and Malvern Hills Area of Outstanding Natural Beauty.

SWDPR 31 Amenity

- A. Development proposals must be designed to avoid any unacceptably adverse impact on residents from the agents of nuisance, which are considered to be noise, light, odour and effluvia.**

Noise

- B. Development proposals that are likely to emit noise or vibration during their construction or operation will only be supported where it can be demonstrated that it will not have unacceptable adverse effects on:**
- i. human health; and**
 - ii. the amenity of existing or proposed end users.**
- C. A Noise and Vibration Impact Assessment (NVIA) will be required to be submitted for all development proposals likely to have adverse effects. The NVIA shall include details of any necessary mitigation measures.**

Lighting

- D. Development proposals which include new external lighting will only be supported where it can be demonstrated that:**
- i. the proposed lighting scheme and levels are the minimum necessary for reasons of public safety, crime prevention / security, and living, working and recreational purposes;**
 - ii. there is no significant adverse impact from light spillage or glare on the amenity of neighbouring properties; and**
 - iii. road and footway lighting shall meet Worcestershire County Council's adopted standards.**
- E. A Lighting Assessment will be required to be submitted for all development proposals likely to have adverse effects. The lighting assessment shall include details of any necessary mitigation measures.**

Odour and effluvia

- F. Development likely to generate malodours and emissions to air such as dust, fumes, smoke, heat, radiation, gases or other forms of pollution will only be supported where it can be demonstrated that it will not have unacceptable adverse effects on:**
- i. human health; and**
 - ii. the amenity of existing or proposed end users.**
- G. An Odour and Effluvia Impact Assessment (OEIA) for odour or other emissions to air will be required to be submitted for all development proposals likely to**

have adverse effects. The OEIA shall include details of any necessary mitigation measures.

Reasoned Justification for SWDPR 31

Developers must consider whether existing or proposed residents, businesses or land uses may be subject to any adverse environmental effects from exposure to the agents of nuisance: noise, light, odours, smoke, effluvia etc. that have a potential to cause an adverse impact.

Where nuisances are anticipated from a proposal, then sufficient information and assessment along with any proposed mitigation in accordance with the most appropriate guidance will be required, including Worcestershire Regulatory Services "Technical Guidance Note for Planning¹¹⁰". Such assessments must establish the likely level of exposure to the agents of nuisance and demonstrate that the development is viable in the context of defined impacts.

Noise and Vibration Assessments will be required for:

- a. Proposals for any development that is likely to emit noise or vibration during its construction or operation. This may include: warehousing, leisure centres, general industry particularly those that involve plant, waste management operations, energy generation industries and / or unsocial hours of operation.

Lighting Assessment will be required for:

- a. proposals for any development next to significant industrial/ commercial light sources which is considered to be a sensitive end use such as residential properties, hospitals, hotels or hostels;
- b. proposals for any developments which include signs or advertisements that are illuminated internally or externally and could cause light nuisance such as shop/retail fascia or billboard advertising; and
- c. proposals for any new developments, which include external lighting installations, such as flood or security lighting for car parks, warehousing, sports facilities such as golf courses, pitches or courts.

Development proposals in the Malvern Hills and Cotswold National Landscape will be required to demonstrate how their lighting proposals conform to the design criteria set out in their respective guidance¹¹¹ or position statements¹¹².

Odour Assessment will be required for:

- a. proposals for any development that is likely to emit odours. This may include intensive farming and industrial processes; and
- b. proposals for any development that is likely to emit odours from the processing and cooking of foodstuffs such as fast food establishments, restaurants, pubs and commercial manufacturers.

New development must be environmentally sustainable and appropriate for its location taking into account the likely effects (including cumulative effects) on health as well as the potential impacts of the site to the existing environment or community. Proposals for any

development whether it is singular or multiple that involves a residential dwelling including hospital, schools and nurseries are considered to be the most sensitive to the effects of nuisance close to road, rail, aircraft and industrial sources of noise.

Climate Change and Resource Management

SWDPR 32 Telecommunications and Broadband

- A. All new development will be expected to include the provision of full fibre gigabit capable network infrastructure Fibre to the Premises (FTTP) to enable broadband services for all occupiers.**
- B. Within all new developments, ducting infrastructure should be provided to 120% of the capacity requirements of the proposed development to provide for future growth.**
- C. All new development will be expected to consult with recognised telecommunication providers to determine the need for other telecommunications technology/equipment incorporating mobile (including 5G), fixed wireless and Wi-Fi. If additional technology is required to meet the needs of the development, then space should be made available for the required infrastructure within the development to ensure appropriate network coverage for the site.**

Reasoned Justification for SWDPR 32

Communication infrastructure includes telephone systems (both wired and mobile) and broadband. The benefits of having a modern and accessible system of telecommunications, wireless and electronic methods of communication across south Worcestershire will be significant. Increasingly the demand is for FTTP broadband using fibre optic technology as defined within the NPPF (para 112).

High quality telecommunications and broadband is also recognised in Policy SWDPR 9 – Infrastructure and the south Worcestershire Development Plan Infrastructure Delivery Plan.

A digitally accessible south Worcestershire area will allow enhanced freedom of choice about where and how residents work, how they interact with services and facilities and how they promote and operate their businesses. A connected community is a more sustainable one, as it represents the opportunity for a reduction in commuting and increased flexibility for working practices. It also promotes the idea of south Worcestershire as a suitable place for high technology activities and employment to take place.

Broadband

Broadband development across Worcestershire was driven by the Worcestershire Local Broadband Plan (WLBP) first released in May 2012 with an addendum in 2016), then reinforced through inclusion in Worcestershire's Strategic Plan 'Shaping Worcestershire's Future 2017-2022'¹¹³. The Plan aims to drive economic growth across the County improving broadband speeds for all residents and local businesses. This will maximise opportunities for private sector investment, thus reducing the need for public sector funding. These priorities are echoed in Worcestershire County Council's Corporate Plan for which "Open for Business" is a priority and broadband is a key enabler. This is fully supported by the business community and the Worcestershire Local Enterprise Partnership (LEP).

The NPPF 2019 (para 112) recognises the role of advanced, high quality communications infrastructure in creating sustainable economic growth as part of strategic policies. The development of high-speed broadband technology and other communications networks will also play a vital role in enhancing the provision of local community facilities and services. The Government's target is that at least 85% of UK premises will have access to gigabit-capable broadband by 2025. The Government states it will "seek to accelerate roll-out further to get as close to 100% as possible"¹¹⁴

Plans exist to eventually retire the copper network¹¹⁵, with dates suggested as early as 2030 for this. The migration away from analogue services over the copper network is already underway; in 2015 BT announced that they will be switching off the Public Switch Telephone Network (PSTN) and Integrated Services Digital Network (ISDN) by 2025.¹¹⁶

Some infrastructure providers have agreed to provide FTTP infrastructure to new developments of 20 dwellings or more at no cost to the developer; whilst others will provide and deliver materials at no cost to the developer e.g. Virgin Media. Openreach¹¹⁷ will install FTTP to all developments below 20 where the cost is equal or lower than the installation of copper.

In some exceptional locations outside urban areas, an equivalent alternate solution may be acceptable if developers are unable to facilitate an FTTP solution, although FTTP is the preferred option and the burden of proof lies with the developer as to why an alternative solution is required. In any case developers must, as a minimum, make sure that broadband services reach ultrafast speeds and are made available to all premises.

The additional capacity in part B of the policy will allow for future proofing supporting digital connectivity for other solutions such as fibre connectivity to mobile or smart community applications which for example could provide energy efficient lighting or traffic management solutions for the development.

Telecommunications

When considering the development of telecommunications technology within all development sites, the following factors should be taken into consideration:

- a. Operational requirements of the telecommunication networks and the limitations of the technology, including technical constraints on the location of telecommunications apparatus.
- a. The need for International Commission on Non-Ionizing Radiation Protection (ICNIRP) Guidelines¹¹⁸ and/or any other relevant guidance in place at the time of the application) for safe emissions to be met.
- b. The need to avoid interference with existing electrical equipment and air traffic services.
- c. Development should also consider the provision of in-building solutions for telecommunications technology where standard methods don't allow for required network coverage.

The impact of the development on its surroundings with particular regard to the following criteria:

- a. The siting and appearance of the proposed apparatus and associated structures should seek to minimise the impact on the visual amenity, character, landscape or appearance of the surrounding area, particularly if it is proposed in an area of historic built environment or natural environment designations. All location of equipment considerations can be considered through Government guidance¹¹⁹
- b. If on a building, apparatus and associated structures should be sited and designed in order to seek to minimise the impact on the external appearance. When choosing a suitable location for the apparatus ongoing access at appropriate and suitable times should be considered.
- c. Reference should also be made to government guidelines on the rollout of fixed and mobile networks at the local level¹²⁰.

SWDPR 33 Renewable and Low Carbon Energy

Incorporating Renewable and Low Carbon Energy into New Development

- A. To increase the supply of renewable and low carbon energy and heat, all new developments over 100 m² gross or one or more dwellings should incorporate the generation of energy from renewable or low carbon sources equivalent to at least 20% of predicted energy requirements¹²¹, unless it has been demonstrated that this would make the development unviable.**
- B. Large scale¹²² development proposals should examine the potential for a decentralised energy and heat network. If practical and viable, a decentralised energy and heat network should be provided as part of the development.**

Stand Alone Renewable and Low Carbon Energy Schemes

- C. With the exception of wind turbines (see D below) proposals for stand-alone renewable and other low carbon energy schemes will be supported if their impacts are (or can be made) acceptable. Factors that will be taken into account when determining the suitability of different renewable and low carbon energy technologies are set out in guidance in the South Worcestershire Renewable and Low Carbon Energy SPD (July 2018).**
- D. Proposals for stand-alone wind turbines will only be supported if:**
 - i. the site is identified as suitable for wind energy development in a neighbourhood plan or Development Plan Document; and**
 - ii. following consultation, it can be demonstrated that any significant planning impacts identified by the affected local community have been fully addressed and that the proposal has the backing of the local community.**

Reasoned Justification for SWDPR 33

Renewable and low carbon energy relates to the supply of energy from renewable or low carbon sources and is measured in terms of the amount of energy generated (usually kWh). Energy efficiency relates to reducing the demand for energy to deliver the same service in buildings. There is a need to both increase energy efficiency in buildings and increase the supply of energy from renewable and low carbon energy sources.

The technologies and planning issues related to the generation of energy are very different from those related to energy efficiency. Energy efficiency is addressed by Building Regulations and Policy SWDPR 05. Policy SWDPR 33 relates to the generation of energy from renewable and low carbon energy sources.

Renewable Energy covers those energy flows that occur naturally and repeatedly in the environment; from the wind, the fall of water, movement of the oceans, from the sun and deep geothermal heat. Examples of renewable energy include solar power, hydro power and wind turbines. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels). Such technologies include biomass, ground source heat pumps as well as Combined Heat and Power (CHP).

Energy can also be recovered from waste management facilities such as the Energy from Waste (EfW) facility at Hartlebury and landfill gas. Planning applications relating to waste management facilities are 'county matters' and are determined by Worcestershire County Council.

The European Union Renewable Energy Directive (Directive 2009/28/EC) sets an overall target for 20% of the energy consumed in the European Union to come from renewable sources by 2020. This overall target is divided by country, with the UK target being 15% by 2020.

The Planning and Energy Act (2008) allows LPAs' policies to impose reasonable requirements for a proportion of energy used in developments to be from renewable and low carbon sources in the locality of the development.

In October 2019 the Government consulted on two options for the Future Homes Standard, to be introduced in 2025. The Government expect that the first option would be delivered predominantly by very high fabric standards, whilst the second option would typically be delivered through a combination of improved fabric standards alongside possible use of renewable or low-carbon heating technologies. The Government also consulted on when, if at all, it should commence amendment to the part of the Planning and Energy Act 2008 which enables local planning authorities to set higher energy efficiency standards. The consultation did not consider amendments to those parts of the Act which enable local planning authorities to impose requirements related to a proportion of the developments' predicted energy requirements being sourced from renewable or low carbon energy sources.

The NPPF recognises the key role planning plays in supporting the delivery of renewable and low carbon energy. To help increase the use and supply of renewable and low carbon energy and heat, the NPPF (paragraph 151) states that plans should:

- a. provide a positive strategy for energy from these sources that maximises the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts);
- b. consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and
- c. identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.

South Worcestershire has historically been an energy importer, with virtually all its energy generated outside of Worcestershire and supplied through the national gas and electricity networks.

The Worcestershire LEP Energy Strategy (2019) indicates that there are large areas of Malvern Hills and Wychavon where over 40% of properties are off the gas grid. The lack of access to the gas network has major impacts for heating fuels used, with increased use of other more carbon intensive fossil fuels such as oil or coal within rural homes. The Worcestershire Energy Strategy also indicates a strong correlation between fuel poverty and households off the gas grid, with fuel poverty as high as 20% in some areas off the gas grid¹²³. Renewable and low carbon energy, particularly heat pumps and biomass therefore provide an opportunity to tackle fuel poverty.

The development of renewable and low carbon energy and heat is also a key means of promoting energy security for the future, reducing vulnerability to rising fuel costs and reducing carbon dioxide (CO₂) emissions in south Worcestershire.

Worcestershire County Council's technical research paper, Planning for Renewable Energy in Worcestershire (January 2009) and the West Midlands Renewable Energy Capacity Study (March 2011), provide the most detailed evidence of opportunities for the development of renewable and low carbon energy in south Worcestershire.

The West Midlands Renewable Energy Study identifies on-site micro-generation in new and existing developments as offering the largest opportunity for renewable energy generation in Worcester. On-site micro-generation also provides significant opportunities for Malvern Hills and Wychavon, particularly in proposed new developments.

To increase the supply of renewable and low carbon energy and heat, all new development (over 100 m² or one or more dwellings) will be required to incorporate the generation of energy from renewable or low carbon sources equivalent to at least 20% of predicted energy requirements¹²⁴.

For residential development, the policy applies to new development of one or more dwellings and new build extensions exceeding 100 m². Conversions, subdivisions and changes of use are excluded unless they involve increasing floorspace by over 100 m² gross. For non-residential development the policy applies to new development over 100 m² gross. Conversions, subdivisions and changes of use are excluded unless they involve increasing floorspace by over 100 m² gross.

The predicted energy requirement of a development is the total energy used in the building, i.e. both regulated and unregulated energy. Regulated Energy is covered by the Building Regulations and includes that used for space heating, hot water, lighting, and to run pumps and fans. Unregulated energy is the remaining energy and includes that used to run appliances, equipment and for cooking.

Using an energy hierarchy approach, the predicted energy requirement is reduced through energy efficiency and low energy design before meeting residual energy demand, first from renewable or low carbon sources and then from fossil fuels. Installing energy efficiency measures will mean that predicted energy requirement for a development will decrease. This, in turn, will reduce the level of renewable or low carbon energy generation necessary to meet the 20% requirement.

The 20% requirement applies to the whole development, rather than each building individually, where the development includes more than one building. The use of on-site sources, off-site sources or a combination of both, can be considered in meeting this requirement.

To demonstrate that the renewable and low carbon energy target will be met, planning applications must be accompanied by an energy assessment.

All developments to which SWDPR 33 A applies will be expected to meet the renewable and low carbon energy targets unless it can be demonstrated that:

- a. a variety of renewable energy sources and generation methods have been assessed and costed; and
- b. achievement of the target would make the proposal unviable (through submission of an independently assessed financial viability appraisal).

Based on existing patterns of heat demand, the West Midlands Renewable Energy Capacity Study also identified opportunities for district heating and CHP plants in Worcester, Pershore, Evesham, Droitwich Spa and Malvern.

The Seismic Study of Geothermal Potential in South Worcestershire (2017) also indicates that there is good potential to retrieve substantial deep geothermal energy in Offenham, with further potential identified in other areas including Throckmorton, Pershore, Worcester and Broadway.

Residential developments of 100+ dwellings or non-residential developments exceeding 10,000 m² are required to examine the potential for a decentralised energy and heat network.

To demonstrate that the potential for a decentralised heat network has been examined it will be necessary, as an initial stage, to prepare a heat map or other evidence, providing information on which parts of the development may be suitable for connection to a decentralised energy and heating network. As a general rule, decentralised heat networks may be appropriate if at least one of the following applies:

- a. residential development density is around 50 dwellings per hectare or higher;
- b. development is large scale and mixed use;
- c. close to existing heat network; and / or
- d. close to existing heat sources, e.g. industrial processes.

If the initial stage identifies a suitable opportunity, the next step will be to commission a feasibility study. If a decentralised energy and heating network is practical and financially viable then details of how it will be planned, installed, operated and funded need to be provided, including details of its maintenance.

If applicants consider that a decentralised energy and heat network is not financially viable, an independent viability assessment should be submitted to the local planning authority. An Energy Statement demonstrating how the 20% requirement under policy SWDPR 33A is to be met in the absence of a decentralised energy and heat network will also be required.

The retro-fitting of micro-generation technologies in existing developments will be encouraged, subject to consideration of potential impacts on local planning designations, the historic environment and the residential amenity of the local area.

Micro-generation and decentralised energy and heat supplies in new developments will provide only part of the solution to increasing the use and supply of renewable and low carbon energy. Both the Planning for Renewable Energy in Worcestershire and the West Midlands Renewable Energy Capacity studies indicate opportunities for the development of stand-alone renewable and low carbon energy schemes including:

- a. potential sites throughout south Worcestershire where there are sufficient average wind speeds to generate energy from wind turbines;

- b. significant potential for biomass energy from existing woodland and from energy crops; and
- c. localised opportunities for hydroelectric power.

The NPPF (paragraph 154) states that proposed wind energy development involving one or more turbines should not be considered acceptable unless it is in an area identified as suitable for wind energy development in a local plan or neighbourhood plan; and following consultation, it can be demonstrated that the planning impacts identified by the affected local community have been fully addressed and the proposal has their backing.

Whilst it is important that renewable and low carbon energy development is encouraged, it is also important that it is appropriately located and designed. The integration of stand-alone renewable and low carbon energy proposals into south Worcestershire's varied landscapes requires careful consideration. Statutorily protected areas in particular need to be protected from inappropriate development, although schemes which support the management of core elements of the landscape may be supported in certain areas such as AONBs. The purposes of, and reasons for, such protective designations will vary considerably between sites and may not be in conflict with particular forms or scales of renewable and low carbon energy development. The key test in assessing proposals will be the extent to which they might affect the integrity of the designation.

Minimising any impacts caused by noise, odour, traffic and discharges to the air and watercourses will be important, particularly in relation to nearby residential areas and individual dwellings. Visual impacts on the landscape, impacts on heritage assets and ecology will also be relevant issues when determining the acceptability of proposals for large-scale renewable and low carbon energy proposals.

The wider benefits of renewable and low carbon energy projects will also be material considerations when assessing planning applications. These benefits include a contribution to CO² reduction, the diversification of local rural economies, the creation of new jobs and support for the regeneration of urban areas, including industrial and brownfield sites.

Community involvement in developing proposals for renewable and low carbon energy schemes is encouraged.

SWDPR 34 Management of Flood Risk

- A. The vulnerability of the development type to flooding must be considered with regards to the Flood Zone information in the latest version of the SFRA to ensure that inappropriate development is not located in high-risk flood zones:**
 - i. Where the site is Functional Floodplain (Flood Zone 3b) as defined by the Environment Agency for both fluvial and pluvial flood risk) all development should be resisted unless it is water compatible or essential infrastructure, subject to the proposal passing the Exception Test.**
 - ii. Where the site is High Probability (Flood Zone 3a) residential dwellings can be permitted, subject to the proposal passing the Exception Test.**

- B. In order to avoid and / or minimise the impacts of and from all forms of flood risk, including, but not limited to flooding from watercourses and surface water, the following is required:**
- i. Sites not allocated in this plan, or allocated sites that have not undergone a level 2 SFRA assessment must clearly demonstrate that the Sequential Test ¹²⁵ and Exception Test ¹²⁶ as set out in the latest version of the Strategic Flood Risk Assessment (SFRA), has been applied. It should also take into account the impact of climate change over the lifetime of that development.**
 - ii. To pass the Exception Test, developments will need to:**
 - 1. provide a demonstrable benefit to the wider sustainability of the area;**
 - 2. show that they are safe for their lifetime and consider the vulnerability of users, and**
 - 3. demonstrate that they will not have a detrimental impact on flood risk outside of the development and will potentially reduce flood risk overall.**
 - iii. For all sites a sequential approach to site design should be used to minimise flood risk, by placing the most vulnerable development types in the lowest flood risk areas of the site.**
 - iv. Site specific Flood Risk Assessments (FRAs), are required for all sites where:**
 - 1. the development proposal is over 1 ha in size; and**
 - 2. the proposal includes land in Flood Zones 2 and 3; and/or the site has historic records of flooding from any source.**
 - v. Surface Water Drainage Strategies are required for all major developments.¹²⁷ For new / expanded settlements the strategy must take account of the whole development, assessing the overall impact of the total development on the aquatic environment, in terms of quantity, quality, biodiversity and amenity, identifying potential degradation and measures to prevent or mitigate degradation. Individual developments within a new / expanded settlement will be required to demonstrate that surface water discharges are managed in accordance with the Surface Water Drainage Strategy.**
 - vi. All applications for new development shall demonstrate that all surface water discharges have been carried out in accordance with the principles laid out within the drainage hierarchy, in such that a discharge to the public sewerage systems is avoided, where possible. Early contact with Severn Trent Water Ltd is recommended to discuss proposed foul and surface water drainage strategies.**

Flood Risk Assessments

C. All development proposals must adhere to the advice ¹²⁸ in the latest version of the SFRA and will:

- i. provide level for level, volume for volume, flood plain compensation where necessary;**
- ii. provide flood risk reduction measures/ betterment and improvements to flood flow where feasible;**
- iii. include appropriate allowances for climate change;¹²⁹**
- iv. include flood risk improvements that can be made for the common good, as part of the overall scheme, where possible;**
- v. ensure development is safe from flooding for its lifetime;**
- vi. ensure development is appropriately flood resistant and resilient;**
- vii. take into account all forms of flooding (including fluvial and pluvial);**
- viii. ensure safe access and exits are available for residential development in accordance with DEFRA guidance;**
- ix. provide an assessment of residual risk;**
- x. provide satisfactory Evacuation Management Plans, where necessary; and**
- xi. ensure development layouts utilise drainage strategies incorporating sustainable drainage systems (SuDS), as set out in SWDPR 33.**

D. Where the site is Low Probability (Flood Zone 1), the information in the latest SFRA should be used to assess if a development is at risk from other sources of flooding and / or if there is an increased risk of flooding in the future due to climate change. If this site is shown to be at risk, refer to points B iv and C.

Cumulative Impact

E. The LLFA, Environment Agency and LPA should be consulted regarding cumulative impact during the production of Surface Water Management Masterplans and Strategies and any other drainage proposals.

New and Expanded Settlements and sites of 500 units or more

F. Any new / expanded settlement area should be accompanied by an overall Surface Water Management Masterplan and Strategy.

G. A Drainage Phasing Plan should be developed, based on the SuDS train method.

H. The provision of drainage during the building phase shall be based on the Drainage Phasing Plan to ensure adequate drainage is provided and implemented throughout the development life.

Catchment Type

I. There are three catchment types ¹³⁰ –

- i. Medium Risk
- ii. High Risk
- iii. Rapid Response Catchments

J. All new development in any of the catchment types ¹³¹, in addition to the requirements above, must adhere to the following strict criteria as set out in the table below:

Table 7: Requirements for Development by Catchment Type

Catchment Type	Requirements for Development			
	1	2	3	4
Medium Risk	✓	✓		
High Risk	✓	✓	✓	
Rapid Response	✓	✓	✓	✓

- i. Incorporate SuDS and provide details of adoption, ongoing maintenance and management on all development sites. Proposals will be required to provide reasoned justification for not using SuDS techniques, where ground conditions and other key factors show them to be technically feasible. Preference will be given to systems that contribute to the conservation and enhancement of biodiversity within green infrastructure across the district.
- ii. Seek to provide wider betterment by demonstrating what measures can be put in place to contribute to a reduction in flood risk downstream in site-specific Flood Risk Assessments and Surface Water Drainage Strategies. This may either be by provision of additional storage on site e.g. through SuDS, natural flood management techniques, green infrastructure and green-blue corridors and/or by providing a Partnership Funding contribution towards any flood alleviation schemes. Consultation on the site-specific requirements should be undertaken with the LPA and the Environment Agency at the earliest opportunity.
- iii. Provide a Surface Water Drainage Strategy, regardless of development size.

- iv. **Ensure that all developments in flood risk areas have taken into account the rapid response nature of the catchments when designing safe access and escape routes, the availability of flood alerts and flood warnings and time people would have to respond and ensure no additional burden is placed on emergency services as part of an agreed Emergency Flood Plan.**
- K. The LPA will work closely with the Environment Agency and Worcestershire County Council as LLFA to identify areas of land that should be safeguarded for the future use of natural flood management features.**

Flood Risk and Caravans, Mobile Homes and Chalet Parks

- L. Caravans, mobile homes and park homes with permanent residential use should not be permitted in the Functional Floodplain or Flood Zone 3. Opportunities should be taken to relocate existing developments to lower flood risk areas.**
- M. Caravans, mobile homes and park homes with seasonal (holiday) use should not be permitted in the Functional Floodplain and are not likely to be permitted in Flood Zone 3, unless the developer can prove the development would pass the Exception Test.**
- N. Where existing caravan, mobile home and chalet parks are already located within the 'high risk' floodplain; permission will not be granted for intensification of the park through additional caravans and / or increased occupancy.**

Protection and Enhancement of Watercourses

- O. Planning permission for development will only be granted where:**
 - i. the natural watercourse profiles and ecology are not adversely affected and opportunities are explored to enhance river corridors;**
 - ii. a minimum 8m access strip is provided adjacent to the top of both banks of any watercourse for maintenance purposes. It should be appropriately landscaped for open space and biodiversity benefits;**
 - iii. it would not result in the loss of open water features through draining, culverting or enclosure by other means and culverts are opened up unless this would clearly compromise public safety; and**
 - iv. opportunities for de-culverting and opening up of watercourses to improve flow and enhance water quality / Water Framework Directive objectives; including blue infrastructure and ecology have been fully considered.**

Reasoned Justification for SWDPR 34

Flooding and storm events in the south Worcestershire area, most notably in July 2007, have caused a significant amount of damage to property and service infrastructure and

many communities suffered psychological stress as a result. The Department for Environment, Food and Rural Affairs forecast a significant increase in annual damage to properties, infrastructure and higher casualties. It is therefore of paramount importance that the Local Plan sets out robust policies that provide protection of floodplains from inappropriate development and which minimise the impacts of future flooding and storm events.

Most forms of development reduce the amount of rainfall that is intercepted by vegetation on the ground. Culverted watercourses have the potential to become blocked by debris during periods of heavy or sustained rainfall. They also offer little biodiversity or recreational interest relative to more natural watercourses. Even very small-scale development can have detrimental implications for surface water run-off. In such cases, environmental and water quality benefits can be secured at minimal cost.

The Sequential Test should be firstly applied to all developments to ensure that development takes place in the lowest flood risk areas. The Sequential Test should take account of the information on river (fluvial) flooding and all other sources of flooding, using the information provided in the latest Strategic Flood Risk Assessment. It should also take into account the impact of climate change over the lifetime of that development.

The area of search for the consideration of reasonable alternatives should be discussed with the LPA and will be proportionate to the scale and type of the development being proposed. Ownership of land is not a reason in itself for a site to pass the Sequential Test.

Site Specific FRAs will be required to be undertaken where evidence, in particular through and informed by the SFRA, indicates there are records of historic flooding or other sources of flooding, e.g. due to critical drainage problems (including from ordinary watercourses) and / or a need for more detailed analysis is highlighted or as indicated in the LLFAs Flood Spot Data. FZ 2 and 3 are always as defined by the most up-to-date flood risk mapping.

In considering vulnerability of development, where development is allowed (none in flood zone 3b (functional floodplain), including extensions and intensification of use and changes of use) opportunities to relocate development out of the floodplain should be sought. The only development that can be permitted in Flood Zone 3b is water compatible development and essential infrastructure, subject to the Exception Test – This should be informed by the SFRA and PPG tables 2 and 3 ¹³²

When considering 'safe access and exits' – access to 'safe refuges' or 'dry islands' are unlikely to be considered safe as this will further burden the Emergency Service in times of flood. When developing Evacuation Management Plans, consultation with the Emergency Services and Emergency Planners will be required. When considering public safety in terms of the protection and enhancement of watercourses, reference should be made to the DEFRA Guidance Table 13.1 from FD2320 ¹³³ – 'Danger to People for Combinations of Depth and Velocity' ¹³⁴ (or its successor).

With regards to the Exception Test, the wider sustainability of the area should include consideration of matters such as biodiversity, green infrastructure, historic environment, climate change adaptation, flood risk, green energy, pollution, health and transport. Applicants should detail the suitability issues the development will address and how doing so

will outweigh the flood risk concerns for the site, e.g. by facilitating wider regeneration of an area, providing community facilities and/or infrastructure that benefit the wider area.

Developments in Flood Zone 3a that do not benefit from flood defences will be unlikely to be able to demonstrate that they can pass the Exception Test, unless a FRA can demonstrate that suitable site level mitigation can be provided and that there is safe access and egress in a design flood (the 1% annual chance river flood including climate change). Where flood defences are present the standard of protection and breach and overtopping scenarios including climate change must be considered to inform flood risk impact and ensure safe development.

Cumulative Impact – New Settlements

What to include in a Surface Water Management Masterplan and Strategy:

- a. how the cumulative effects of increased flow rates and volumes of water from development sites would impact on flows, duration of flooding and flood peaks on receiving watercourses;
- b. the risk of flooding from all sources, including for rainfall events greater than the design standard of the surface water drainage system should be taken into account to ensure there is no flood risk to new properties and that exceedance flows in extreme events are safely routed around those properties; and
- c. the consideration of how SuDS, natural flood management techniques, green infrastructure and green-blue corridors can be designed into the development master plan to facilitate drainage flood risk management and ensure wider benefits such as biodiversity, amenity, water quality and recreation are realised.

Catchment Types:

- a. Medium Risk Catchment refers to those catchments that contain between 25 to 50 historic flood spots and the number of properties at risk of localised flooding could increase by a factor of between 2.5 and 3.5.
- b. High Risk Catchment refers to those catchments that contain over 50 historic flood spots and the number of properties at risk of localised flooding could increase by a factor of over 3.5.
- c. Rapid Response Catchment – These are defined as areas that include rivers or streams (including smaller tributaries and ordinary watercourses)¹³⁵ where flooding can occur without a significant period of warning time.

This does not mean that flood risk to properties in such catchments will increase by that factor due to new development but rather a comparison to the relative degree to which catchments are sensitive to change such as urbanisation will be considered.

For Caravans, Mobile Homes, etc. the Exception Test should consider where the proposed site is in an area benefiting from flood defences, a Flood Evacuation and Warning Plan can be put in place and where other local planning policies promote the development of holiday accommodation in that local area.

Water courses and flood zones are an integral part of the Green Infrastructure for the county, especially the main rivers - sustainable drainage features such as ponds, swales,

and basins could form a part of the green infrastructure for the site and can be designed to be multi-functional.

SWDPR 35 Sustainable Drainage Systems

- A. To minimise flood risk, improve water quality and groundwater recharge and enhance biodiversity and amenity interest, all development proposals (as appropriate to their nature and scale) will be required to:**
- i. Demonstrate, through a Water Management Statement, that site drainage and run off will be managed in a sustainable and co-ordinated way that mimics the natural drainage network using multiple features, the statement should show how the four pillars of Sustainable Drainage Systems (SuDS) are met by the scheme:**
 - 1. to manage the quality of the run off;**
 - 2. to control the quantity and rate of run off from a development;**
 - 3. to provide an amenity benefit, to create and sustain better places for people; and**
 - 4. to provide a biodiversity benefit to create and sustain better places for nature.**
 - ii. Manage surface water through SuDS - this must be considered at the earliest possible stages. Preference will be given to systems that contribute to the conservation and enhancement of biodiversity in the local and wider area where practicable.**
 - iii. Provide a Surface Water Drainage Strategy for all major developments (see policy SWDPR 34 Management of Flood Risk). For the new / expanded settlements, this must take account of the whole proposed development, assessing the overall impact of the development on the aquatic environment, in terms of Quantity, Quality, Biodiversity and Amenity, identifying potential degradation and measures to prevent or mitigate degradation. Individual developments within a Strategic Site will be required to demonstrate that surface water discharges are managed in accordance with the Surface Water Drainage Strategy.**
- B. SuDS schemes should have regard to the South Worcestershire Water Management and Flooding SPD (or its successor), the Worcestershire County Council Sustainable Drainage Design and Evaluation Guide and the recommendations set out in the DEFRA document (2015) ‘Sustainable Drainage Systems - Non-statutory technical standards for sustainable drainage systems’.¹³⁶**
- C. All schemes must also take into account the most up to date climate change models and predictions for flood risk from Strategic Flood Risk Assessments, and / or the Environment Agency.**
- D. SuDS schemes must protect water quality and reduce the risk of diffuse pollution by means of treating at source and following the management train approach.**

- E. SuDS should be designed following the SuDS management train approach and preference taken to dealing with flows at the source using multiple features to maximise surface water treatment:**
- i. Secure the long-term maintenance of SuDS schemes. Ensuring SuDS are designed to be easy to maintain. A SuDS management plan should be used to demonstrate who will be responsible for maintenance of the features for the lifetime of the development, including details on how the maintenance will be funded and how it will be carried out (in line with the non-technical guidance produced by Water UK¹³⁷).**
 - ii. As a minimum, demonstrate that for a greenfield site, the post-development surface water run off rate and volume discharged will not increase and that lesser flow rates mimic the predevelopment flow characteristics of the site. Proposals on brownfield land must show that the post-development surface water run off rate has been reduced as close as reasonably practicable to the greenfield run off rate from the development for the same rainfall event. In all cases, development proposals must not increase surface water flood risk beyond the site.**
 - iii. Prior to the submission of a planning application, consult with Severn Trent Water Ltd to agree the surface water strategy following the drainage hierarchy and ensure the appropriate water infrastructure is available. Evidence must be provided to Severn Trent if infiltration and discharge to a surface water body are not feasible.**
 - iv. Avoid culverting of any watercourses and secure adequate maintenance access. Open up any culverted watercourses unless this will clearly compromise public safety.**
 - v. Demonstrate that the submitted SuDS scheme will preserve and wherever possible improve the ecological status of on-site watercourses and water bodies, including integration into the wider blue and green infrastructure.**
 - vi. Demonstrate compliance with the Water Framework Directive, exploring opportunities to help meet its targets.**
- F. Lack of space, prohibitive costs, inadequate infiltration and land contamination will not be accepted as reasons for not including SuDS. Given the wide range of SuDS techniques available, there will likely be a sustainable drainage solution to suit all sites. Proposals will be required to provide reasoned justification for not using SuDS techniques, where ground conditions and other key factors show them to be technically feasible. Wherever possible, SuDS schemes should be at surface level to assist with monitoring and maintenance.**
- G. To be read in conjunction with the Construction Industry Research and Information Association (CIRIA) SuDS Manual (2015), (or latest equivalent)**

Table 7.1 of the manual¹³⁸ and their guidance on the construction of SuDS document.¹³⁹

Reasoned Justification for SWDPR 35

Sustainable Drainage Systems (SuDS) highlight the benefits of providing a sustainable solution to help reduce and manage surface water run off which might otherwise cause flooding and pollution. These are physical structures built to receive surface water run-off and provide drainage solutions that mimic natural processes, (rather than piped solutions). By dealing with rain close to its source, SuDS can deal with polluted water and slow down flows across sites and into watercourses allowing settlement, filtering and infiltration, which also have ecological benefits.

Developers are required to work with the LPA, the LLFA / SWLDP, Canal and River Trust, Avon Navigation Trust and the Environment Agency to incorporate SuDS, where possible, in all new development to reduce the risk of flooding, pollution to watercourses and minimise negative impacts on biodiversity. This should be considered at the earliest stages possible and preliminary consultation with the SWC is advised.

SuDS can be designed to fit into most settings. The options available should be considered at the early stages of development and preference should be given to integrating SuDS into the fabric of development using the available landscape spaces as well as the construction profile of buildings. SuDS design should take full account of the Surface Water Management Train (SWMT), with the objective of exhausting all measures at the top of the SWMT before considering other control options. Further guidance is available at: <http://sudsguide.uk/>. Surface level SuDS such as gullies, rills, tree pits, and rain gardens should be given priority.

SuDS measures seek to mimic natural drainage processes and reduce the impacts of urbanisation on downstream watercourses. These can operate at the level of individual properties (green roofs, water butts, soakaways in garden areas and porous paving of driveways); within neighbourhoods (swales, detention basins and porous paving of highways); and at the strategic level (through features such as large balancing ponds). In all cases they should be designed to effectively assimilate into the streetscape and/or landscape.

The basic principle with SuDS is to minimise the impacts of the development on the quantity and quality of run-off and maximise amenity and biodiversity opportunities. This four-way concept is described as the four SuDS pillars, discussed in further detail in 'The SuDS Manual (C753)', produced by CIRIA. The four objectives of quantity, quality, amenity and biodiversity should have equal standing and the ideal SuDS solution will achieve benefits in all three categories. This integrated approach is supported by the SWC and should be demonstrated through the Water Management Strategy.

Each Surface Water Drainage Strategy should outline the SuDS techniques considered appropriate for each major or Strategic Site. Individual developments within the site would then be expected to utilise these techniques. The Surface Water Drainage Strategy may specify a regional SuDS technique to which individual developments would discharge.

SuDS allow the management of diffuse pollution generated by development through the sequential treatment of surface water reducing the pollutants entering watercourses, resulting in lower levels of water supply and wastewater treatment being required. This

treatment of diffuse pollution at source can contribute to meeting WFD water quality targets. SuDS should therefore be used by developers to make a positive contribution to 'Good Ecological Status' or Potential in all waterbodies and must not lead to a deterioration in WFD status or prevent a waterbody from meeting Good Ecological Status or Potential in the future in accordance with Policy SWDPR 36, particularly in those WwTw areas identified in the WCS as being at risk.

SWDPR 36 Water Resources, Efficiency and Wastewater Treatment

- A. All development proposals (as appropriate to their nature and scale) must demonstrate¹⁴⁰ that there are or will be adequate water supply and water treatment facilities in place to serve the whole proposal before development commences. For phased development proposals, each phase must demonstrate sufficient water supply and water treatment capacity.**
- B. Development proposals in areas where there is no mains foul drainage provision will be required to apply the hierarchy of drainage options set out in the National Planning Practice Guidance¹⁴¹ and evidence to the satisfaction of the relevant LPA why those at the top of the hierarchy cannot be achieved.**
- C. For housing proposals, it must be demonstrated that the daily non-recycled¹⁴² water use per person will not exceed 110 litres per person per day.**
- D. For business / commercial proposals, it must be demonstrated that the water use meets the Building Research Establishment Environmental Assessment Methodology (BREEAM) 'excellent' standard.**
- E. Proposals should, make a positive contribution to achieving the Water Framework Directive (WFD) objective of Good Ecological Status in all waterbodies, and must not lead to a deterioration in WFD status or prevent a waterbody from meeting Good Ecological Status or Potential in the future.**
- F. All development will be required to incorporate grey water recycling and rainwater harvesting into their proposals.**

Reasoned Justification for SWDPR 36

The NPPF specifically states that plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for the water environment including water supply.

Local authorities have a general responsibility not to compromise the achievement of UK compliance with the Water Framework Directive (WFD)¹⁴³ (Directive2000/60/EC). More specifically, the SWDP has to take into account the relevant Catchment Management Plans, which in itself is a requirement of the WFD as is for water bodies to meet 'good ecological status'. The Localism Act 2011 enables the UK Government to require local authorities to pay if their inaction results in a failure to meet WFD requirements. The Localism Act 2011 also requires local planning authorities to co-operate on strategic cross-boundary matters, for example the provision of water supply infrastructure, water quality, water supply and enhancement of the natural environment. Consequently, there is a need for developers to engage positively with Severn Trent Water (STW) to ensure that all the necessary infrastructure (including that identified in the most up-to-date Water Cycle Study) is secured, prior to development coming forward, so as to ensure that there is no deterioration in the quality or quantity of water of the receiving water body(ies) and to avoid delays in the delivery of development.

The 2006 Natural Environment and Rural Communities (NERC) Act imposes a duty on LPA to have regard to conserving biodiversity in carrying out all of their functions. The NPPF (paragraph 170) requires planning policies to enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity.

There are many areas that are served by small, localised wastewater treatment works and non-mains drainage systems such as cesspools and septic tanks. These, if poorly designed or maintained, have the potential to cause significant detrimental impacts on the water environment and consequently to biodiversity and human health.

The most up to date South Worcestershire Water Cycle Study looks at the level of planned growth and the ability of the infrastructure (i.e. water supply and wastewater treatment) to accommodate it without adversely affecting the natural water cycle. It identifies an overall shortage in future water supplies that necessitates the delivery of minimum water efficiency targets in advance of the Government's proposals.

The WCS looked at the increased wastewater flows into collection systems due to the planned growth in population. The results show that in order to serve the proposed growth in a number of settlements in South Worcestershire, wastewater infrastructure and/or treatment upgrades will be required (see Table 5.5 in the SWIDP 2022), and further modelling might also be required at the planning application stage. Early engagement between developers and Severn Trent Water is therefore essential to allow time for the strategic infrastructure required to serve these developments to be planned. Furthermore, in STW networks, there are areas where the current network is a combined sewer system, and further separation of foul and surface water may be required, as well as suitably design SuDS.

The WCS also demonstrated that at 11 Wastewater Treatment Works (WwTw's) - Blackminster, Broadway, Clifton-upon-Teme, Harvington, Honeybourne, Inkberrow, Kidderminster Oldington, Ridgeway, Stoke Prior, Stoulton / Hawbridge and Tewkesbury, 'Good Ecological Status' cannot be achieved due to current technology limits. Developers must demonstrate, through the use of natural flood management techniques (see Policy SWDPR 35) that development in proximity to these affected works will not cause a deterioration in 'Good Ecological Status'.

The effective management of water is considered critical in the pursuit of sustainable development and communities. It reduces the impact flooding can have on the community, maintains water quality and quantity and helps to enhance local amenity/property value and biodiversity through the provision of Green Infrastructure. Effective water management also reduces the movement of water and sewage, thereby reducing energy requirements. Development proposals incorporating grey water recycling and rainwater harvesting will therefore be required unless demonstrably evidenced that this cannot be reasonably achieved and opportunities for the retrofitting of water efficiency measures will be encouraged.

In implementing this policy, the SWC will liaise and work with the EA, STW, the South Worcestershire Land Drainage Partnership and the Lead Local Flood Authority.

Any developments to which SWDPR 36 applies will be expected to incorporate grey water recycling and rainwater harvesting into their proposals unless it can be demonstrated that it

would make the proposal unviable (through submission of an independently assessed financial viability assessment).

SWDPR 37 Air Quality

- A. For the following types of development, Air Quality Assessments of the likely impact of the proposal on air quality must be submitted with any application:**
- i. new transport infrastructure for road, rail, air or water based transport;**
 - ii. housing developments of - 100 or more dwellings;**
 - iii. industrial, commercial or leisure uses with 100 or more car parking spaces;**
 - iv. intensive units for poultry¹⁴⁴**
 - v. biomass boilers ¹⁴⁵**
 - vi. airports and airfields;**
 - vii. energy generation from fossil fuels; and**
 - viii. large vehicle depots such as bus stations, lorry parks, park and ride sites or businesses expected to receive a large number of HGVs.**
- B. Additionally, for applications within an Air Quality Management Area (AQMA), adjacent to an existing AQMA or areas at risk of becoming an AQMA¹⁴⁶ air quality assessments must be submitted for the following types of application:**
- i. residential development of 10 or more dwellings;**
 - ii. educational Establishments;**
 - iii. hospitals or other health care facilities; and**
 - iv. all biomass boilers.**

Reasoned Justification for SWDPR 37

New developments can have an adverse influence on air quality. In Worcestershire there are a number of Air Quality Management Areas (AQMAs) where the annual mean level of nitrogen dioxide exceeds the national objective, representing a risk to human health and the natural environment.

Planning policies should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in the wider area. Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.

Air quality assessments are required for the types of applications listed because of their likely impact on air quality.

Environmental impacts of traffic and transport infrastructure must be identified, assessed and taken into account, including appropriate opportunities for avoiding and mitigating any adverse effects and for net environmental gains.

Where the likely impact arises from traffic generation, the air quality assessment must be based on local highways authority approved transport assessments and include an assessment of the current standard of air quality, the impact of the development and proposals to reduce, manage or mitigate air quality to acceptable levels.

It is expected that supporting information will be prepared and obtained in accordance with appropriate Legislation, National Guidance, Standards or best practice. Worcestershire Regulatory Services Technical Guidance ¹⁴⁷ provides advice and information to applicants, landowners and developers to ensure information submitted in support of planning applications is suitable and appropriate.

Environmental Quality and Resources

SWDPR 38 Land Stability and Contaminated Land

- A. Where development is proposed on contaminated land or land likely to be impacted by contaminants the applicant must submit an assessment of the extent of contamination. Where an unacceptable risk is identified, details of proposed remedial, mitigation or treatment measures must also be submitted. Proposals will only be supported where land is, or can be made, suitable for the proposed use.**
- B. Where development is proposed on or adjacent to unstable or potentially unstable land the applicant must submit an assessment which determines the stability of the site and details of proposed remedial, mitigation or treatment measures. Proposals will only be supported where land is, or can be made, suitable for the proposed use.**
- C. All surveys, reports and proposals must be completed to an appropriate level by a competent person to ensure users and visitors to the site, the wider public, property and the natural environment are protected.**

Reasoned Justification for SWDPR 38

Any activity which has caused chemicals, fuels or waste to be present on a site, results in the potential for contamination to be present and represent a potential risk to human health, water or the ecological environment which would require a survey to be undertaken. Current and past land uses which may result in contamination include:

- a. factories;
- b. gas works;
- c. tanneries;
- d. vehicle repairs;
- e. any land which has had chemicals, fuels or waste used or stored on site; and
- f. infilling of land including ponds, ditches or marshy areas.

A site may also have been exposed to contaminants which migrate through the ground or in groundwater due to activities that were or are being undertaken on neighbouring sites.

The history of a site and surrounding land uses must be considered when evaluating the likely presence of significant contamination of land instability.

Where development would result in an unacceptable risk, developers must provide proposals to manage or mitigate the contamination to a minimum agreed standard.

The actual or possible presence of land contamination is a material planning consideration. The NPPF takes a precautionary approach to land contamination and before the principle of development can be determined, land contamination should be investigated to see whether it could preclude certain development due to environmental risk or cost of clean-up (remediation).

The level of information required will depend on the level of risk posed and sensitivity of the proposal but will include a desktop study of available information, site walkover observations and a risk assessment (Phase I Study) and on sites with any identified significant risk the proposal will be expected to include a site investigation findings report with a risk evaluation and validation report on any remedial work undertaken. It is expected that supporting information will be prepared and obtained in accordance with appropriate legislation, national guidance, standards or best practice. Worcestershire Regulatory Services Technical Guidance¹⁴⁸ provides advice and information to applicants, landowners and developers to ensure information submitted in support of planning applications is suitable and appropriate.

Where development is proposed on or adjacent to known or suspected unstable land including near to past minerals working or mining areas¹⁴⁹, developers must submit an assessment which determines the stability of the site and identifies any remedial measures before an application can be decided. The assessment must be approved by the relevant planning authority. Land near to past mining activities may be at risk of being unstable. In some parts of the SWDP area, for example, there is a legacy of salt working in Droitwich Spa and past coal mining activities in the northern part of Malvern Hills District. The NPPF makes it clear that to prevent unacceptable risks from land instability, planning policies should ensure that new development is appropriate for its location. Where a site is affected by land stability issues, responsibility for securing a safe development rests with the landowner and developer.

SWDPR 39 Minerals and Waste Safeguarding

- A. All non-exempt development proposals (as defined in the Worcestershire Minerals Local Plan) within or partially within a Mineral Consultation Area (including proposed SWDPR site allocations listed in Table 1 of Annex G) will be required to assess the potential impact on sterilising mineral resources and demonstrate how sterilisation would be avoided or minimised in accordance with the policies in the Worcestershire Minerals Local Plan.**
- B. All non-exempt development proposals (as defined in the Worcestershire Minerals Local Plan) within or partially within 250m of an extant mineral site, an allocated mineral site or supporting minerals infrastructure site (including SWDPR site allocations listed in Table 2 of Annex G) will be required to assess the potential impact on the site in accordance with the policies in the Worcestershire Minerals Local Plan.**
- C. Relevant development proposals will be required to either:**
 - i. demonstrate that the proposed development would not unreasonably restrict the development, operation, restoration or aftercare of the mineral site or supporting mineral infrastructure; or**
 - ii. provide any necessary mitigation as the “agent of change” to ensure that the operation of the existing business would not have a significant adverse effect on the new development.**
- D. Development proposals on, or within 250m of, an existing waste management facility (including proposed SWDPR site allocations listed in Table 3 of Annex G) will be required to assess the potential impact on the waste management facility in accordance with the Waste Core Strategy.**
- E. Relevant development proposals will be required to either:**
 - i. demonstrate that the proposed development would not unreasonably restrict the operation of the existing waste management business; or**
 - ii. provide any necessary mitigation as the “agent of change” to ensure that the operation of the existing business would not have a significant adverse effect on the new development.**

Reasoned Justification for SWDPR 39

Minerals extraction is an important part of the south Worcestershire economy and an adequate supply of minerals is necessary to provide for new housing, other built development and infrastructure.

Minerals are a finite resource which can only be worked where they are found, and it is therefore important to make best use of them to secure their long-term conservation. Development can "sterilise" mineral resources (make them inaccessible for potential extraction) or prejudice the operation of minerals sites and supporting infrastructure. This can be either directly (for example by building over land that contains mineral resources or

redeveloping infrastructure sites for other uses) or indirectly (for example through the introduction of sensitive land uses in close proximity to these resources or sites).

Worcestershire County Council is the Minerals Planning Authority for Worcestershire. It is responsible for developing mineral planning policy and determining planning applications relating to mineral development in Worcestershire. The Minerals Local Plan, adopted by Worcestershire County Council in July 2022, forms part of the Development Plan for south Worcestershire.

Existing waste management facilities form the infrastructure for managing waste. They can positively contribute to the development of sustainable communities and enable waste to be managed as a resource or disposed of without endangering human health or the environment. Existing facilities should therefore be safeguarded from development of non-waste related uses and from potential conflict with new land uses.

Worcestershire County Council is the Waste Planning Authority for Worcestershire. It is responsible for developing waste planning policy and determining planning applications relating to the use of land (and buildings) for the purposes of waste management in Worcestershire. The Waste Core Strategy, adopted by Worcestershire County Council in November 2012, forms part of the Development Plan for south Worcestershire.

Minerals Safeguarding

Minerals Safeguarding Areas (MSA's) are areas designated by the Minerals Planning Authority (Worcestershire County Council) and cover the mineral resources of local and national importance which should be safeguarded from sterilisation by non-minerals development where this should be avoided. Minerals Consultation Areas (MCA's), based on MSA's, are where consultation is required with Worcestershire County Council as the Minerals Planning Authority on development proposals that have the potential to sterilise the minerals resources within the MSA.

The boundaries of the MSA's and MCA's are shown on the Worcestershire County Council Minerals Local Plan interactive map at

<https://gis.worcestershire.gov.uk/Website/MineralsLocalPlan/>.

Paragraph 210c of the NPPF says that planning policies should adopt appropriate policies so that known locations of specific minerals resources of local and national importance are not sterilised by non-mineral development where this should be avoided (whilst not creating a presumption that the resources defined will be worked). Paragraph 210d says that planning policies should set out policies to encourage the prior extraction of minerals, where practical and environmentally feasible, if it is necessary for non-mineral development to take place.

In light of the above, non-exempt development proposals (as defined in the Worcestershire Minerals Local Plan) within MCA's should take a sequential approach to mineral safeguarding mineral resources, in accordance with the Minerals Local Plan.

The identification of a MCA does not imply that permission for extraction will be given, only that the presence of minerals is a material consideration that must be addressed when considering future development.

A number of SWDPR site allocations are located within MCA's. Sites listed in Table 1 of Annex G should address the requirements of the minerals safeguarding policies in the Worcestershire Minerals Local Plan.

The need for the SWDPR site allocations listed in Table 4 of Annex G to address safeguarding of minerals resources has been ruled out through the Duty to Cooperate process.

Safeguarding Extant Minerals Sites and Supporting Infrastructure

Extant minerals sites, allocated minerals sites and supporting minerals infrastructure sites (including storage, handling and transport facilities) are important to delivering a steady and adequate supply of mineral resources in Worcestershire. It is therefore important that they are not adversely impacted by insensitive or inappropriate development that would conflict with the use of sites identified for these purposes.

Paragraph 210e of the NPPF says that planning policies should safeguard existing, planned and potential sites for: the bulk transport, handling and processing of minerals; the manufacture of concrete and concrete products; and the handling, processing and distribution of substitute, recycled and secondary aggregate material.

Paragraph 187 of the NPPF says that planning policies should ensure that new development can be integrated effectively with existing businesses and that existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

Different types of development may or may not conflict with the use of a mineral site or supporting infrastructure. The potential for conflict is a function of both the sensitivity of the land use or receptors at the proposed development and the techniques or processes employed at the minerals or infrastructure site.

Applicants will need to assess whether the normal operation of the mineral site or supporting infrastructure could have adverse impacts on the proposed land use or any users of the proposed development. This should include consideration of issues such as (but not limited to) any noise, vibrations, dust, or fumes that may result from the normal operation of the site that could lead to complaints which could jeopardise the development, operation, restoration or aftercare of the mineral site or supporting infrastructure.

A number of SWDPR site allocations are within 250m of extant minerals sites or supporting infrastructure. Development proposals on sites listed in Table 2 of Annex G will be required to assess the potential impact on minerals or supporting infrastructure sites within 250m and provide any necessary mitigation as the "agent of change" in accordance with the policies in the Worcestershire Minerals Local Plan.

Safeguarding Waste Management Facilities

To safeguard existing or permitted waste management facilities the local planning authority will consult Worcestershire County Council on any planning applications within 250m of such a site, in accordance with the Waste Core Strategy.

The location of existing waste management facilities with a 250m buffer are shown on the Worcestershire County Council's website at

<https://gis.worcestershire.gov.uk/website/WasteCoreStrategy/>.

To ensure consistency with paragraph 187 of the NPPF, development proposals on, or within 250m, of an existing waste management facility will be required to assess whether the normal operation of the waste management site could have adverse impacts on the proposed land use or any users of the proposed development. This should include consideration of issues such as (but not limited to) any noise, vibrations, dust, odours, fumes or bio-aerosols.

A number of SWDPR site allocations are within 250m of existing waste management facilities. Sites listed in Table 3 of Annex G will need to demonstrate that as the 'agent of change' the proposed development would not unreasonably restrict the operation of the existing waste management business and include any necessary mitigation to ensure that the operation of the existing business would not have an adverse effect on the new development.

The need for the SWDPR site allocations listed in Table 5 of Annex G to address safeguarding of the existing waste management facilities within 250m has been ruled out through the Duty to Cooperate process.

Tourism, Leisure and Community Facilities

SWDPR 40 Tourist Development

A. Proposals for the expansion and development of the tourism potential of south Worcestershire (excluding visitor accommodation – see SWDPR 41) will be permitted where the following criteria are met:

- i. The development is compatible with the physical character of the area.**
- ii. The significance of heritage assets and their setting is conserved and, where appropriate, enhanced.**
- iii. The public enjoyment and understanding of the historic and natural environment is promoted.**
- iv. Where schemes are proposed on greenfield land, consideration has been given to the availability of alternative brownfield sites.**
- v. Appropriate provision is made for access and vehicular parking facilities (including coach parks, where appropriate).**
- vi. Where practicable the site can be readily and safely accessible by means of public transport.**
- vii. Consideration is given to the delivery of alternative, easy and safe active travel routes to the site.**

Reasoned Justification for SWDPR 40

South Worcestershire relies heavily on tourism and leisure, and it is an important element within the overall economy of the area. Along with Worcester, the towns and villages - with their rich history and the acknowledged high landscape quality - make south Worcestershire a key destination within the Midlands for short breaks and for overseas visitors.

Tourism, both nationally and locally, is an expanding part of the economy. At a national level, tourism expenditure in the UK was £145.9bn or 7.2% of the UK economy in 2018 (ONS, 2019). In the West Midlands tourism generated £5,993m and accounted for 110,981 (6.5%) of jobs in the region. During the past decade, within the county as a whole, tourism generated in the region of £522m through the presence of 11 million visitors per annum, with over 6% of the Worcestershire employees working in the sector (Worcestershire LEP, 2015).

For Worcester, the main towns and larger villages, there are important links between economic vitality and support for conservation of the built and natural environment. Tourism provides uses for historic buildings, supports greater diversity within central shopping areas and improves the viability of a range of sporting and cultural events. Within the rural context, the NPPF requires local authorities to support sustainable rural tourism and leisure developments that benefit rural businesses and communities.

Visitor attractions can range from site-specific interpretation centres or museums, e.g. Hartlebury Castle to extensive theme and leisure parks and landscape-scale geoparks, e.g. the Abberley and Malvern Hills Geopark, with its popular long-distance footpath, the

Geopark Way. The policy supports proposals that are compatible with the physical character of the area, reduce the need to travel by private vehicle and look to maximise the reuse of brownfield locations.

SWDPR 41 Visitor Accommodation

- A. Planning permission for new¹⁵⁰ visitor accommodation¹⁵¹ within Development Boundaries will be permitted where:**
- i. it is of an appropriate type and scale for the location or building; and**
 - ii. there is no adverse impact on neighbouring amenity.**
- B. Planning permission for new¹⁵² visitor accommodation outside a development boundary, will be permitted where:**
- i. Ai() and A(ii) of this policy are satisfied; and**
 - ii. it forms part of a farm or other land-based rural business diversification scheme; or**
 - iii. it would provide ancillary accommodation to an existing public house, restaurant, or similar establishment; or**
 - iv. it forms an extension or alteration to an established hotel or venue; or**
 - v. it reuses a redundant or underused building of permanent and substantial construction; or**
 - vi. it adjoins a development boundary and is physically related to visitor accommodation within the boundary.**

Reasoned Justification for SWDPR 41

Visitor accommodation can take a wide variety of forms, including hotels, bed and breakfast, public houses, guest houses, self-catering, i.e., holiday lets and group accommodation such as youth hostels, as well as accommodation of prefabricated and permanent construction.

A significant proportion of visitor spend is on accommodation and therefore the retention of existing and the provision of new visitor accommodation is an essential element of supporting tourism in the south Worcestershire area. By encouraging the development of visitor accommodation in built-up areas, the environmental impact of building in the open countryside can be minimised. Sites within settlements are more appropriate as they already have access to the infrastructure, amenities and public transport links and cycling and walking infrastructure needed to support them.

Tourism in Worcester is crucial to the local economy, bringing spend into the city (£130 million in 2015) and providing employment directly and indirectly (3,000 jobs in 2015). Staying visitors are a particularly important element of the tourist economy with 180,000 overnight stays in the same year. Given the importance of tourism to Worcester's economy, the need to safeguard, provide and enhance the city's visitor facilities, including the accommodation offer, is essential if Worcester is to realise its potential as a high quality and competitive visitor destination. Reflecting this and the aims of national planning policy, there is a desire to encourage and plan for high quality and sustainable forms of visitor accommodation in Worcester. The retention of existing and provision of new high quality and

sustainable visitor accommodation is therefore of key importance to the city and surrounding area so as to provide a range of accommodation types.

The size and scale of new hotels should be relative to the size of the host settlement. It is recognised that the NPPF requires local authorities to support tourism in rural areas and the countryside. South Worcestershire offers numerous 'destination' hotels and visitor accommodation in villages and locations in the open countryside and the policy looks to support these businesses.

To enable tourism to enhance the local community, it is important that it does not compromise the amenity of local residents. The conversion of buildings to guest houses and hotels, especially within residential areas, can generate patterns of activity that are disruptive to neighbours. Suitable buildings may include detached or a semi-detached/terrace residential property, or a commercial building, e.g. ground floor office. Prefabricated industrial buildings would be unsuitable.

Proposals will require careful consideration of the siting, scale and design, materials and landscaping of the proposed development and must ensure that they harmonise with the local environment. Proposals within the Cotswolds National Landscape and Malvern Hills Area of Outstanding Natural Beauty will be subject to additional screening to ensure that any development, either by itself or cumulatively, will not have an adverse effect on the character of the area.

Within the open countryside, making the best use of existing accommodation through reuse, extension or alteration, will help to minimise environmental impacts. Converting redundant or underused buildings which are not of a permanent and substantial construction, nor capable of conversion without major restructuring, additional building, or extension, will clearly have a greater landscape impact.

SWDPR 42 Static and Touring Caravans, Chalets and Camping Sites (Holiday Accommodation)

- A. Proposals for new small sites, and limited proposed extensions or improvements to existing leisure static and touring caravan, chalet (including 'log cabins'), and camping sites (including safari tents, yurts and glamping), will be permitted where:**
- i. the site falls wholly within Flood Zone 1 or where the site is within Flood Zones 2 and 3 the sequential test is applied, and a flood risk assessment provided to demonstrate the proposals are acceptable including details of any flood mitigation where applicable;**
 - ii. the site is visually unobtrusive and well-screened from important local viewpoints, environmentally sensitive locations and public highways and footpaths;**
 - iii. landscaping is provided consistent with the landscape assessment within the site and around its boundaries;**
 - iv. the development is of a high standard design, and at a form and scale that is well-related to its setting. It should not exceed the capacity of the area to accommodate the proposal, having regard in particular to landscape and infrastructure considerations;**
 - v. the vehicular traffic generated by the proposal can be safely accommodated on the local highway network;**
 - vi. the proposal makes adequate provision for foul drainage, water supply and utilities, e.g. electric hook-up for pitches and for sewage pump-out and waste disposal; and**
 - vii. there are easy, safe, and alternative travel routes to the site and that secure overnight cycle storage is provided.**
- B. Extensions to existing sites as well as being assessed against the criteria in A (i)-(vii), should be small in scale relative to the existing site; and in this regard the cumulative effect of the number of pitches will be taken into consideration. Where possible an extension should facilitate visual improvements in form and layout and landscaping to the overall site.**

Reasoned Justification for SWDPR 42

Caravanning and camping sites are popular leisure destinations that provide flexible tourist accommodation and mobile holidays at a relatively moderate cost. They can also be of great benefit to the local economy. As most types of caravan / camping holidays are self-catering, local shops, public house and restaurants will benefit from the additional trade such visitors generate. Large numbers of visitors can also contribute greatly to the success of local attractions and other local businesses. However, whilst tourism makes an important contribution to the local economy this should not be at the expense of the assets which draw visitors to south Worcestershire in the first instance.

Therefore, this policy is applicable to new small sites that are proposing up to 30 permanent pitches for the types of holiday accommodation listed in criteria A of the policy. When considering extensions under criteria B, a maximum of 30% uplift in pitches to the existing number on site will be considered to constitute small scale development for the purposes of this policy. This means the total number of pitches across the whole site would then not exceed 40 pitches in total.

In recent years there has been a significant increase in the quality of cabins, chalets, and types of 'permanent' tents available. It is necessary for the purposes of this policy that development proposals for these accommodation types, and others listed in the regulations, should be temporary in nature and not permanent structures and must comply with the definition of what a caravan is under the Caravan Sites and Control of Development Act 1960. It is also important that these types of accommodation is not used as permanent residential accommodation. To address this restriction will be placed on the length of occupancy periods permitted on these types of facilities.

Proposals, particularly in the open countryside are likely to minimise the impact of future uses and development on the landscape through the utilisation of careful siting and comprehensive landscaping. Landscaping and locational requirements will be particularly stringent for applications for caravan sites in order to prevent them from becoming obtrusive in the countryside. Particularly sensitive areas include exposed riverbanks, high or sloping land that is visually prominent or land both inside and within the setting of the Cotswolds and the Malvern Hills AONB (or National Landscape). The use of previously developed land, and sites well related to settlements will be considered favourable subject to meeting the relevant Policy tests.

It is also important that there should be no adverse effect on the surrounding environment, wildlife, agricultural uses, or sites of archaeological, heritage and historic interest.

Access is also an important consideration and sites must be located close to an appropriate highway. Proposals must demonstrate that the extra traffic generated does not compromise highway safety. Static sites do not need to be located near to major roads, but the local road network must be able to cope with the initial delivery of caravans and the consequent traffic generated by visitors and service vehicles. Access to good public transport, public footpaths and cycle routes will be considered when dealing with planning applications to encourage active travel.

SWDPR 43 Built Community Facilities

- A. The provision of new built community facilities¹⁵³ or the enhancement of existing facilities will be supported where there is an identified need, particularly where the proposal is supported in an adopted neighbourhood plan, subject to satisfying the sequential test in the NPPF, where applicable. Applicants will be required to consider whether the combining or rationalisation of existing facilities would be more appropriate than the provision of a new facility.**
- B. Any proposal that would result in the loss of a site or building currently or last used as a built community facility will only be supported if the following criteria are met:**
- i. an alternative built community facility which meets local needs and is of equivalent or better provision in terms of quantity and quality is, or will be, provided in an equally or more sustainable location; or**
 - ii. it has been demonstrated that there is an excess of similar provision in the appropriate catchment area for that particular facility, and the site or building is surplus to requirements and not needed for any other built community facility; or**
 - iii. the development is for an alternative built community facility, the benefits of which clearly outweigh the loss of the current or former use.**

Operational Viability

- C. In addition to the requirements of part B, where applicable, operational viability will be considered for proposals that would result in loss of a site or building currently or last used as a built community facility if:**
- i. it has been demonstrated that in the case of commercial community facilities, would not be economically or operationally viable to retain the facility; or**
 - ii. in the case of non-commercial built community facilities, the use is no longer operationally viable; or**
 - iii. the built community facility could not be provided or operated by either the current occupier or by an alternative occupier (e.g. by a local community body, public-private partnership) and it has been marketed in accordance with Annex B (Marketing Requirements).**
- D. Applicants are required to scope existing facilities in the area and consider whether it would be more appropriate to combine or rationalise existing facilities in the first instance.**
- E. Applicants proposing to re-develop or convert a built community facility should consult the appropriate community prior to the submission of a**

planning application, for example where a site or building is a valued built community facility as recognised by an up-to-date neighbourhood plan.

Community Centres and Village Halls

F. With specific regard to Community Centres and Village Halls, to ensure the required level of provision is met, and in accordance with the relevant policy tests, all new residential development of 10 dwellings or more will be required to make a financial contribution to the off-site provision or enhancement of community centres and village halls. Large strategic sites may need to provide for on-site community centres and halls (or contribute to existing provision), details of which will be set out in site specific policies. The provision requirements are set out in Table 8 as follows:

Table 8: Provision Requirements

Hierarchy Category	Settlement (related wards)	Provision (per 1,000 people)
Urban Areas - City and Main Towns	Worcester City Droitwich Spa Evesham Malvern	1: 5,000
Urban Areas - Other Towns and Rural Areas	Pershore Tenbury Wells Upton-upon-Severn Category 1, 2, 3 villages ¹⁵⁴	1: 1,500

G. Information relating to how the provision requirements set out in table 8 translate into a developer contribution will be set out in an update to the South Worcestershire Developer Contributions SPD.¹⁵⁵

Reasoned Justification for SWDPR 43

This policy is consistent with the NPPF that seeks to promote opportunities for social interaction and enable and support healthy lifestyles, through the provision of community, recreation and sports facilities. Additionally, the 'South Worcestershire Community Buildings and Halls Report' (2019) sets out the need for new community buildings and halls, or the enhancement of existing facilities to serve the population. The Playing Pitch and Outdoor Sports Facilities Strategy (2021) and the Indoor and Built Sports Facilities Strategy (2021) provide the evidence for built sports facilities and associated provision relating to formal sports pitches/courts.

Built Community Facilities comprise specific buildings (and associated land, plus active travel routes to local developments/settlements, where appropriate) for a range of uses including:

- a. health facilities;
- b. emergency services i.e. ambulance, police, fire;
- c. educational establishments such as school and colleges;
- d. community centres and village halls (including youth centres);
- e. leisure and cultural facilities;
- f. public houses;
- g. places of worship;
- h. libraries;
- i. built indoor sports facilities;
- j. cinemas and theatres; and
- k. built form relating to formal sports pitches/courts, e.g. changing rooms, pavilions, toilets.

The policy allows for changes under the Localism Act 2011. This permits the listing of Community Assets, the Community Right to Challenge (in delivering public services) and the encouragement of communities to run their own facilities, or plan for the local area through neighbourhood planning. This allows for the consideration of a wider range of community services when appropriate, acknowledging that the importance of particular facilities will vary between communities. It is essential that the community is involved in considering the merits of any new facility and the sustainability of alternative uses.

The SWC wish to protect valuable community facilities and services that play an important role in the social infrastructure of south Worcestershire and help to secure sustainable communities. These mainly local facilities are particularly important in helping to maintain a high quality of life for local residents, some of whom have limited access to facilities further afield. Under certain circumstances it may be more appropriate to look at combining or rationalising built facilities in a locality rather than replicating them through a new proposal. In situations where a facility may be redundant a robust assessment should have taken place, as appropriate.

In particular, community centres and village halls play an important role in both urban and rural areas in providing places where people can meet and take part in educational, cultural and sporting activities. The policy provides a standard for larger development which is required to make a financial contribution to a new community centres or village hall, or the enhancement and maintenance of an existing building. Details of the contributions required will be outlined in an update to the South Worcestershire Developer Contributions SPD.

For the provision of built sports facilities and built form relating to formal sports pitches/courts, due regard will be given to the Playing Pitch and Outdoor Sports Facilities Strategy (2021) and the Indoor and Built Sport Facilities Strategy (2021) in ascertaining the level and type of provision required so that provision can be appropriately altered or refined to take account of local circumstances. Sport England's 'Sports Facility Calculator' will be utilised for all facility types held on their database (this is principally swimming pools, sports halls and indoor bowls centres).

In the case of proposals that would result in the loss of a built community facility, a satisfactory assessment should be undertaken (using recognised national methodology, e.g. Sport England), that proves compliance with parts B and/or C of this policy.

When applying these tests to specific proposals, the Local Planning Authority will also have full regard to the particular characteristics, needs, service priorities and objectives of the service or organisation concerned. The implications of maintaining and running new facilities will also be an important consideration.

For urban areas, proposed facilities should ideally be located within development boundaries. Within rural areas, proposals should be located within, or adjoining the settlement. If the proposal is for large scale community facilities, it must meet the requirements of SWDPR 12 in reflecting the sequential approach to the location of land uses that attract large numbers of people; such sites should, in the first instance, be sought within the development boundary of the urban areas.

SWDPR 44 Green Space

- A. Green Space, as identified on the SWDP Review Policies Map¹⁵⁶, includes a range of private¹⁵⁷ and public open spaces and associated community facilities.**
- B. Development of Green Space will not be supported unless the following exceptional circumstances are demonstrated:**
- i. the proposal is for a community / recreational use that does not compromise the essential quality and character of the Green Space, its green infrastructure functionality, or its part in the wider green infrastructure network; or**
 - ii. the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use; or**
 - iii. a robust, independent assessment of community and technical need (using recognised national methodology where available) clearly demonstrates that the Green Space is surplus to requirements in that location; or**
 - iv. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location¹⁵⁸.**
- C. This policy should be read in conjunction with policies SWDPR 7, 27, 35, 36, and 45 as any new applicable Green Infrastructure secured under these policies will be designated and protected as Green Space, once implemented.**

Reasoned Justification for SWDPR 44

The areas designated as Green Space in this policy are an important part of the Green Infrastructure (GI) which makes up the network of open and natural elements that intersperse and connect our cities, towns and villages to the open countryside.

Well-designed, attractive and functional open space is an essential component for a high quality of life. It contributes positively to biodiversity, health and wellbeing and the character of an area and can help mitigate the impacts of extreme temperatures and flooding. It can also stimulate business investment in an area through environmental protection and enhancement.

The NPPF (paragraphs 92; 98 and 99) emphasises the benefits of recreational open space in terms of its contribution to creating sustainable patterns of urban and rural development, its role in maintaining strong and vibrant communities and the associated promotion of health and wellbeing. Green Space for recreation and sport can also deliver a number of other GI objectives, often simultaneously.

There is a wide range of types of open space across south Worcestershire; for example, playing fields, recreation grounds, allotments, cemeteries, parks, amenity green space and natural green space. They are all part of and contribute to the GI within and without

settlements. Other open spaces have high ecological or landscape value and are protected elsewhere in the plan, e.g. SWDPR 28 The Cotswolds National Landscape (NL) and Malvern Hills Area of Outstanding Natural Beauty (AONB), whilst GI related policies such as SWDPR 27 Biodiversity and Geodiversity should be a key consideration as part of any technical assessment submitted in terms of mitigation and/or compensation for measurable biodiversity net gain.

SWDPR 44 aims to protect open spaces identified on the SWDP Review Policies Map. This includes numerous small and incidental open spaces that contribute to the quality and character of their areas. These small local spaces are often valued and used heavily by local communities and are therefore worthy of policy protection (some of these areas will have also been identified as Local Green Space in Neighbourhood Plans). Whilst most open spaces are publicly accessible, some are in private ownership, although nonetheless perform valuable functions such as contributing to biodiversity, the character of the area and providing a sense of openness and space.

This policy has been informed by an updated Open Space Assessment published in 2019 (minor updates made in 2021). The Open Space Assessment considers the quantity, quality and accessibility of a range of open space typologies across south Worcestershire. All of the open space typologies mapped in the assessment are covered by this policy. This report, along with other local evidence such as Local Green Space designations made in up-to-date Neighbourhood Plans and the South Worcestershire Playing Pitch and Outdoor Sports Facilities Strategy (2021), will be considered when assessing development proposals that could have an impact on Green Space.

Policy SWDPR 7 Green Infrastructure is the overarching strategic policy that seeks to provide for new GI in development and to protect existing green infrastructure. It sets the context for this policy. The wider Green Infrastructure network and its accessibility and connectivity are important considerations in assessing the role of any Green Space within its wider context and its value to the community and wildlife.

Whilst every effort has been made in updating Green Space layer for the SWDP Review Policies Map, the spatial distribution displayed on the layer is not necessarily the full and complete extent of the Green Space coverage in South Worcestershire. Accordingly, there may be additional Green Space coverage which should also be considered in accordance with this policy that does not feature on the SWDP Review Policies Map.

SWDPR 45 Provision of Green Space and Outdoor Community Uses in New Development

- A. Residential development proposals of 10 dwellings¹⁵⁹ or more should make provision for Green Space and outdoor community uses as set out in Table 9, together with secure arrangements for its long-term management and on-going maintenance.**
- B. The total amount of Green Space / outdoor community uses will be provided within the overall quantum of green infrastructure required by SWDPR 7. In addition to Table 9, the precise amount and form of these uses will be informed by local evidence, e.g. neighbourhood plans, the Playing Pitch and Outdoor**

Sports Facilities Strategy (2021), the Joint Strategic Needs Assessment (JSNA) including physical activity and obesity prevalence, parish and town plans and village design statements. Enhancing accessibility to open spaces, e.g. through improvements to the Rights of Way network is also strongly encouraged.

Table 9: Open Space Quantity and Accessibility Standards of Provision

Typology	Open Space Quantity Standards (ha/1,000 population)	Access Standards
Allotments	0.3	720 metres or 15 minute walk time
Amenity Green Space (sites > 0.15ha)	0.7	600 metres or 12-13 minute walk time
Parks and Recreation Grounds (public and private) ¹⁶⁰	0.5	600 metres or 12-13 minute walk time
Play Space (Children)	0.05	600 metres or 12-13 minute walk time
Play Space (Youth)	0.05	720 metres or 15 minute walk time
Natural Green Space	1.0	920 metres or 20 minute walk time
Playing Pitches	No prescribed quantity and accessibility standards.	Refer to SWDPR 46: Playing Fields
Total Provision	2.60 ha/1,000 population	

C. With the exception of Playing Pitches (See SWDPR 46 Playing Fields), information relating to how the provision requirements set out in Table 9 translate into a developer contribution will be set out in an update to the South Worcestershire Developer Contributions SPD.¹⁶¹

D. With the exception of Playing Pitches (See SWDPR 46 Playing Fields), in cases where it would be impractical or inappropriate to deliver all the open space typologies on site, developer contributions towards off-site provision will be sought and secured through legal agreement. For large scale proposals, most typologies will normally be delivered on-site and relate to any site-specific policy requirements, where relevant. In all cases, the developer will be required to secure the long-term maintenance / management arrangements for all Green Space / outdoor community uses on and off-site.

E. On-site provision of Green Space should have regard to the access standards set out in Table 9.

Reasoned Justification for SWDPR 45

The NPPF (paragraph 92) advocates supporting strong, vibrant and healthy communities and this includes the provision of open spaces. Open space is important for sport and recreation purposes, for visual amenity and good mental health and wellbeing, and for its wildlife value.

It is considered that the provision of new functional open space, and the retention or enhancement of existing open space is necessary in order to achieve active, healthy and integrated communities. The type and size of any residential proposal will also be a factor in determining the make-up of the various open space typologies. Quantitative over provision in any single typology does not negate the need to provide for the other typologies, or for quality improvements.

The South Worcestershire Open Space Assessment (2019 - minor updates made in 2021) identifies standards for new open space provision required in the plan area, both in terms of the quantity of open space, by different typologies and its accessibility to the population it will serve, based on an analysis of current facilities. It also refers to quality standards that should be taken into account. Where the required open space provision is challenged, a satisfactory assessment should be undertaken using recognised evidence, e.g. the Open Space Assessment 2019 (minor updates made in 2021), that proves there is excess provision of a particular typology, and that there is also suitable access to alternative provision that is of an acceptable quality.

The South Worcestershire Playing Pitch and Outdoor Sports Facilities Strategy (2021) also informs the need for specific playing pitch and outdoor sports facilities, either for the necessary level of developer contributions to be made towards new provision, or upgrading existing provision, in order to meet new demand created through new residential development. There will be a requirement on some sites to provide on-site pitches as identified in various site-specific allocation policies. Please refer to SWDPR 46 Playing Fields.

Further details of the policy provision requirements of Table 9 will be set out in an update to the South Worcestershire Developer Contributions SPD. Contribution approximations have informed the production of the Infrastructure Delivery plan and viability assessment work updates in terms of the open space provision requirements of Table 9.

SWDPR 46 Playing Fields

- A. Residential¹⁶² and mixed-use development proposals of 10 dwellings or more¹⁶³ should contribute towards playing pitches and built form relating to formal sports pitches/courts (e.g., changing rooms, pavilions, toilets) where applicable, as guided by the Playing Pitch and Outdoor Sports Facilities Strategy (2021), together with secure arrangements for their long-term management and on-going maintenance.**
- B. Development proposals involving the potential loss of playing pitches will not be supported unless:**
- i. an assessment has been undertaken which has clearly shown the playing fields to be surplus to requirements; or**
 - ii. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or**
 - iii. the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.**

Reasoned Justification for SWDPR 46

This policy is consistent with the NPPF that seeks to promote opportunities for social interaction and enable and support healthy lifestyles, through the provision of community, recreation and sports facilities.

The provision of playing fields and built form relating to formal sports pitches/courts (e.g., changing rooms, pavilions, toilets), will be guided by the Playing Pitch and Outdoor Sports Facilities Strategy (2021) and the Indoor Built Sports Facilities Strategy (2021) in ascertaining the level and type of provision required so that it takes account of local circumstances. Provision could be in the form of developer contributions to be made towards new provision, or the upgrading of existing provision, in order to meet new demand created through new residential development. There will be a requirement on certain sites to provide on-site pitches as identified by various site-specific allocation policies.

Where appropriate, provision will be made on-site so that playing pitches are integrated into the development and benefits to the health and wellbeing of new residents are maximised. However, there will be scenarios where off-site provision is required. This may be for new facilities and/or improvements to existing facilities. The types of pitches provided on site, taking account of the needs of the area, existing provision and any identified deficiencies in provision will be informed by the Playing Pitch and Outdoor Sports Facilities Strategy (2021). Contributions will also be required for on-going maintenance, together with secure arrangements for long-term management.

In terms of delivery, in urban areas, the provision of playing fields should ideally be located within development boundaries. Within rural areas, the provision should be located within, or adjoining the settlement.

In the case of any proposals that would result in the loss of playing pitches, a satisfactory assessment should be undertaken in accordance with part B of this policy (using recognised national methodology, e.g. Sport England), that proves there is an excess of similar provision in the appropriate catchment area for playing pitches and that the site is not needed for any other community use.

SWDPR 47 Waterfronts

A. The waterfront locations at Worcester, Droitwich Spa, Evesham, Pershore, Tenbury Wells, and Upton-upon-Severn will be protected and enhanced by:

- i. Ensuring new development establishes a positive relationship with the waterway and takes full advantage of its location, addressing the waterways as a frontage, opening up views and improving public access.**
- ii. Supporting mixed use development proposals, particularly those that enable the public to enjoy the waterside in buildings fronting the waterway, and the provision of public spaces or squares.**
- iii. Protecting and improving access points to the waterway, including paths, towpaths, cycle routes and facilities for launching boats.**
- iv. Making connections with or creating wider opportunities to access active travel routes along the waterway.**
- v. Maintain and enhance water quality, waterway habitats and biodiversity where appropriate.**

Reasoned Justification for SWDPR 47

The valleys of the River Severn, Avon, Teme and their tributaries contribute significantly to the natural character of south Worcestershire, whilst the canal networks are a legacy of the county's industrial heritage. The waterways provide for recreational, tourism and commercial activities for the benefit of the community and local economy. In turn, opportunities will arise both to enhance the quality of the river frontages within the urban areas and, on a wider scale, to improve access along south Worcestershire's waterways.

Waterways also provide an important role in providing and enhancing wildlife habitats and Green Infrastructure, as well as offering opportunities for their protection through the adoption of appropriate management strategies. Conversely, inappropriate waterfront-based development can harm the natural environment both along the waterside and water quality that can have adverse environmental impacts downstream.

In the wider context of supporting approaches to sustainable development, waterway use needs to be flexible enough to allow for possible future opportunities to utilise the local or national network for transportation, energy generation or other purposes, including water conservation and providing a supply for irrigation purposes.

The policy also seeks to ensure new development proposals are appropriate in their use and design and establish a relationship with the waterfrontage and wider waterway. Mixed use developments are more likely to increase the vitality of waterside locations and facilitate better access to the city and town centres.

In developing schemes, regard should be had to the most up to date site specific guidance given by the LPA and Canal and River Trust for publicly accessible river / canal side sites in the main urban areas and canal towpaths.

SWDPR 48 Marinas and Moorings

A. Proposals for marinas, boatyards and leisure moorings, including new-build structures or extensions will be permitted where:

- i. They have regard to all potential users of the waterway and do not result in conflicting uses or unacceptable environmental consequences.**
- ii. They do not interfere with the navigation with the waterway, or, in cases of emergency, prevent safe access or egress onto the waterway.**
- iii. They are located within or adjoining a development boundary, or, in the case of moorings, at a location where there are existing authorised uses for moorings and boating facilities.**
- iv. They make provision for public access on foot and bicycle.**
- v. They maintain and enhance habitats and biodiversity of the waterway as well as water quality downstream.**
- vi. The provision of access, servicing and car parking would not adversely affect amenity, particularly that of a waterway.**
- vii. In the case of leisure moorings, they are for short-stay and subject to an assessment of the number and capacity of existing provision, impact on landscape and provision for safe access.**
- viii. The site has adequate land-based utility infrastructure and support facilities.**

B. Proposals for new commercial moorings and wharfs for vessels engaged in transporting cargo, or providing services for tourists and day visitors will be permitted provided that they meet criteria A i, ii, iv, vi and vii above.

Reasoned Justification for SWDPR 48

A marina is an area that generally contains a concentration of moorings together with supporting facilities such as boat sales, repair facilities, chandlery, club house, car parking, water, fuel and sewage disposal points. Within or adjoining an existing built-up area a well-designed marina can be a positive asset. They may also offer a full range of boat storage and shore facilities for the boat user and provide a focus for waterway traffic. These would normally include sewage, waste, water, secure storage and sanitary facilities. Other types of business may also operate from either a moored boat, e.g., cafes, restaurants and visitor based attractions, or provide boat hire services / cruises for tourists and day visitors bring economic benefits to the locality.

Such development can have an urban appearance and may generate significant road traffic movements; as such they are generally considered inappropriate in smaller settlements and the open countryside. However, it may be appropriate in exceptional circumstances to support the development of larger or more permanent marina facilities outside urban areas.

Moorings cumulatively can have a negative impact on the landscape and visual amenity of the waterway. Whilst most development of permanent moorings will be restricted to basins, marinas and urban locations or sites with an established use for function, where existing land-based facilities are located in a smaller settlements or the open countryside, e.g. a waterside public house, it may be appropriate in exceptional circumstances to support the development of new moorings in the context of this policy.

In particular the policy looks to support and maintain the transfer of cargo via the waterway as a sustainable means of transport and reducing road haulage trips. This is particularly relevant to the River Severn that still maintains a degree of commercial river traffic but would apply to other waterways in south Worcestershire where applicable.

It is also important to ensure that safe access or egress from the waterway to the bank can be maintained in cases of emergency. Therefore, 'breaks' in pontoons / moorings should be included to ensure anyone in the water can sight the bank or be rescued. Off-waterway moorings in basins and 'cuts' may have less visual impact and would aid the flow of waterway traffic and the visual appearance of the bank or towpath.

Recreational leisure boat users require short stay or overnight moorings where the only facilities necessary are mooring posts and preferably public footpath access. This is distinct from permanent residential moorings that are covered by the criteria in SWDPR 49.

Proposals and applications should have regard to the relevant strategies, guidance and policies relating to marinas and moorings published by the appropriate navigation authority, i.e. The Canal and River Trust, Avon Navigation Trust and of the views of the Environment Agency, Natural England and Historic England.

SWDPR 49 Residential Moorings

- A. Where there is scope for residential moorings as part of a marina or basin, or on waterways in urban locations or settlements, planning permission will be granted where:**
- i. They do not conflict with the navigation authority or the Environment Agency's operational requirements.**
 - ii. Necessary site services, such as water supply, electricity and arrangements for the removal of domestic waste, are provided.**
 - iii. There is appropriate permissive access and parking.**
 - iv. There will be no significant adverse effect on the amenity and environmental conservation interest of the waterway, e.g., on towpaths and downstream water and habitat quality.**
 - v. They do not result in a proliferation of residential moorings and waterside facilities in a particular location.**
 - vi. There is safe access from any vessel or from the waterway to dry land in cases of emergency.**

Reasoned Justification for SWDPR 49

Residential moorings are part of the overall housing stock. Although the opportunities are limited, there are a number of positive benefits that include a more inexpensive housing option, the opportunity for sustainable living and increased footfall and surveillance that in turn increases safety for other users.

The acceptability of proposals for such moorings will depend on site circumstances and whether they comply with other policies in the SWDPR, in particular the criteria set out in SWDPR 49. Some boats have on-board services and facilities, e.g., waste pump-out, water and therefore it may not always be necessary to provide these at every new mooring site.

New moorings should provide an acceptable means of safely existing the vessel to dry land in the event of an on-board emergency or flooding. Likewise, it is important that access from the waterway to the bank can be maintained at all times. Therefore 'breaks' in pontoons / moorings should be included to ensure anyone in the water can sight the bank or be rescued.

Any proposals or applications should also have regard to the relevant strategies, guidance and policies relating to moorings published by the appropriate navigation authority, i.e. The Canal and River Trust, Avon Navigation Trust and the views of the Environment Agency, Natural England (with regard to the impact of any development on migratory fish stocks downstream) and Historic England.

SWDPR 50 Equestrian Development

- A. Proposals for Equestrian Development¹⁶⁴ will be permitted in rural locations whereby:**

- i. **it is of an appropriate size and scale, relative to its intended use, and be compatible with the surrounding landscape and uses;**
- ii. **it prioritises (where possible) the re-use of existing buildings and, in the case of construction of a new facility or buildings, is well integrated into the existing built form (where present) and its surroundings;**
- iii. **it is appropriate in terms of siting, design, scale, layout, external materials and appearance;**
- iv. **it does not adversely impact upon the character, appearance or ecology of the landscape and / or any environmental, nature, planning or landscape designation¹⁶⁵ using all published guidance where necessary to appropriately manage land;**
- v. **it can be provided with safe access and does not have an unacceptable impact on local roads;**
- vi. **it does not have a detrimental effect on the amenity of neighbouring properties and wider local area by reason of noise, smell, overlooking, or other general disturbance; and**
- vii. **for commercial equestrian developments, proposals maximise the opportunities to make the location more sustainable.**

B. In all cases, applicants will be expected to demonstrate the adequate provision of land to allow for the proper care of horses, including stabling, grazing and exercise, in accordance with the Equine Industry Welfare Guidelines¹⁶⁶.

Reasoned Justification for SWDPR 50

Planning permission is required for all new development associated with the keeping of horses, including for stables, field shelters, farm diversification to equine activities and commercial equestrian activities. Whilst it is recognised that the keeping and riding of horses are popular countryside pursuits, development involving horses can have a negative effect on the appearance of the countryside, e.g., causing issues of over development and over-grazing where land has been divided up into smaller parcels and higher levels of traffic generation.

The development of commercial equine uses in rural areas such as riding schools and arenas, stud farms, racing or livery stables will be carefully scrutinised to assess their impact, individually and cumulatively, on the purposes and visual amenity of the countryside (especially in the Green Belt and landscape designated areas), and on the local highway network including bridle ways. Proposals should demonstrate how the potential for any opportunities to make the location more sustainable have been maximised – e.g., by improving scope for access on foot, by cycling or by public transport.

Allocations

SWDPR 51 Worcestershire Parkway

Site area: 1,130 hectares

- A. Worcestershire Parkway will be the focus of strategic development for the plan period to 2041. The strategic growth area extends to approximately 1,130 hectares and is bounded by the M5, A44, the North Cotswold and Birmingham to Bristol (or Cross Country) main railway lines and Stoulton to the east.

Vision

- B. Land within the strategic allocation at Worcestershire Parkway will be developed to deliver a new carbon neutral garden settlement of approximately 10,000 dwellings and 50 hectares of employment land in a phased manner. The settlement will be developed using garden community principles, to form a distinctive townscape and outstanding accessible landscape, which will be influenced by the historic character of the area. The garden community will be developed with a town centre at its heart, which is to be delivered as an early phase alongside adjoining neighbourhoods in close proximity to Worcestershire Parkway railway station.

Scale, Development and Phased Delivery

- C. The first phase to be delivered in this Plan period (2021-2041) will comprise approximately 5,000 dwellings, 50 hectares of employment land, a main town centre, with well-connected western and southern neighbourhoods, each with local centres, education provision, supporting services, community facilities, two Traveller sites (10 Gypsy and Traveller pitches per site), sufficient local renewable energy to power the entire development for its lifetime, at least 10% Biodiversity Net Gain (BNG) and 40% Green Infrastructure to be delivered by the end of the Plan period.
- D. The second phase (beyond 2041) will comprise approximately 5,000 additional dwellings (total 10,000 dwellings) and a further two local centres. This will require the delivery of further infrastructure including education provision, supporting services and community facilities.
- E. The settlement must be self-sufficient regarding transport, utilities, education, health, community, and other infrastructure, where necessary allowing for the expansion and improvement of nearby facilities.

Key Principles and Requirements

- F. Proposals to develop land within the strategic allocation will be expected to come forward in accordance with the requirements in i – iii below.

Proposals to develop land within the strategic allocation at Worcestershire Parkway are required to deliver:

- i. **approximately 10,000 new dwellings (5,000 dwellings in this Plan period), including:**
 - 1. **40% affordable housing in accordance with SWDPR 18;**
 - 2. **a mix of types and sizes of market housing in accordance with SWDPR 16; and**
 - 3. **an overall site-wide average net density of 40 dwellings per hectare, with higher density development required within the town centre and in close proximity to the railway station.**
- ii. **approximately 50 hectares of dedicated employment land for Class E(g), B2 and B8 uses, the majority to be located near to Junction 7 of the M5 with additional provision close to the A44 as shown in the Concept Plan;**
- iii. **a main town centre with uses as stated in the National Planning Policy Framework;**
- iv. **two secondary schools, seven primary schools including nursery provision, one special educational needs school and further education provision to be delivered as specified in the Infrastructure Delivery Plan schedule;**
- v. **supporting retail, services and other community facilities, including, but not limited to:**
 - 1. **provision of a main town centre serving the new settlement as a whole, and 4 local centres serving the neighbourhoods;**
 - 2. **a leisure centre, youth centres, sports facilities and playing pitches e.g. football, rugby and cricket pitches including ancillary facilities i.e. pavilions, changing rooms and toilets;**
 - 3. **a public administration centre, civic spaces, community facilities (including a Multi-purpose Community Centre; faith spaces; arts, cultural, exhibition, library and visitor facilities);**
 - 4. **Emergency Services Department, e.g. a combined ambulance, fire and police post subject to requirements; and**
 - 5. **Health Infrastructure, e.g. primary care centre and GP surgeries.**
- vi. **2 Traveller sites (10 pitches / plots per site) for Gypsies, Travellers or Travelling Showpeople within or on the edge of the new settlement in accordance with SWDPR 19;**
- vii. **a Movement Strategy which prioritises walking, cycling and access to public transport and demonstrates how this priority has informed the design of the new settlement. Critical transport infrastructure, referring**

to the Infrastructure Delivery Plan schedule, includes, but is not limited to:

1. improving surrounding road junctions, including Junctions 6 and 7 of the M5;
2. a new development access road linking the B4084 and the Railway Station with the A44, this must include a new suitable access to Mucknell Abbey;
3. a new development access road to link the main town centre and southern neighbourhoods with the B4084, ensuring that this route avoids the settlement of Stoulton (also referred to as the Stoulton Bypass);
4. two new railway crossings suitable for emergency services use, facilitating active travel i.e. walking and cycling, and further providing enhanced habitat connectivity; a third railway crossing location between Abbotswood and Littleworth must be safeguarded;
5. additional platform and further dualling of the North Cotswold Line (including the safeguarding of land to deliver this) between Worcestershire Parkway and Worcester Shrub Hill Station to deliver the aspirations of Worcestershire Rail Investment Strategy;
6. cycling and walking networks to provide direct and safe connections throughout and between the main town centre, local centres, Pershore and Worcester (including enhancements to the bridge and underpass over the M5) as set out in the Movement Strategy; dedicated cycle way provision must avoid M5 Junction 7;
7. a network of commercial and visitor mobility hubs across the settlement including a large central hub located on the site of the Railway Station. Each hub will broadly include electric vehicle charging points, cycle and e-mobility hire, storage lockers and a last mile delivery solution using appropriate technologies.
8. the expansion of the existing Park and Rail interchange facility and additional supporting Park and Rail facilities off Woodbury Lane.
9. a traffic monitor and manage strategy shall be submitted for approval by the Local Planning Authority in consultation with the Local Highway Authority, National Highways and other relevant authorities in relation to traffic movement and impact on the surrounding road network;

- 10. proposals will be required to demonstrate that necessary highways capacity is available for each quantum of development, taking into account cumulative development of the garden settlement, set within the monitor and manage framework relating to both the Strategic Road Network and Local Highways Network; and**
 - 11. a manage and monitor approach will be adopted through the Plan period to inform when, or if, mitigation shall be required and implemented in relation to the Local and Strategic Road Networks, and specifically M5 Junctions 6 and 7. Mitigation will be delivered in accordance with schemes approved by National Highways and the relevant Local Highway Authority, and the mitigation frameworks for the Strategic and Local Highway Networks.**
- viii. sustainable design and construction, including:**
- 1. the preparation of an Energy and Carbon Strategy. This must be prepared by the site promoters and approved by the Local Planning Authority. The strategy must demonstrate how best practice in energy conservation and generation will be achieved at both the micro- and macro-level in homes and commercial buildings. The strategy should specify the potential for a site-wide heat and power network and decentralised energy networks;**
 - 2. strategically designed and appropriately phased utilities infrastructure which prioritises delivery of the town centre, employing the most up to date technologies to ensure a smart, sustainable and resilient foundation for renewable or carbon neutral energy: installation and use of decentralised heat networks; and Energy Generation including solar power and storage sufficient to power the requirements of the development that cannot be achieved at individual dwellings and buildings;**
 - 3. no built development in any part of the new settlement at high risk of flooding (whether existing or future), as defined in the Strategic Flood Risk Assessment and / or site-specific Flood Risk Assessment;**
 - 4. a comprehensive site-wide drainage strategy to manage all water drainage. This must be prepared by the site promoters and approved by the Local Planning Authority. Proposals should have due regard to the SuDs hierarchy that is set out in SWDPR 35;**
 - 5. broadband and Mobile Infrastructure provision including appropriate gigabit capable broadband infrastructure with Fibre to the Premises (FTTP) and facilitation of 5G (or latest equivalent) in accordance with SWDPR 32;**

6. **planning applications must be accompanied by a minerals resource assessment which includes information concerning the availability of minerals within the site, their scarcity, the timescale for the development and the practicality and viability of the prior extraction of any identified mineral resources;**
 7. **the design and layout of the development will be landscape-led. Applications are required to be accompanied by a landscape and visual impact assessment that should inform the landscaping scheme at a structural and local level. The assessment should consider the proposal itself and any cumulative impacts arising from developments in the vicinity of the proposal;**
 8. **neighbourhoods, buildings and spaces within the settlement shall be planned to create a unique and distinctive character, taking advantage of long-range and local views to create interest and drawing on the historic character of the area; and**
 9. **design codes will be prepared by the Local Planning Authority and must be adhered to, to direct all phases of development with the participation of the local community. The codes should establish the parameters for achieving the highest standards of urban design, architecture and landscaping.**
- ix. **a Green and Blue infrastructure strategy must be prepared to enhance existing and create new green and blue infrastructure assets. This must be prepared by the site promoters and approved by the Local Planning Authority. The strategic allocation is required to deliver a minimum of 40% Green Infrastructure (excluding private gardens) in accordance with SWDPR 7, including:**
1. **community parks and community greens;**
 2. **community allotments and community orchards;**
 3. **green buffers to maintain the settlement's identity as a separate settlement and also to protect existing settlements e.g. Stoulton; and**
 4. **Local Equipped Areas of Play (LEAPs), Local Areas of Play (LAPs) and Neighbourhood Equipped Areas of Play (NEAPs).**
- x. **provision of substantial biodiversity enhancements and appropriate landscaping measures to ensure that each phase makes provision for at least a 10% net biodiversity gain on site, demonstrated and secured in perpetuity (at least 30 years) including:**
1. **provision of a Green Infrastructure / biodiversity corridor linking watercourses which provide habitat connections; and**

2. no development will be permitted at Cooksholme Meadow SSSI. However, biodiversity net gains should be used to enhance the habitat connectivity of the SSSI.
- xi. in compliance with Policy SWDPR 27, proposals will be required to ensure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in-combination with other plans or projects;
 - xii. contributions to new or improved infrastructure in accordance with SWDPR 9, referring to the Infrastructure Delivery Plan, including, but not limited to education, transport, sporting and recreational facilities, emergency and healthcare services; and
 - xiii. a Heritage and Archaeology Strategy shall be prepared by the site promoters and approved by the Local Planning Authority. This must identify how the development will conserve and enhance local heritage assets and their setting, including the Scheduled Monument Crookbarrow Hill, the Grade II* Spetchley Park and Grade II* Spetchley Hall, and any other designated or non-designated heritage assets identified. Any planning application shall be supported by a detailed heritage strategy, setting out how the long term, viable use of heritage assets will be established and where necessary providing mechanisms for their integration into the development. The Strategy shall be informed by a Conservation Management Plan (CMP) setting out the management of the site. The implementation of the Heritage Strategy and undertaking of works onsite with potential to affect heritage assets will need attentive management.

This must comprise an initial archaeological assessment guiding archaeological works, to inform decisions about preservation in situ or investigation. The Heritage and Archaeology Strategy should be kept under active review.

Delivery and Implementation

- G. The proposed new settlement will deliver a scheme in accordance with an agreed comprehensive masterplan including green infrastructure for the site allocation. The masterplan must be compliant with the Concept Plan (Figure 1), the Local Planning Authority's future Spatial Framework, garden community principles and adhere to the design codes contained in the South Worcestershire Design SPD. The masterplan will be prepared by the site promoters in collaboration and agreed with the Local Planning Authority in consultation with Worcestershire County Council.
- H. The number and phasing of dwellings to be permitted, and the timing of housing delivery will be directly linked to the delivery of critical and necessary infrastructure, in particular the delivery of the new development access road connecting the B4084 and the Railway Station with the A44, which must be in

place to serve development. Proposals which would deliver unsustainable, disconnected and isolated development will be refused.

- I. Critical and necessary infrastructure, including, but not limited to transport and highways mitigation, education infrastructure, utilities, potable water and wastewater, must be provided in accordance with the Infrastructure Delivery Plan schedule at Appendix X and a delivery strategy which sets out broadly how the development is to be phased and delivered, unless it can be demonstrated that:
 - i. relevant infrastructure capacity is readily available to service the quantum of development proposed;**
 - ii. the relevant infrastructure will be provided in advance of the proposed development; or**
 - iii. alternative provision can be secured and agreed with the relevant provider and the Local Planning Authority to meet the relevant requirement.****

- J. Within the early phases, development shall provide homes in neighbourhoods located in and around the main town centre, well-connected to the main town centre by a walking, cycling and public transport network. A higher proportion of smaller residential units serving all age groups is required close to the main town centre and railway station.**

Reasoned Justification for SWDPR 51

Policy SWDPR2 sets out the housing requirements across South Worcestershire to 2041, which equates to 26,360 additional new dwellings. Paragraph 73 of the National Planning Policy Framework (NPPF) 2021 states that “the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport mode).”

Local Planning Authorities are encouraged to identify suitable locations for such development where this can help to meet identified needs in a sustainable way, particularly through the provision of appropriate infrastructure and clear expectations for the quality of the development, with a vision that looks ahead over 30 years.

The limited capacity of the urban area to meet the needs of Worcester City and the growing population of South Worcestershire justifies the need to find land for new housing development through the allocation of a new settlement.

Several options for the future development strategy were tested as part of the preferred options stage of the SWDP review. Worcestershire Parkway emerged as one of the most sustainable options as it offers the opportunity to deliver a new settlement using Garden Community principles based around a new railway station and its location within 3km of Worcester makes it a good area to meet some of the City’s and sub-region’s unmet housing and employment needs. In addition, there is sufficient land outside of the site’s key

constraints, i.e., flood zones 2 and 3, the green belt and the AONB, to deliver the proposed development.

One of the site's main assets is its national and local connectivity. In addition to the convenient access to the railway station, the site is also well-located for the Strategic Road Network and benefits from a strong Public Rights of Way (PROW) network. These attributes will enable a comprehensive, sustainable movement network to be developed.

The new development access road connecting the B4084 and the Railway Station with the A44 must be in place to serve development. This is to ensure that traffic levels are minimised in the town centre and that adverse impacts for neighbouring settlements are mitigated. The new access to Mucknell Abbey is required to ensure that its operational activities are not prejudiced.

The new development access road to link the main town centre and southern neighbourhoods with the B4084, is required to ensure that traffic does not create adverse impacts for the settlement of Stoulton (also referred to as the Stoulton Bypass).

The railway crossings identified above and in the Concept Plan are required to avoid severance of communities, facilitate sustainable active travel and to ensure the 'Living Locally' concept is achieved across the new settlement.

The site also benefits from a strong, highly attractive and varied landscape characterised by woodlands, linear tree cover along streams and hedgerow tree field boundaries. In addition, the Historic Parkland Garden assets such as Spetchley Park and Gardens, Wood Hall, and Norton Hall within the boundary of the growth area and Croome Court located further south all provide a strong sense of place and identity in which to set the proposed development.

Heritage assets within the area include Mucknell Abbey, which dates to the doomsday period and the Scheduled Monument at Crookbarrow Hill. There are two Conservation Areas at Stoulton and Whittington Village and a couple of landmark Churches. The historic farmsteads of Upper Wolverton Farm, Wood Hall Farm, Windmill Hill Farm and Old House Farm also provide historic character and are sensitive historic assets to conserve and enhance.

Worcestershire Parkway is not just about the delivery of new homes. The site will deliver a mix of house types to meet a range of needs, including 40% affordable housing – all at a density of 40 dwelling per hectare. An area of employment land will deliver Class E(g), B2 and B8 use class employment uses and a new town centre will provide a range of day-to-day needs. Schools, health and other community facilities, including for sport and recreation will also be provided. The site will also benefit from the delivery of in excess of 40% green infrastructure which will include a community park and other smaller neighbourhood parks that will contain several LAPs, LEAPs and NEAPs. Several neighbourhoods will be planned throughout the site which will be linked to the social and community facilities by a network of safe and convenient pedestrian and cycle paths. The 'Living Locally' concept will also be applied which means that everyone will be able to meet their daily needs within a walkable catchment of 20 minutes.

The development is required to be carbon neutral i.e. activity that causes no net release of carbon dioxide and other greenhouse gas emissions into the atmosphere. This means

reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand emissions into the atmosphere.

Along with an assessment of the viability of the site, a comprehensive Infrastructure Development Plan (IDP) has been prepared that sets out the infrastructure required for the development of a sustainable community at Worcestershire Parkway. Both the viability assessment and the IDP confirm that all of the strategic infrastructure necessary to enable the development to progress can be implemented. However, some of this infrastructure will be required early in the plan period to enable construction and delivery of the site.

Landowners have indicated their support for the proposal and have been working closely with the local authority and Homes England throughout the plan preparation process. Therefore, it is anticipated that delivery of the site is achievable within the Plan period and that there will be additional capacity to be delivered post 2041. The phasing of the development, including the implementation of the infrastructure, will be set out within a future masterplan for the site.

A Spatial Framework document will be prepared and adopted as a Supplementary Planning Document (SPD) for the strategic allocation to provide further detailed policy and guidance to ensure the comprehensive development and delivery of Worcestershire Parkway in accordance with this policy.

The SPD will provide a vision and objectives, outline constraints and opportunities, development and design principles including guidance on appropriate residential densities, provide a spatial framework plan which builds upon the Concept Plan and provide guidance for phasing, delivery and stewardship.

This SPD will be prepared by the Local Planning Authority in collaboration with Worcestershire County Council, site promoters and stakeholders. In addition, Site-specific Design Codes will be prepared and approved for the new settlement including specific codes for the main town centre and neighbourhoods to build upon design guidance in the Spatial Framework SPD and the adopted South Worcestershire Design Guide SPD and the emerging Part 2 Design Guide SPD.

Community assets such as parks, community centres and public transport are vital elements of high-quality, attractive places and are important when developing a new settlement such as Worcestershire Parkway. Delivering a successful new community requires a clear understanding of how assets generated by the development process will be managed in perpetuity.

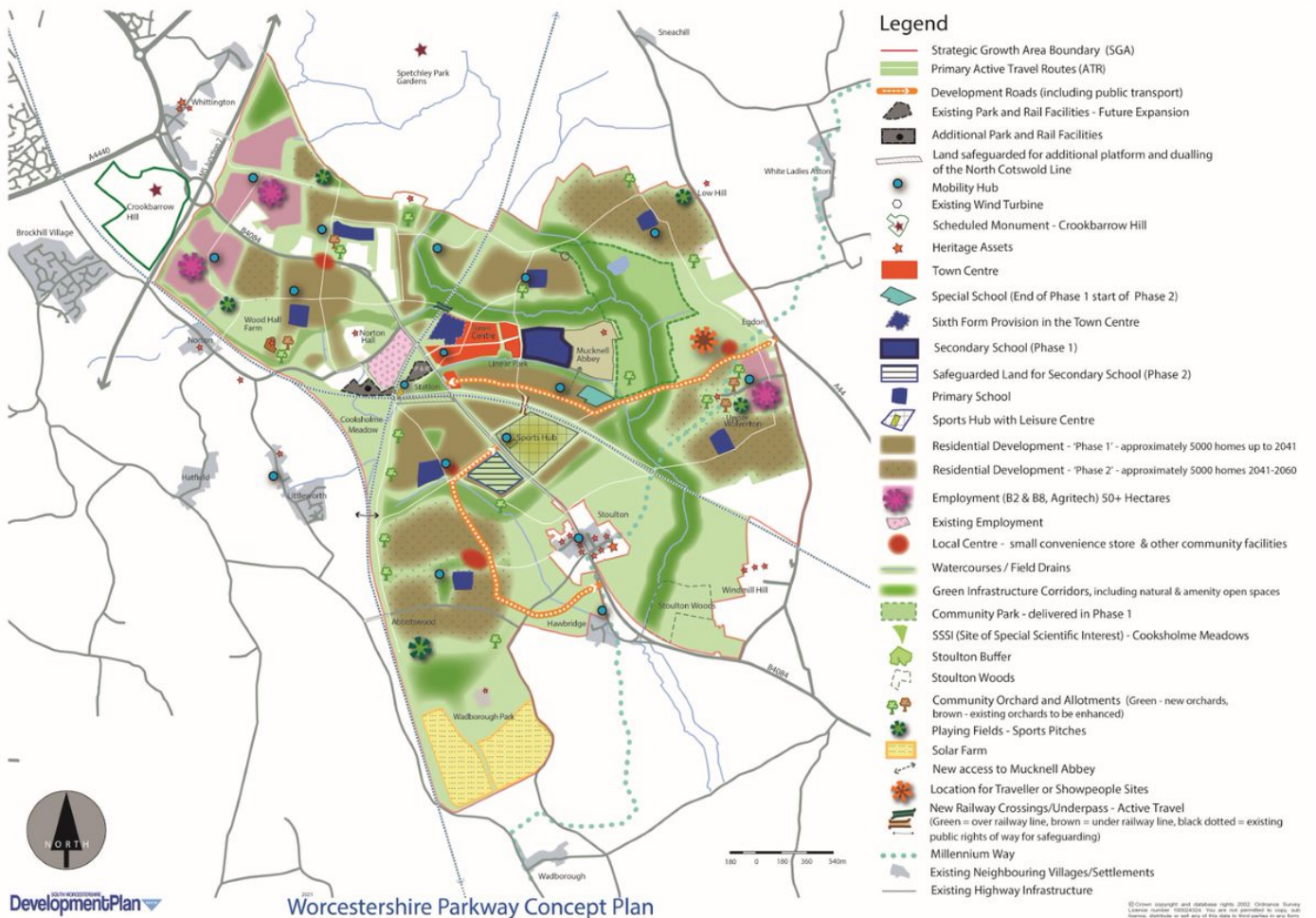
When developing Worcestershire Parkway as a new settlement within the area, Wychavon District Council and its partners will consider a range of stewardship bodies and financial models, with the aim of putting local people at the heart of everything to ensure the new garden community is locally led.

As outlined in the Plan HRA, potentially functionally linked land associated with the Severn Estuary SPA and Severn Estuary Ramsar, known as the River Severn (Northwich to Diglis) bird site, covers a large area of riverside habitat, within the floodplain, along approx. 4,400m of the River Severn in the centre of Worcester. Given the proximity of allocations set out in Policy SWDPR 51, the Plan HRA has identified potential adverse urbanisation effects and

mitigation to address these. Mitigation should be addressed through site design when further details on the layout are known (as set out in the Plan HRA) and, where required, project level HRA undertaken to ensure compliance with Policy SWDPR 27.

South Worcestershire is identified in a Minerals Consultation Area in the adopted Worcestershire Minerals Local Plan. Development proposals within the Minerals Consultation Area will need to address the mineral resource safeguarding policy requirements of the Worcestershire Minerals Local Plan, undertaking a minerals resource assessment to inform design and to optimise opportunities for the partial extraction or incidental recovery of the underlying mineral resource either in advance of development taking place or in phases alongside it.

Figure 1 – Worcestershire Parkway Concept Plan



SWDPR 52 Land at Throckmorton New Settlement

Site area: 755.183 hectares

- A. Land within the strategic allocation¹⁶⁷ at Throckmorton new settlement will be developed to deliver a carbon neutral, sustainable settlement of approximately 5,000 dwellings and 60 hectares of employment land. The first phase (2030 – 2041) will comprise approximately 2,000 dwellings, a minimum of 20 hectares of employment land, local / town centre uses, educational provision, 1 Traveller site, sufficient local renewable energy to power the entire development for its lifetime, at least 10% Biodiversity Net Gain (BNG) and 40% Green Infrastructure which will be delivered by the end of the plan period. It is anticipated that phase 1 of the development will not commence until approximately 2030 when the critical movement and educational infrastructure will have been provided.**
- B. In order to ensure that this new settlement is self-contained, it is anticipated that in phase 2 (beyond 2041) an additional 3,000 dwellings (total of 5,000) will be delivered, which would generate the need for additional educational provision, plus the balance of employment land (total of 60 ha) and additional supporting services and community facilities.**
- C. The settlement must be self-sufficient regarding transport, utilities, education, health, community, and other infrastructure, where necessary allowing for the expansion and improvement of nearby facilities.**
- D. Proposals to develop land within the strategic allocation will be expected to come forward in accordance with the requirements in i – iii below.**
- E. Proposals to develop land within the strategic allocation at Throckmorton will be expected to deliver:**
 - i. Critical movement infrastructure to include:**
 - 1. a new link road from the A44 to the centre of the new settlement;**
 - 2. a dedicated and direct primary active travel route linking Pershore Railway Station to the centre of the new settlement;**
 - 3. the provision of an electric shuttle bus (or equivalent) linking the site with Pershore Railway Station, Worcestershire Parkway and nearby settlements as part of the active travel network;**
 - 4. enhancements to Pershore Railway Station to include a second platform, a 500-space car park and a pedestrian bridge over the railway tracks; and**
 - 5. junction improvements, public footpaths and mobility hubs throughout the new settlement. Each mobility hub will broadly include electric vehicle charging points, cycle and e-mobility hire, storage lockers and a last mile delivery solution using appropriate technologies.**

The provision of this critical movement infrastructure will provide the catalyst for development at Throckmorton new settlement and therefore the new link road and primary active travel route linking Pershore Railway Station to the centre of the new settlement must be provided before the first occupation of development.

- ii. **Approximately 2,000 dwellings within the plan period (with a further 3,000 dwellings beyond 2041) including:**
 - 1. **40% affordable housing in accordance with SWDPR 18;**
 - 2. **a mix of types and sizes of market housing in accordance with SWDPR 16; and**
 - 3. **an overall site-wide average net density determined through masterplanning with an indicative density of 40 dwellings per hectare in accordance with SWDPR 18, with higher density development (serving all age groups) situated within and around the new local / town centre and lower density development across the site where appropriate.**
- iii. **A comprehensive network of additional active travel routes that are designed to prioritise pedestrian and cycle movement over motorised vehicles. Active travel routes should be direct, safe and convenient and link residential areas, the town centre, schools, employment areas and surrounding villages.**
- iv. **A minimum of 20 hectares of job generating employment land within the plan period (with the overall balance being provided beyond 2041), predominantly on land adjacent to the A44 and also within the town centre, including:**
 - 1. **a clean, green local / town centre beyond 2041, including providing services, retail etc with appropriate facilities and flexible workspace;**
 - 2. **provision for small to mid-sized business starter units; and**
 - 3. **increased levels of local energy generation building on the ethos of existing schemes within the area.**

Support will also be given to the provision of an agricultural technology centre of excellence that fosters the ethos of advancing appropriate skills, knowledge and techniques.

- v. **Education facilities to be delivered as specified in the Infrastructure Delivery Plan schedule to include:**

Phase One:

- 1. **one Primary School with nursery provision;**

2. one All-through School with nursery, primary and secondary provision ;
3. space identified in local communities to support sufficient private nursery provision; and
4. contributions towards Special Educational Needs and Disability (SEND) provision.

Phase Two:

1. three Primary Schools with nursery provision (plus additional provision dependent on need);
2. one Secondary School (conversion of phase 1 All-through school);
3. space identified in local communities to support sufficient additional nursery provision; and
4. space identified for Post-16 provision.

vi. Supporting services and other community facilities, including:

1. provision of centrally located convenience floorspace that meets the day-to-day needs of the local community without impacting on the vitality and viability of existing centres in accordance with SWDPR 12;
2. new sports facilities, playing pitches¹⁶⁸ and associated ancillary facilities (changing rooms, social facilities and car parking) outside any high flood risk areas. These facilities will be clustered throughout the new settlement, with consideration given to co-locating sports facilities with other community facilities, and their future maintenance and management will be secured by developers;
3. new community halls (as required);
4. new medical / health facilities (as required).

vii. A 10-pitch site for Gypsies or Travellers within or on the edge of the SGA in accordance with SWDPR 20.

viii. Sustainable design and construction, including:

1. the preparation of an Energy and Carbon Strategy. This must be prepared by the site promoters and approved by the Local Planning Authority. The strategy must demonstrate how best practice in energy conservation and generation will be achieved at both the micro- and macro-level in homes and commercial buildings. The strategy should specify the potential for a site-

wide heat and power network and decentralised energy networks;

- 2. reducing energy demand in line with the principles of the energy hierarchy by implementing a high energy efficient, fabric first approach to construction in accordance with policy SWDPR 26;**
- 3. providing 100% of the energy demand via renewable and low carbon sources located locally to power the whole development for its lifetime. Opportunities should also be examined for the provision of a decentralised heat network and local heat regeneration including harnessing energy from waste;**
- 4. adapting to and mitigating against the impacts of future climate change, including carbon sequestration, water management and temperature extremes;**
- 5. no built development in any part of the new settlement at high risk of flooding (whether existing or future), as defined in the latest Strategic Flood Risk Assessment and / or site-specific Flood Risk Assessment;**
- 6. management of surface water drainage in accordance with the SuDs hierarchy that is set out in SWDPR 35;**
- 7. all residential development to be provided with Electric Vehicle (EV) charging infrastructure (both individual and communal). For all other development the required EV charging infrastructure will be determined by the proposed use, scale, location and indicative likely need;**
- 8. meeting appropriate standards in terms of construction practices to ensure no runoff of sediments / pollutants to the river in line with latest EA guidance;**
- 9. neighbourhoods, buildings and spaces within the settlement shall be planned to create a unique and distinctive character, taking advantage of long-range and local views to create interest and drawing on the historic character of the area and its previous use as a former WW2 airfield; and**
- 10. design codes will be prepared by the Local Planning Authority and must be adhered to, to direct all phases of development with the participation of the local community. The codes should establish the parameters for achieving the highest standards of urban design, architecture and landscaping.**

Careful consideration should be given to the type of energy generation proposed in terms of any associated emissions to air and the wider environment to ensure an environmentally sound approach.

- ix. **The provision of 40% Green Infrastructure (excluding private gardens) within a site layout that will have regard to the latest County Landscape Character Assessment – taking into account the identified Key Characteristics and Landscape Guidelines for the relevant Landscape Types in accordance with SWDPR 7, including:**
- 1. community Orchard / Allotments;**
 - 2. amenity land and semi-natural greenspace distributed throughout the new settlement;**
 - 3. Local Equipped Areas of Play (LEAPs), Local Areas of Play (LAPs) and Neighbourhood Equipped Areas of Play (NEAPs); and**
 - 4. other types of provision as set out in SWDPR 45.**
- x. **The provision of a network of open spaces that will positively contribute to conservation, restoration and the creation of coherent ecological networks that will deliver at least 10% biodiversity net gain throughout, including:**
- 1. provision of Green Infrastructure / biodiversity corridors linking watercourses which provide habitat connections;**
 - 2. enhancement of existing areas of biodiversity and the key county reptile site; and**
 - 3. the provision of green space buffers around Throckmorton village to protect its historical identity and to separate the new settlement from Bishampton, Pinvin, Pershore, Lower Moor and Wyre Piddle.**
- xi. **In compliance with Policy SWDPR 27, proposals will be required to ensure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in-combination with other plans or projects.**
- xii. **Contributions to new infrastructure in accordance with SWDPR 9, referring to the Infrastructure Delivery Plan, including education, transport, sporting and recreational facilities, emergency and healthcare services.**
- xiii. **Health and Wellbeing consideration in accordance with SWDPR 10, in particular ensuring an environment is created that caters for the needs of all age groups, incorporating inclusive/adaptable design¹⁶⁹ to meet an individual's changing needs throughout their lifetime.**
- xiv. **Broadband and Mobile Infrastructure provision including appropriate gigabit capable broadband infrastructure with Fibre to the Premises (FTTP) and facilitation of 5G (or latest equivalent) in accordance with SWDPR 32;**

- xv. **Required upgrades to Wastewater Treatment Works in a timely manner¹⁷⁰;**
 - xvi. **Development is required to take into account the landfill operations and/or post-restoration of the landfill.**
 - xvii. **Proposals must be accompanied by a minerals resource assessment which includes information concerning the availability of minerals within the site, their scarcity, the timescale for the development and the practicality and viability of the prior extraction of any identified mineral resources.**
- F. The proposed new settlement will deliver a scheme in accordance with an agreed comprehensive masterplan including green infrastructure for the site allocation. The masterplan must be compliant with the Concept Plan (Figure 2), garden community principles and adhere to the design codes contained in the South Worcestershire Design SPD. The masterplan will be prepared by the site promoters in collaboration and agreed with the Local Planning Authority in consultation with Worcestershire County Council.**
- G. The number and phasing of dwellings to be permitted, and the timing of housing delivery will be directly linked to the delivery of critical and necessary infrastructure. This will be agreed and conditioned through the planning application process, in consultation with the Local Planning Authority. Proposals which would deliver unsustainable, disconnected and isolated development will be refused.**
- H. Critical and necessary infrastructure, including, but not limited to transport and highways mitigation, education infrastructure, utilities, potable water and wastewater, must be provided in accordance with the Infrastructure Delivery Plan schedule at Appendix X and a delivery strategy which sets out broadly how the development is to be phased and delivered, unless it can be demonstrated that:**
- i. relevant infrastructure capacity is readily available to service the quantum of development proposed;**
 - ii. the relevant infrastructure will be provided in advance of the proposed development; or**
 - iii. alternative provision can be secured and agreed with the relevant provider and the Local Planning Authority to meet the relevant requirement.**

Figure 2 – Throckmorton New Settlement Concept Plan



Reasoned Justification for SWDPR 52

Throckmorton is one of three proposed Strategic Growth Areas (SGA), or new settlements, to help meet the housing and employment needs of the SWDPR. The first phase of Throckmorton SGA is proposed to come forward from approximately 2030 with 2,000 dwellings and 20 hectares of employment land, and the second phase post 2041 delivering the remainder (approximately an additional 3,000 dwellings and 40 hectares of employment land). It is intended that Throckmorton SGA will be a self-contained settlement with sufficient social, environment and physical infrastructure to meet its own needs. The main infrastructure required is listed above in the policy and a masterplan will be produced to inform the development of the site.

Throckmorton Airfield is the former RAF Pershore site which is now in a range of employment uses with several different businesses operating from the site. It is classed as Previously Developed Land (Brownfield Land). The Airfield includes 5 hangars, a control tower and a series of runways and concrete hard standings separated with significant amounts of open space, some of which is categorised as a range of Priority Grassland. It is envisaged that the former airfield itself will form the new local / town centre of the new settlement.

Good accessibility to a railway station is one of the fundamental objectives of the SWDPR SGAs. For Throckmorton SGA it is critical that a primary direct active travel link connecting the new settlement to Pershore Railway Station is provided prior to any new residential development being occupied. The primary active travel route will offer quick and efficient access by bus, cycle or on foot to the North Cotswolds railway line and wider rail network.

This will enable the SGA to offer a range of sustainable transport options for its residents and users reducing the reliance upon private cars.

The construction of the new link road to the A44 will be provided to facilitate the delivery of the new town centre and its associated uses. This will ensure the majority of traffic from the site is directed to the A44 thereby minimising the use of more minor roads.

Another key element of infrastructure that must be provided in advance of the residential development coming forward is the provision of the necessary educational facilities to serve the development in phases.

Social Infrastructure

The SGA will provide a range of uses, such as schools, health centre, sports, recreational and community facilities to cater for the social needs of the new residents, workers and visitors to the Throckmorton SGA to maximise self-containment and minimise the necessity to travel to other settlements to meet these needs. Without on-site provision of these facilities residents would be forced to travel further afield most probably in their private cars. The delivery of these facilities will be phased to meet the evolving needs of the SGA and balanced to prevent residents' reliance on facilities in neighbouring settlements whilst avoiding drawing in users from the other settlements.

Environmental Infrastructure

The design of Throckmorton will be landscape led as informed by the Strategic Landscape Visual Impact Assessment to maximise the opportunities its environmental assets offer and the potential for their safeguarding and improvement. Acting upon the findings of the ecological assessments will allow the SGA to positively contribute to conservation, restoration and creation of coherent ecological networks and deliver biodiversity net gain throughout.

South Worcestershire is identified in a Minerals Consultation Area in the adopted Worcestershire Minerals Local Plan. Development proposals within the Minerals Consultation Area will need to address the mineral resource safeguarding policy requirements of the Worcestershire Minerals Local Plan, undertaking a minerals resource assessment to inform design and to optimise opportunities for the partial extraction or incidental recovery of the underlying mineral resource either in advance of development taking place or in phases alongside it.

Archaeology and Heritage

The landscape surrounding and including Throckmorton Airfield is rich with evidence of past anthropogenic occupation and agricultural activity. The archaeological record notes evidence from the Bronze Age, Iron Age, Romano-British period, Medieval and Post Medieval. Desk based and field studies investigating the archaeological potential of the site will be used to inform the masterplan for the site. An evaluative survey will be required in sensitive areas of the SGA prior to the determination of planning applications due to the high archaeological potential within the environs.

The nearby listed buildings and Scheduled Monuments and their settings, most of which are within and around Throckmorton village, will be protected. The important non-designated

heritage assets including the runways and key buildings (Control Tower and Hangar 3) will also be retained to preserve the sites history and provide a unique and distinctive identity.

Landfill

There is an existing landfill operation within the SGA and its use is anticipated to continue post 2030. The existing operations will be protected by phasing, and any future planning applications will have to take account of, and demonstrate that they will not conflict with, the landfill operations and/or post-restoration. The landfill offers the potential to provide development opportunities including employment uses in phase 2, renewable energy production, land to enhance and offset biodiversity and the enhancement of an existing key county reptile site situated within. The landfill activities are envisaged to cease before phase 2 of the development commences in 2041 and as such is considered to have the ability to significantly contribute to the overall scheme. Careful consideration needs to be given to the redevelopment of landfilled areas and detailed risk assessments will be required to establish that the land can be made suitable for its proposed use in relation to contamination and ground gases and the associated risks to human health and the wider environment.

Development proposals within 250m of an existing waste management facility will be required to demonstrate that i) they would not prevent, hinder or unreasonably restrict the operation of the existing waste management site and ii) they would include any necessary mitigation measures to ensure that the operation of the existing business would not have an adverse effect on the new development.

Biodiversity

As outlined in the Plan HRA, potentially functionally linked land associated with the Severn Estuary SPA and Severn Estuary Ramsar, known as Pershore Wetland Meadows, covers approximately 24ha of public land along the banks of the River Avon in Pershore town. Given the proximity of allocations set out in Policy SWDPR 52, the Plan HRA has identified potential adverse urbanisation effects and mitigation to address these. Mitigation should be addressed through site design when further details on the layout are known (as set out in the Plan HRA) and, where required, project level HRA undertaken to ensure compliance with Policy SWDPR 27.

SWDPR 53 Rushwick Expanded Settlement

Site area: 84.29 hectares¹⁷¹

- A. Land within the strategic allocation at Rushwick will be developed to deliver approximately 1,000 new dwellings within the Plan period, provide at least 5 hectares of employment land, a new railway station, a new primary school, retail and supporting services and other community facilities. Land for 10 Travelling Showpeople plots will be provided within or on the edge of the expanded settlement.**
- B. Development will not begin until the land necessary for the future delivery of the railway station and associated infrastructure has been secured to ensure the operational delivery of the railway station during the Plan period.**
- C. Proposals to develop land within the strategic allocation will be expected to come forward in accordance with the requirements in i – iv below.**
- D. Proposals to develop land within the strategic allocation at Rushwick will be required to:**
 - i. safeguard land prior to commencement of development for a new railway station, associated infrastructure and car park with up to 500 car parking spaces;**
 - ii. deliver the railway station and associated infrastructure (including cycling and e-mobility facilities) within the Plan period;**
 - iii. deliver approximately 1,000 new dwellings, including:**
 - 1. up to 40% affordable housing in accordance with SWDPR 18;**
 - 2. a mix of types and sizes of market housing in accordance with SWDPR 16; and**
 - 3. an overall site-wide average net density of 35 dwellings per hectare, with higher density development encouraged around the railway station and local centre.**
 - iv. deliver at least 5 hectares of dedicated employment land on the edge of the settlement with good access to the A4103 and A4440;**
 - v. deliver a new centrally located 2 form entry primary school including nursery provision (as specified in the IDP schedule);**
 - vi. deliver supporting services and other community facilities, including:**
 - 1. centrally located convenience floorspace that meets the day-to-day needs of the local community only without impacting on the vitality and viability of existing centres in accordance with SWDPR 12;**

2. new sports facilities and playing pitches close to the existing cricket club to provide a cluster of sports facilities; and
 3. a new or improved Village Hall.
- vii. deliver all necessary transport infrastructure, referring to the Infrastructure Delivery Plan, including, but not limited to:
1. an active travel bridge across the railway to serve the railway station;
 2. junction improvements on A4103 to provide access to the west of Rushwick;
 3. new and improved active travel routes, including links between the development and Worcester city; and
 4. a mobility hub including, but not limited to, park and ride interchange facility, electric vehicle charging points, cycle and e-mobility hire, storage lockers and a last mile delivery solution using appropriate technologies.
- viii. include provision for 10 plots for Travelling Showpeople within or on the edge of the expanded settlement in accordance with SWDPR 20;
- ix. deliver sustainable design and construction, including:
1. renewable or low carbon energy in accordance with SWDPR 33, including examination of the opportunities for a decentralised heat network;
 2. no built development in the parts of the site allocation liable to flooding, as defined in the Strategic Flood Risk Assessment and / or site specific Flood Risk Assessment;
 3. management of surface water drainage. Proposals should have due regard to the SuDs hierarchy that is set out in SWDPR 35; and
 4. proposals to be accompanied by a minerals resource assessment which includes information concerning the availability of minerals within the site, their scarcity, the timescale for the development and the practicality and viability of the prior extraction of any identified mineral resources.
- x. deliver 40% Green Infrastructure (excluding private gardens) in accordance with SWDPR 7, including:
1. a community green at Broadmore Green to maintain a key view to the Malvern Hills and conserve the setting of a Grade II Listed Building;

2. a community park south of Christine Avenue to maintain a key view to the Malvern Hills;
 3. a community allotment and community orchard to provide separation and maintain the individual identity of Upper Wick and settings of local Listed Buildings; and
 4. Local Equipped Areas of Play (LEAPs), Local Areas of Play (LAPs) and Neighbourhood Equipped Areas for Play (NEAPs).
- xi. deliver at least 10% net gain in biodiversity, including provision of a Green Infrastructure corridor linking watercourses which provide habitat connections from Broadmore Green to the River Teme; and
 - xii. contribute to new or improved infrastructure in accordance with SWDPR 9, referring to the Infrastructure Delivery Plan, including education, transport, sporting and recreational facilities, emergency and healthcare services.
- E. The proposed expansion of Rushwick will deliver a scheme in accordance with an agreed comprehensive masterplan for the site allocation, taking into account the Concept Plan (Figure 3). The masterplan will be prepared by the Local Planning Authority in consultation with landowners and Worcestershire County Council.
- F. The number and phasing of dwellings to be permitted, and the timing of housing delivery will be linked to the planned infrastructure delivery. This will be agreed and conditioned through the planning application process, in consultation with the Local Planning Authority. Section 106 funding may be required over an extended time period, and this is likely to exceed 10 years.
- G. In compliance with Policy SWDPR 27, proposals will be required to ensure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in-combination with other plans or projects.

Reasoned Justification for SWDPR 53

The village of Rushwick lies approximately 2.5 miles south-west of Worcester city. Rushwick is bounded by the A4103 in the north west, the A4440 to the east and River Teme to the south. The railway line from Worcester to Hereford runs through Rushwick.

Being well located for access to employment and services in Worcester and opportunities to link to an existing public transport corridor, the expansion of Rushwick would promote sustainable development.

Rushwick is identified as a Category 3 settlement in the Village Facilities and Rural Transport Study (September 2019) and currently has just two key services - a village hall and a primary school which is at capacity. Improved public transport provision and provision of other key services (including a local convenience store and a new primary school) are

therefore required in order to support sustainable development and would be a pre-requisite to large-scale development.

The vision for Rushwick is that any new development at Rushwick should be of a high quality, that Rushwick will continue to be a community that residents feel a part of and want to live in, and that Rushwick maintains its identity as a village separate from Worcester.

Objectives for the expansion of Rushwick include:

- a) identification of suitable land to accommodate approximately 1,000 new dwellings at an average density of 35 dph, at least 5 hectares of employment land, a new railway station, a new primary school, retail provision, community facilities and a site for Travelling Showpeople;
- b) retain as much of the rural character of the settlement as possible;
- c) take account of flood risk zones, ponds and Biodiversity Action Plan priorities;
- d) ensure good access by foot to the proposed railway station, school and community facilities;
- e) take account of the different characters of Rushwick, Upper Wick and Broadmore Green;
- f) maintain important / valued views; and
- g) provide 40% Green Infrastructure.

The location of the new railway station is dictated by the location and gradient of the rail line. The Worcestershire County Council / SLC Rail Study (date of publication) concluded that a new station at Rushwick is feasible from an engineering perspective, would be viable and would generally be supported by the rail industry.

The railway station will provide a transport hub, bringing together public transport (rail and buses), pedestrian and cycle links, and a car park for up to 500 vehicles. The rail station will be delivered when the necessary Worcester Area modernisation and re-signalling has been completed.

The existing foot crossing over the railway line would be closed and a new pedestrian bridge provided to maximise connectivity between residential development either side of the rail line and the rail station.

The railway station and car park would be served by a dedicated road from a roundabout junction on the A4103 to encourage external commuter traffic to use the A4103 as the main vehicular route to the railway station, rather than the Bransford Road through Rushwick and Broadmore Green.

The focus of housing growth would be around, or within easy reach of, the railway station to reduce impacts on the highway network.

Employment land is proposed on the western and eastern ends of Rushwick to provide good access to the A4103 and A4440, to provide market appeal and minimise the need for employment traffic to travel through residential areas. The employment site to the west would also have particularly good links to the railway station.

A new primary school and small number of retail units (eg convenience store) are proposed which would be centrally located near the current Village Hall and close to a network of public rights of way to encourage walking.

New sports facilities are proposed in close proximity to Rushwick Cricket Club to provide a cluster of sports facilities. The Concept Plan provides an opportunity for the cricket club to expand.

A Travelling Showperson site is proposed in the north of Rushwick, on a site west of Crown East. The site has good access to the road network and would be within walking distance of the new school and retail units.

The A4440 is a potential barrier to movement from Rushwick to Worcester by sustainable modes. To encourage active and healthy travel to employment, further education and other services improved active links are proposed across the A4440.

The Concept Plan responds to a number of planning constraints and ecological designations, and in particular the River Teme, a Site of Special Significant Interest (SSSI). The SSSI sits within an extensive flood zone that extends into the south of Rushwick that rules out any development in Flood Zones 2 and 3. Two watercourses merge at the eastern corner of Broadmore Green. One originates beyond Cotheridge to the north west, the other from the Crown East direction through Aymstrey woodland (a Site of Regional or Local Wildlife Importance). Both watercourses are prone to flooding and feed a series of ponds that run from north to south and disperse into the flood plain of the River Teme. The Concept Plan proposes a Green Infrastructure corridor, running along the existing watercourses and ponds, linking Aymstrey woodland, a series of Biodiversity Action Plan sites and the SSSI.

Whilst delivering the quantum of development required, the draft Concept Plan seeks to maintain Rushwick's identity as a village separate from Worcester by retaining the Significant Gap in the north of the settlement and seeks to take account of the different characteristics of Rushwick, Broadmore Green and Upper Wick. A public park is proposed at Broadmore Green to maintain a separation from Rushwick, respect the setting of the Grade II Listed Building on the Bransford Road, maintain valued key views to the Malvern Hills and provide a buffer for existing habitats associated with the watercourse and built development. A public park is also proposed south of Christine Avenue to maintain valued key views and provide a buffer between the GI corridor and built development. New allotments and a community orchard are proposed north of Upper Wick to maintain its distinctive character separate from Rushwick.

The Concept Plan is sensitive to the Listed Building at Broadmore Green (The Willow House) and cluster of Listed Buildings at Upper Wick, including their settings.

A comprehensive masterplan will be prepared for the expansion of Rushwick, taking into account the Concept Plan. The masterplan will include design principles and the phasing of new development. The number and phasing of dwellings to be permitted, and the timing of housing delivery will be linked to the planned infrastructure delivery, in particular securing the land necessary for the future delivery of the new rail station and associated infrastructure. This will be agreed (and potentially conditioned) through the planning application process, in consultation with the Local Planning Authority.

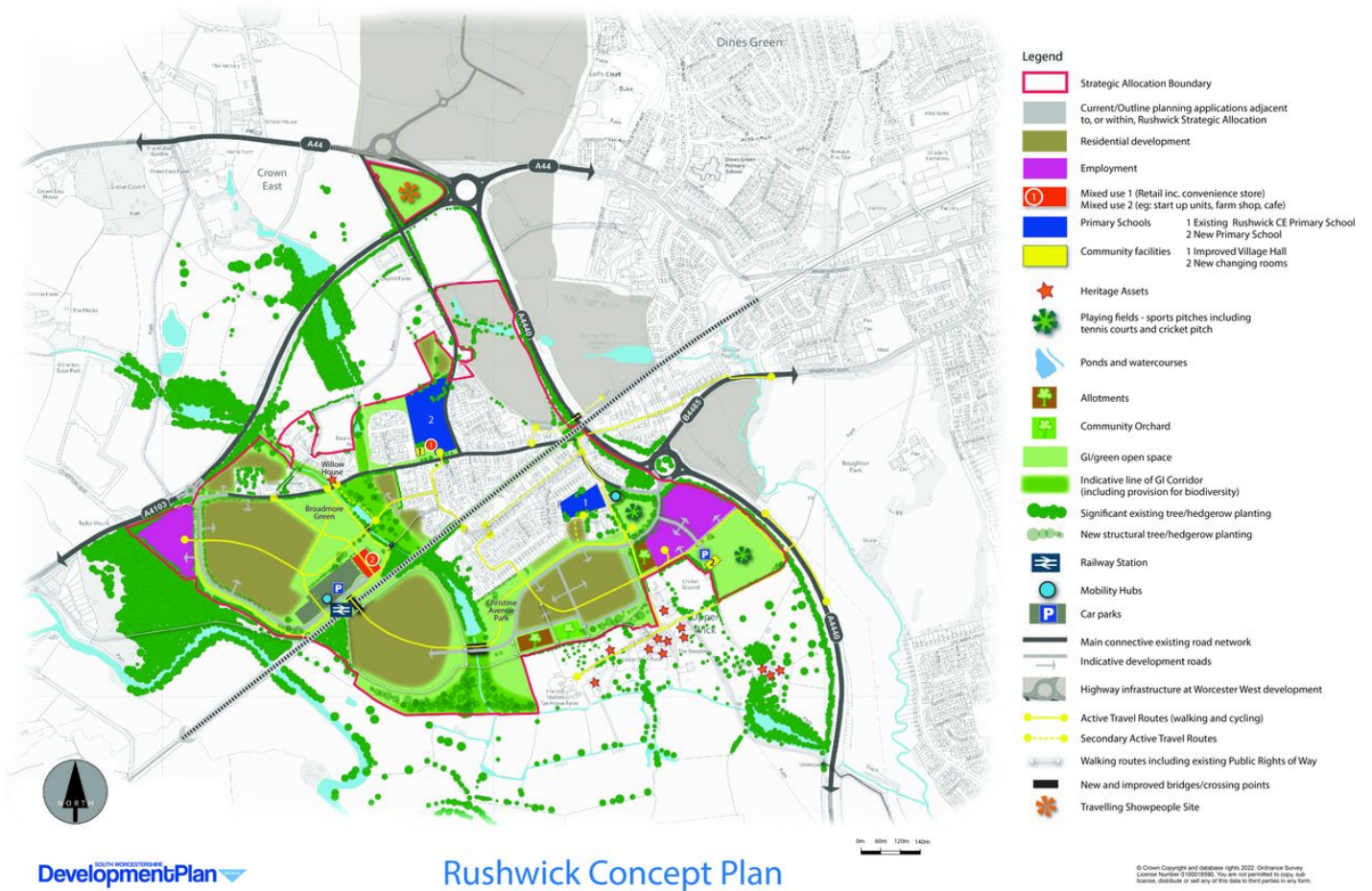
Developer funding will be expected to contribute towards the delivery of essential infrastructure identified in the Infrastructure Delivery Programme (IDP) including, but not limited to, contribution towards the provision of the railway station, active travel routes, education provision and sports facilities.

Much of the south of Rushwick is identified as being in a Minerals Consultation Area in the emerging Worcestershire Minerals Local Plan. Development proposals within the Minerals Consultation Area will need to address the mineral resource safeguarding policy requirements of the Worcestershire Minerals Local Plan, undertaking a minerals resource assessment to inform design and to optimise opportunities for the partial extraction or incidental recovery of the underlying mineral resource either in advance of development taking place or in phases alongside it.

A Rushwick Neighbourhood Development Plan is being prepared. Whilst neighbourhood planning gives communities the power to develop a shared vision for their area, the Framework says that Neighbourhood Plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies. Malvern Hills District Council is committed to supporting Rushwick and their ambitions for their Neighbourhood Development Plan.

As outlined in the Plan HRA, potentially functionally linked land associated with the Severn Estuary SPA and Severn Estuary Ramsar, known as the, River Severn (Northwich to Diglis) bird site, covers a large area of riverside habitat, within the floodplain, along approx. 4,400m of the River Severn in the centre of Worcester. Given the proximity of allocations set out in Policy SWDPR 53, the Plan HRA has identified potential adverse urbanisation effects and mitigation to address these. Mitigation should be addressed through site design when further details on the layout are known (as set out in the Plan HRA) and, where required, project level HRA undertaken to ensure compliance with Policy SWDPR 27.

Figure 3 - Rushwick Concept Plan



SWDPR 54 Mitton

Site area: 86.95 hectares

- A. Land within the strategic allocation¹⁷²at Mitton will be developed to deliver approximately 1,000 new dwellings within the Plan period, 500 of which are to meet Tewkesbury Borough's housing need as identified by the examination Inspector for the Cheltenham, Gloucester and Tewkesbury Joint Core Strategy (December 2017). This strategic allocation forms an urban extension to the built form at Tewkesbury town which is within Gloucestershire.**
- B. The SWDPR 54: Mitton concept plan below illustrates the distribution of land uses and infrastructure. The 2 land parcels are indicated separately Land Parcel A (also referred to as Phase 1) is to meet the housing needs for Tewkesbury Borough through a Memorandum of Understanding under the Duty to Cooperate, whereas Land Parcel B (also referred to as Phase 2) is to help meet the housing needs of the SWC area.**
- C. Development of both phases will be expected to come forward in accordance with the requirements set out below, and shall:**
- i. protect the instream / riparian habitat from physical damage, construction and operational pollution, and wholly prevent run off of sediments / pollutants to Carrant Brook;**
 - ii. ensure they are supported by the necessary Wastewater Treatment Works upgrades;**
 - iii. create footpath and cycleways links between the two parcels of development and Tewkesbury including financial contributions towards the provision of an active travel bridge (for pedestrians and cyclists) over the Carrant Brook¹⁷³. The location of the bridge is indicated on the concept plan and any alternative location will need to be agreed first with the Local Planning Authority in consultation with the local highway authorities;**
 - iv. ensure no built development in the parts of the site allocation liable to flooding, as defined in the Strategic Flood Risk Assessment and / or site specific Flood Risk Assessment;**
 - v. be in accordance with Tewkesbury's Garden Town Principles and Wychavon's design codes;**
 - vi. respond sensitively to views to and from Bredon Hill, considered through a Landscape and Visual Assessment which will also address the retention of existing hedgerows and trees and additional mitigation planting as required;**
 - vii. in compliance with Policy SWDPR 27, proposals will be required to ensure no adverse impact upon the site integrity of any European site,**

or associated functionally linked land or watercourses, either alone or in-combination with other plans or projects; and

- viii. ensure the residential properties are provided with Electric Vehicle (EV) charging infrastructure, both individual and communal. For all other development the required EV charging infrastructure will be determined by the proposed use, scale, location and indicative need.

D. Planning applications must be accompanied by a minerals assessment which includes information concerning the availability of minerals within the site, their scarcity, the timescale for the development and the practicality and viability of the prior extraction of any identified mineral resources.

E. Phase 1 - will be expected to deliver:

- i. approximately 500 dwellings:
 - 1. of which at least 35% will be affordable housing in accordance with Policy SD12: Affordable Housing of the Cheltenham, Gloucester and Tewkesbury Joint Core Strategy; and
 - 2. a mix of types and sizes of market housing to meet Tewkesbury's needs in accordance with Policy SD11: Housing Mix and Standards of the Joint Core Strategy.
- ii. a new one form entry primary school as specified in the IDP schedule;
- iii. minimum of 40% Green Infrastructure in accordance with Policy INF3 of the Joint Core Strategy and provision for biodiversity net gain;
- iv. Social and Community Infrastructure in accordance with Policy INF4 of the Joint Core Strategy;
- v. sustainable design and construction in accordance with Policy SD3 of the Joint Core Strategy; and
- vi. the provision of safe and accessible connections to the transport network to provide travel choice in accordance with Policy INF1: Transport Network, of the Joint Core Strategy.

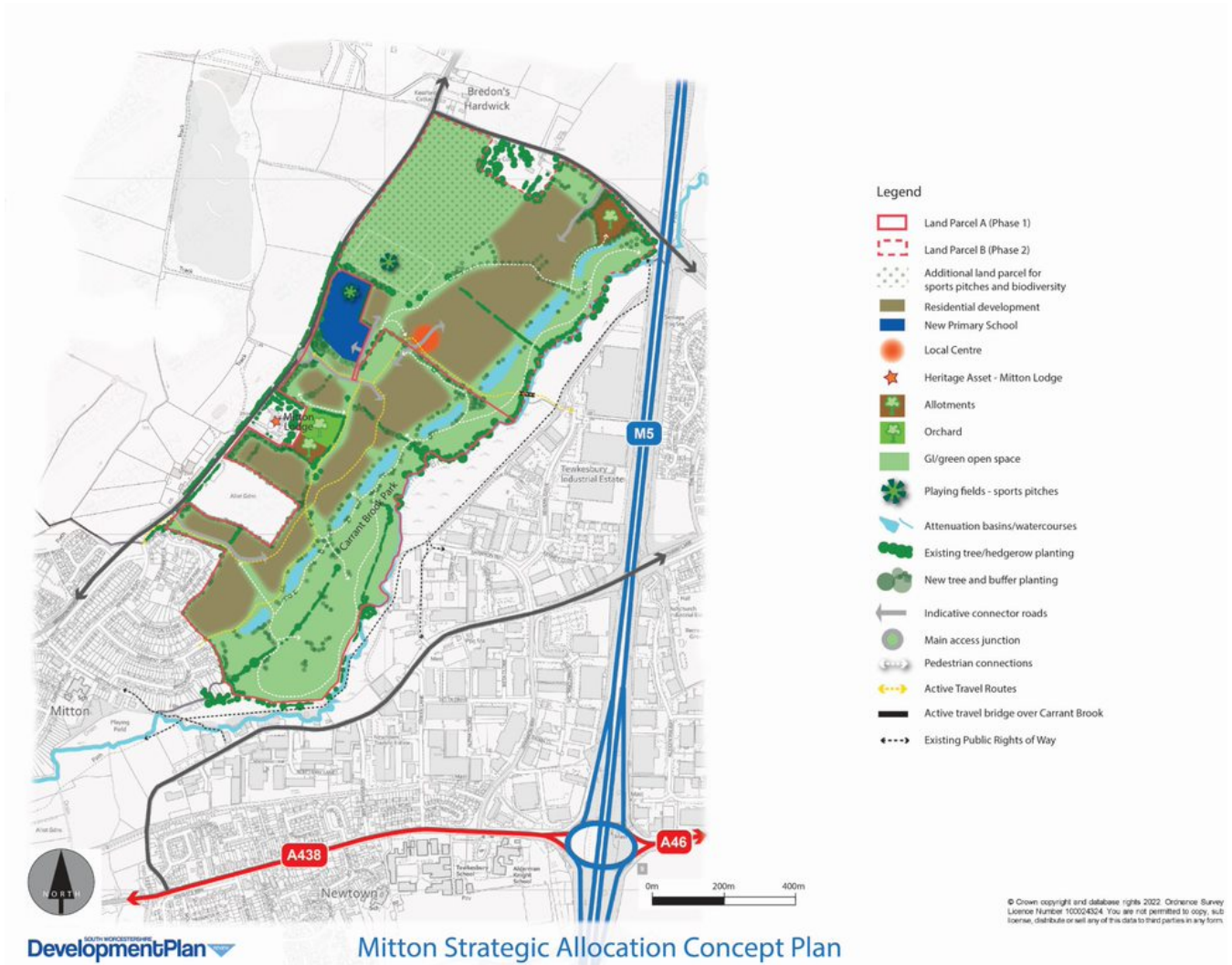
F. Phase 2 - will be expected to deliver:

- i. an additional 500 dwellings (approximately):
 - 1. of which 40% will be affordable housing in accordance with SWDPR 18;
 - 2. a mix of types and sizes of market housing in accordance with SWDPR 16; and
 - 3. an overall site-wide average net density of up to 40dph in accordance with SWDPR 15 which shall be determined through the masterplanning and the development management process.

- ii. a financial contribution to fund an expansion of the new primary school within Land Parcel A to provide an additional form of entry
- iii. minimum of 40% Green Infrastructure (excluding private gardens and the area referred to in criterion 8 below) in accordance with SWDPR 7, including:
 - 1. a community green;
 - 2. a community park;
 - 3. a community allotment and orchard;
 - 4. green biodiversity buffers to the Carrant Brook and to the north and west of the site to ensure there is a smooth transition from urban to rural;
 - 5. Local Equipped Areas of Play (LEAPs), Local Areas of Play (LAP) and Neighbourhood Equipped Areas of Play (NEAP) in accordance with SWDPR 45;
 - 6. the Green Infrastructure will provide separation and maintain the individual identity of and settings of local listed buildings and heritage assets;
 - 7. other types of provision as set out in SWDPR 45; and
 - 8. the land shown dotted on the concept plan will be retained for biodiversity net gain and multi-functional green infrastructure space only. The latter shall not exceed 2Ha in area. No built development will be permitted on this land other than essential, ancillary small-scale buildings associated with these uses. This area of land will not count towards the 40% Green Infrastructure required by policy SWDPR 7.
- iv. supporting services and other community facilities, including:
 - 1. provision of centrally located convenience floorspace that meets the day-to-day needs of the local community only and would have no significant adverse impact on the vitality and viability of existing centres, including in Tewkesbury, in accordance with SWDPR 12;
 - 2. new sports facilities and playing pitches; and
 - 3. a new Community Hall.
- v. a traffic monitor and manage strategy shall be submitted for approval by the Local Planning Authority in consultation with the Local Highway Authorities, National Highways and other relevant authorities in relation to:

1. traffic movement and impact on the surrounding road network;
 2. improving surrounding road junctions; and
 3. the active travel bridge over the Carrant Brook to connect towards the Newtown and Northway employment areas, Tewkesbury School and Ashchurch Railway Station.
- vi. all necessary transport infrastructure, referring to the Infrastructure Delivery Plan, including, but not limited to:
1. new and improved cycle and footpaths.
- vii. sustainable design and construction, including:
1. renewable or low carbon energy in accordance with SWDPR 33; and
 2. management of surface water drainage. Proposals should have due regard to the SuDs hierarchy that is set out in SWDPR 35.
- viii. a net gain in biodiversity, including:
1. provision of a Green Infrastructure / biodiversity corridor alongside Carrant Brook; and
 2. the land parcel as described in F iii 8 above.
- ix. contributions to new or improved infrastructure in accordance with SWDPR 09, referring to the Infrastructure Delivery Plan, including education, transport, sporting and recreational facilities, emergency and healthcare services.
- G. The proposed strategic development at Mitton will deliver a scheme in accordance with an agreed comprehensive masterplan for the site allocation. The masterplan must be compliant with the Mitton Concept Plan and the Tewkesbury Garden Town principles and incorporate the design codes contained in the Wychavon Design SPD. The masterplan will be prepared by the relevant landowners but subject to approval by the Local Planning Authority in consultation with Worcestershire County Council.**
- H. The number and phasing of dwellings to be permitted, will be linked to the planned infrastructure delivery. This will be agreed and conditioned through the planning application process, in consultation with the Local Planning Authority.**

Figure 4 Mitton Concept Plan



Reasoned Justification for SWDPR 54

The strategic allocation at Mitton for 1,000 dwellings and associated development reflects how the site has evolved through both the plan led process and via a separate planning application for 500 dwellings submitted to Wychavon District Council in 2018 on part of the overall allocation. The adopted 2017 Cheltenham, Gloucester and Tewkesbury Joint Core Strategy reflects the examination Inspector's recommendation that this site promoted in Mitton would be suitable and a sustainable location for the delivery of 500 dwellings to meet the needs of Tewkesbury Borough Council.

Although the site is not allocated in the 2017 Cheltenham, Gloucester and Tewkesbury Joint Core Strategy, the development plan states that it is subject to joint working between Wychavon District Council and Tewkesbury Borough Council. To this end both local authorities have entered a Memorandum of Understanding on how to bring the site forward and attribute the 500 dwellings to Tewkesbury housing supply.

The allocation is also covered by the adopted Bredon Parish Neighbourhood Plan (2017) and the bringing forward of a strategic allocation to meet Tewkesbury Borough Council's housing need via the development plan review process is supported and specifically referenced under policy NP1 of the neighbourhood plan. In addition to the 500 dwellings under the proviso of the Cheltenham, Gloucester and Tewkesbury Joint Core Strategy, this

review of the SWDP is allocating an additional 500 dwellings under Phase 2 of this policy to meet the housing supply for Wychavon set out under SWDPR 2.

In practice the overall allocation provides a northern sustainable urban extension to the town of Tewkesbury. The site is bounded by Bredon Road and Tewkesbury Road (B4080), open countryside to the north beyond Hardwick Bank Road, and the urban edge of Tewkesbury which incorporates the Carrant Brook. The services and facilities in the town are accessible via a regular bus service and are located approximately 2km away.

In bringing the site forward it is expected that the following objectives are met. These objectives carry equal weight:

- a) To create a sustainable and balanced mix of residential development with a range of tenure types and mix of dwellings sizes to create a distinctive new community at Mitton. This should be supported by the appropriate levels of Green Infrastructure, public open space, community orchard, allotments. Equipped play areas to be sited to enable easy access by emergency services.
- b) A local centre with retail, community facility and two form entry primary school.
- c) In the event of Phase 1 of the allocation receiving planning permission in advance of Phase 2 any subsequent scheme on Phase 2 should ensure that the two 'sites' address each other positively in terms of design and layout and that connectivity is achieved between the two neighbourhoods.
- d) Any proposal must ensure accessibility to the town centre of Tewkesbury, Tewkesbury High School and the railway station by means other than private vehicle and promote active travel through safe pedestrian and cycle links to the town. Carrant Brook forms a particular barrier to accessibility and therefore the proposals must include contributions towards the provision of an active travel bridge (for cyclists and pedestrians) over the brook. The preferred general location has been identified on the concept plan, this is indicative only and an alternative location may be preferred for a number of reasons which will need to be clearly explained. The final location of the bridge will need to be approved by the Local Planning Authority in consultation with both Gloucestershire and Worcestershire Highway Authorities.
- e) Thought should be given to ensuring that the most important views to and from Bredon Hill are not adversely impacted by the development, as well as how the edges of the development address the surrounding open countryside. It will be important to ensure there is a smooth transition from urban to rural so green corridors should allow connectivity for biodiversity and where possible the development will be defined by natural physical boundaries, e.g. the Carrant Brook but also guided by landscape and topographical evidence.
- f) The protection of any historic assets and their setting within the vicinity of the allocation that may be impacted by the development proposal.
- g) Ensuring that appropriate measures are employed to avoid or mitigate surface water flooding and water quality concerns, especially with respect to the Carrant Brook. Appropriate assessment and mitigation, if needed, in terms of water management must be taken into consideration, particularly with respect to flooding issues related to the Carrant Brook where it joins the River Avon downstream from the site.
- h) The area of land (approx.12.95Ha) along the north-western edge of the allocation and shown dotted on the concept plan will be used and retained for biodiversity net gain and multi-functional green infrastructure space only. Within this specifically

designated area of land the sports pitches and their associated uses, including car parking, shall not exceed 2Ha. Any sports pitches required for Phase 2 should be sited within this area, positioned so that they relate well to the sports facilities provided in Phase 1 and can easily be used in conjunction with them. It would not make sense to locate these pitches elsewhere on the allocation. There should not be any built development on this land other than essential, small scale ancillary buildings for these uses. The remainder of the land (approx. 10.95Ha) should be used and retained as biodiversity net gain. This land will not contribute to the 40% Green Infrastructure requirements, as per SWDPR 7, for the site because it has been introduced to facilitate the delivery of the sports pitches next to those provided in phase 1, which was otherwise proving difficult, and for biodiversity net gain protection in the long term.

Minerals

South Worcestershire is identified in a Minerals Consultation Area in the emerging Worcestershire Minerals Local Plan. Development proposals within the Minerals Consultation Area will need to address the mineral resource safeguarding policy requirements of the Worcestershire Minerals Local Plan, undertaking a minerals resource assessment to inform design and to optimise opportunities for the partial extraction or incidental recovery of the underlying mineral resource either in advance of development taking place or in phases alongside it.

Masterplan and Infrastructure

A comprehensive masterplan for the site will be approved by the Local Planning Authority and shall be informed by the above objectives and the design codes and Garden Town principles that are set out in the South Worcestershire Design SPD.

It is expected that the level of additional infrastructure will be required commensurate with the requirements of SWDPR 9 Infrastructure. As a strategic site which is delivering a range of additional facilities and infrastructure the allocation is exempt from Community Infrastructure Levy.

Biodiversity

As outlined in the Plan HRA (reference), potentially functionally linked land associated with the Severn Estuary SPA and Severn Estuary Ramsar, known as the Bredon Hardwick's Gravel Pits bird site is located within 120m (at its closest point) of land allocated under SWDPR 54. This bird site comprises one of three former gravel pits in the Avon floodplain and includes the meadows surrounding it. Given the proximity of land allocated under SWDPR 54, the Plan HRA has identified potential adverse urbanisation effects and mitigation to address these. Mitigation should be addressed through site design when further details on the layout are known (as set out in the Plan HRA) and, where required, project level HRA undertaken to ensure compliance with Policy SWDPR 27.

SWDPR 55 Cales Farm, Malvern

- I. **Site area: 12.5 hectares**
- J. **Land at Cales Farm, Malvern will be developed to deliver 200 new dwellings within the Plan period.**
- K. **Proposals to develop the land will be expected to come forward in accordance with the requirements in i and ii below.**
- L. **Proposals to develop land at Cales Farm will be expected to deliver:**
 - i. **200 new dwellings, including up to 40% affordable housing in accordance with SWDPR 18 and a mix of types and sizes of market housing in accordance with SWDPR 16;**
 - ii. **40% Green Infrastructure (excluding private gardens) in accordance with SWDPR 7, including a green buffer along the western boundary to maintain a physical separation from Malvern Hills AONB and Mills Coppice Special Wildlife Site and a green buffer along the northern boundary to maintain a physical separation from Whippets Brook Special Wildlife Site;**
 - iii. **all necessary transport infrastructure including, but not limited to access from Sawyers Avenue, public transport, safe pedestrian and cycle routes and new and improved cycle and footpaths to Malvern Vale;**
 - iv. **sustainable design and construction, including renewable or low carbon energy in accordance with SWDPR 33, including examination of the opportunities for a decentralised heat network and management of surface water drainage. Proposals should have due regard to the SuDs hierarchy that is set out in SWDPR 35; and**
 - v. **a net gain in biodiversity, including provision of biodiversity corridor along Whippets Brook.**
- M. **Development at Cales Farm will be in accordance with an agreed comprehensive masterplan for the site allocation. The masterplan must be prepared in collaboration and agreed with the Local Planning Authority in consultation with Worcestershire County Council.**

Reasoned Justification for SWDPR 55

Land at Cales Farm lies approximately 1.7 miles north-west of the centre of Malvern, 1.1 miles west of Malvern Link rail station and 2 miles north-west of Great Malvern rail station.

Malvern accommodates around 40% of the population in Malvern Hills District and is identified as a “Main Town” within the Plan’s Settlement Hierarchy (SWDPR 3), which means that it is an appropriate location to accommodate a proportion of south Worcestershire's

employment and housing growth over the Plan period. There is, however, limited land available within the town centre to accommodate Malvern's employment and housing needs through the Plan period.

Cales Farm is bordered by Malvern Hills Area of Outstanding Natural Beauty and adjacent to Mills Coppice Special Wildlife Site to the west, Whippets Brook Special Wildlife Site to the north and Malvern Vale residential development to the east.

The site is 12.5 ha gross in area, although the built form of development on the site will utilise considerably less land than this. The site boundaries allow space for a large landscape buffer zone to the west and north to respect the setting of the AONB and protect the neighbouring special wildlife sites. In light of these natural and planning constraints it is considered that an overall site-wide density of less than 30 dwellings per hectare in accordance with SWDPR 15 would be appropriate.

Principal vehicular and cycle access will be via Sayers Avenue and Belmont Road. Future consideration should also be given to access via the adjacent development at Malvern Vale which includes a primary school, community centre and convenience store.

Objectives for the development of Cales Farm include:

- a) Identification of suitable land to accommodate approximately 200 dwellings.
- b) Provide 40% Green Infrastructure.
- c) Respect the setting of the Malvern Hills AONB and ancient woodland to the west.
- d) Integrate the existing hedgerow network and provide landscaping to soften long distance views towards the site from Malvern Hills AONB.
- e) Establish good pedestrian and cycle links to Worcestershire Way and the adjacent development at Malvern Vale.
- f) Retain key views into and out of the site.
- g) Provide surface water attenuation.
- h) Protect important wildlife sites, including Whippets Brook watercourse.
- i) Provide formal open space including sports pitches, play spaces and informal recreation areas.

A comprehensive masterplan will be prepared for the development of land at Cales Farm. The masterplan will include design principles and the phasing of new development. The masterplan must be prepared in collaboration and agreed with the Local Planning Authority in consultation with Worcestershire County Council.

SWDPR 56 North East Malvern (Newland)

- A. Within the area of north-east Malvern, 56.84ha (gross) of land, as identified on the Policies Map, are allocated for a sustainable, well-designed mixed-use urban extension.**
- B. Development within this area will incorporate the following elements:**
- i. 10ha of employment-generating uses;**
 - ii. 800 dwellings of which up to 40% will be affordable housing in accordance with SWDP 18;**
 - iii. community infrastructure including a community hall;**
 - iv. 40% Green Infrastructure (excluding private gardens) in accordance with SWDPR 7 to provide public open space, including play space, formal playing pitches, informal recreation areas and allotments and to facilitate the physical and visual separation of the development from the settlement of Newland;**
 - v. facilities for public transport and safe pedestrian and cycle routes linking to local shops, including the Malvern retail park, employment areas, health care, education and Malvern Link Station; and**
 - vi. neighbourhood shopping facilities.**
- C. A comprehensive masterplan will be required for the site and will need to address the following:**
- i. the potential to enhance the area as a gateway entrance into Malvern along the site's boundary with the A449, by allowing access from the Townsend Way roundabout;**
 - ii. a Green Infrastructure concept plan that achieves the requirements in B iv above;**
 - iii. incorporate an appropriate level of mitigation to limit the impact of the development on the adjacent Newland Conservation Area and on nearby listed buildings, their setting and significance;**
 - iv. the retention of long-distance views to and from the Malvern Hills across parts of the site; and**
 - v. opportunities for connection to and integration with existing development, i.e. at the Royal Estates and former allotments site off Lower Howsell Road, through appropriate road, footpath and cycle links and through opportunities for regeneration.**

Reasoned Justification for SWDPR 56

Development to the north-east of Malvern will form an urban extension adjoining the built-up area of the town. There will be access to existing facilities and services within Malvern but there will also be specific requirements on the site itself as set out in Part B of the policy.

Site Description

The site is 56.84ha gross in area, although it is envisaged that the built form of development on the site will utilise considerably less land than this, being able to deliver a significant amount of Green Infrastructure and open space uses. The north and eastern boundaries of the site are defined by gardens that back on to Stocks Lane. The A449 meets the site boundaries in the south-east. The site boundaries allow space for a large landscape buffer zone to the north and east to protect the setting of Newland village and the existing Newland Conservation Area, whilst acknowledging that in the context of SWDP 56 B (iv) there will be some inter-visibility between the new development and Newland village. To the north-west the railway forms a strong physical and visual boundary. To the south, the boundary is Worcestershire County Council's household waste recycling centre.

To allow sufficient space for vehicular and cycle access, direct access from the A449 to the south will provide the sole vehicular access to the site. Future consideration should also be given to the enhancement of this area as a key gateway into the town, through the rationalisation of adjacent land uses.

The south-west site boundary lies adjacent to the former allotment site off Lower Howsell Road previously allocated in the 2016 SWDP and now built out. Where possible, pedestrian and cycle links between the two sites should be provided to enhance interconnectivity with the wider Malvern area.

Objectives

The main objective of the urban extension to Malvern will be to create a new neighbourhood. The neighbourhood will be in the form of a highly sustainable development designed to complement the important landscape setting of the area and enhance its location as a gateway to Malvern, allowing, wherever possible, long-distance views of the Malvern Hills for residents and passers-by. As Part B of the policy makes clear, in addition to 800 new dwellings the future development is intended to incorporate:

- a) Up-to 10ha of employment land and buildings in a location that is attractive to business interests – retaining local businesses and attracting new investment into the area. This will offer employment opportunities for local residents.
- b) Open space including play and kick-about areas, allotments and natural grassland and woodland to create an informal environment for local people to relax in, as well as corridors for the movement of wildlife.
- c) Community infrastructure / appropriate off-site education and highway contributions a community hall, and neighbourhood shopping facilities.
- d) Measures to maintain the amenity of the historic development at Newland and Madresfield and protect their independent character.
- e) Easy access for residents to education and employment opportunities, shopping and community facilities in Malvern through a choice of transport modes. They can travel

further afield through the provision of regular bus services to Malvern and Worcester on the A449.

SWDPR 57 Land at Hanbury Road, Droitwich Spa

Site Area: 21ha

- A. Within the area identified on the Policies Map land is allocated for a sustainable, high quality designed residential urban extension. The development will be required to incorporate all of the following elements:**
- i. provision of approximately 300 new homes;**
 - ii. upgraded vehicular access onto the from the site B4090 (Hanbury Road) and any necessary highway improvements to the signalled junction with the B4065 and B4090;**
 - iii. enhanced public transport, cycle and pedestrian connections to Droitwich Spa town centre;**
 - iv. a landscape strategy for the surrounding edges of the site to minimise the impact of the development on the countryside;**
 - v. Green Infrastructure (excluding private gardens) at 40% in accordance with SWDPR 7;**
 - vi. provide public open space, including play space, formal playing pitches, informal recreation areas of parkland and allotments; and**
 - vii. the significance and setting of heritage assets, in particular Hadzor Hall and any listed curtilage structures should be protected and conserved, and where possible enhanced through any development proposals.**
- B. A comprehensive development brief will be required for the site and will need to address all of the following:**
- i. the potential to enhance the area as a gateway entrance into Droitwich Spa along the site boundary with the B4090;**
 - ii. to include a Green Infrastructure concept plan that achieves the requirements in A vii;**
 - iii. sustainable design and construction, including renewable or low carbon energy in accordance with SWDPR 33, including the management of surface water drainage. Proposals should have due regard to the SuDs hierarchy that is set out in SWDPR 35; and**
 - iv. a net gain in biodiversity.**

Reasoned Justification for SWDPR 57

The site is within the parish of Hadzor and covers approximately 21ha in area, although it is envisaged that the built form of the site will utilise much less land, providing an opportunity to deliver a significant amount of Green Infrastructure and open space uses. The western boundary of the site is defined by the M5 and the

B4090/Hanbury Road forms the boundary to the northern edge of the site. To eastern boundary lies adjacent to the open countryside beyond.

The size of the site allows for landscaping to soften the edge of the development to the eastern edge, as well as respect the setting of the Grade II listed Hadzor Hall to the south of the site boundary.

The development can provide an opportunity to provide a gateway to the eastern arrival point to Droitwich Spa.

Vehicular access will be via the B4090/Hanbury Road and any necessary junction or highway upgrades beyond the allocated site will need to form part of any planning application. Cycling and pedestrian links should be delivered to services and facilities in the town centre of Droitwich Spa either along the Hanbury Road or via the towpath of the Droitwich Canal.

Objectives

The main objective of the urban extension to Droitwich Spa will be to create a new neighbourhood in the form of a highly sustainable residential development. The design and landscaping should complement the important landscape setting of the area and provide a new gateway location to the town. In addition to the 300 dwellings the future development is intended to incorporate:

- a) Open space and enhancement of existing habitat to include formal play and sports facilities, allotments, parkland and woodland for leisure and also serve as corridors for the movement of wildlife.
- b) Enhanced connectivity to the town centre for pedestrian and cyclists through upgrade of the Hanbury Road and sign posting to the Droitwich Canal towpath.

A comprehensive development brief will be prepared for the development of the allocation. The development brief will include design principles and the phasing of new development. The must be prepared in collaboration and agreed with the Local Planning Authority in consultation with Worcestershire County Council.

SWDPR 58 Three Counties Showground

- A. 38.62 ha of land at the Three Counties Showground is safeguarded for agriculture, horticulture, equestrianism, other countryside-related uses, and show events. A masterplan for the site will be developed with the landowners. In particular, account will be taken of the location of the showground within the important landscape setting of the Malvern Hills Area of Outstanding Natural Beauty.**
- B. The development and redevelopment of facilities and infrastructure directly related to the operation of the Three Counties Showground will be permitted where:**
- i. the use would not be more appropriately located in a town centre (see Policy SWDPR 12);**
 - ii. the scale, form, design and location of any buildings and infrastructure will not harm the natural beauty of the landscape; and**
 - iii. proposals can be accommodated using the existing road structure and will include measures to increase access to the site by sustainable forms of transport such as public transport, cycling, walking and links to shuttle bus services.**
- C. Proposals for development beyond the area identified on the Policies Map will be considered in accordance with other policies in the SWDPR that seek to control development in the open countryside and respect the sensitive landscape. In general, any additional small-scale development should demonstrate that it cannot be located within the allocated site.**

Reasoned Justification for SWDPR 58

The Three Counties Showground is a large events venue on the outskirts of Malvern, home to the Three Counties Agricultural Society. It hosts exhibitions and leisure events throughout the year, generally but not exclusively related to agriculture, horticulture, equestrianism and other countryside pursuits. The site should be retained to allow for continuation of its role as a rural showground and to enhance its tourism and economic role, whilst allowing careful consideration of development in the context of its important landscape setting within the Malvern Hills Area of Outstanding Natural Beauty (see SWDPR 28).

The Three Counties Showground is of great economic importance to Malvern Hills District and the wider economy, being a prime tourism venue within Worcestershire. It has managed to remain in operation despite other similar county venues declining and the partner authorities wish to support its role. However, this must be balanced by careful consideration of the highly visible and sensitive Malvern Hills Area of Outstanding Natural Beauty landscape in which it is situated. Malvern Hills District Council has worked closely with the Three Counties Agricultural Society towards building a masterplan and vision for the site that will allow for its continued success whilst having regard for its impact on the landscape, local residential amenity, infrastructure and services¹⁷⁴. It is recognised that some of the buildings / structures on the site can be improved, which will be to the benefit of the Agricultural Society and may also lessen the visual impact of the site in its setting at the foot of the

Malvern Hills. Opportunities for enhancement of the Green Infrastructure of the site and associated landholding will be important and will be considered in the context of policy SWDPR 7.

The objectives for any further development on the Three Counties Showground site will, wherever possible, be to rationalise existing and suitable buildings and structures, reduce as far as possible the overall impact of new buildings and structures and seek to consolidate built development within the eastern boundary of the allocated site.

SWDPR 59 Renewable and Low Carbon Energy Site Allocations

- A. Proposals for large-scale ground-mounted solar photovoltaic farms will be supported on the sites listed in Table 10, if the impacts are (or can be made) acceptable.

Table 10: Proposed Sites for Solar Farms

LPA	Site	Call for Sites Ref	Size (Hectares)	Reg 19 Ref
Wychavon	Hayes Farm, Bishampton	RLCE010sc	13.8 ¹⁷⁵	SF01
Wychavon	Land off Alcester Road, Harvington	RLCE018	3.5	SF02
Wychavon	Land at Crophorne	RLCE038c	4.4	SF03
Wychavon	Land south of Stoneford Lane, Bretforton	RLCE050	17.7	SF04
Wychavon	Land to rear of Wadborough Road, Norton	RLCE060sc	7.3	SF05
Malvern Hills	Land at Queenhill	RLCE012sc	13.6	SF06
Malvern Hills	Ryall House Farm, Ryall	RLCE033b	12.5	SF07
Malvern Hills	Land at Whiting Ash Farm, Berrow	RLCE055c	9.1	SF08
Malvern Hills	Land at Pendock	RLCE056c	11.5	SF09

- B. Considerations that will be taken into account when assessing proposals include:

- i. Landscape and Visual Impact;
- ii. agricultural land;
- iii. AONB and its setting;
- iv. Archaeology and Heritage;
- v. Ecology;
- vi. Highways and Access;
- vii. Public Rights of Way;
- viii. Flood Risk; and

ix. Habitats Regulations Assessment

- C. Proposals for installations will need to include specific assessments related to the above criteria and to consider the cumulative impacts.**
- D. Any consent will be granted on a temporary basis of 25 years maximum to allow the solar farm to be decommissioned as other (even) more sustainable forms of renewable energy come on stream and the land to be restored to its previous use.**
- E. Community involvement in developing proposals for large-scale ground-mounted solar photovoltaic farms is encouraged.**

Reasoned Justification for SWDPR 59

Increasing the amount of energy from renewable and low carbon technologies will help to make sure that south Worcestershire has a secure energy supply, reduce greenhouse gas emissions to slow down climate change and stimulate investment in new jobs and businesses. Planning has an important role in the delivery of new renewable and low carbon energy infrastructure in locations where the local environmental impact is acceptable.

To help increase the use and supply of renewable and low carbon energy, the Framework (paragraph 151) says that local planning authorities should:

- a) provide a positive strategy for energy from these sources, that maximises the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts); and
- b) consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development.

Paragraph 152 of the Framework says that local planning authorities should support community-led initiatives for renewable and low carbon energy. Paragraph 154 of the Framework says that local planning authorities should approve applications for renewable or low carbon energy if their impacts are (or can be made) acceptable (except for wind turbines, unless the site has been identified as suitable for wind energy in the development plan).

National Planning Practice Guidance (NPPG) – available at <https://www.gov.uk/guidance/renewable-and-low-carbon-energy> - provides further guidance to help local planning authorities develop policies for renewable and low carbon energy and identifies the planning considerations.

To identify potentially suitable areas for renewable and low carbon energy SWC conducted a Call for Sites in March / April 2020 inviting landowners and developers to submit land for potential large scale renewable and low carbon energy projects.

64 sites were submitted for consideration in the call for sites. Of those sites, east of North Littleton and the northern part of a site submitted at Bishampton have subsequently been granted consent for solar farms. The assessment process included a desk top assessment of the submitted sites. The sites were assessed against a range of essential and desirable criteria. Essential criteria included whether:

- a) The site was considered capable of having an installed capacity of at least 1 MW.
- b) Grid connection would be achievable.
- c) Suitable highways access was achievable.
- d) Designated sites of international or national ecological importance would be compromised.
- e) Adjacent/surrounding land uses would be compatible.

Essential criteria also included an assessment of whether the sites were likely to have a:

- a) Significant adverse impact on an AONB or its setting.
- b) Detrimental impact on heritage assets (including Conservation Areas, Listed Buildings and Ancient Monuments).
- c) Detrimental impact on sites of ecological interest (including Special Wildlife Sites, Local Nature Reserves, Regionally Important Geological Site or any other locally designated wildlife site).
- d) Detrimental impact on ancient woodland.
- e) Significant impact on the landscape.
- f) Significant visual impact.
- g) Significant loss of best or most versatile (Grade 1 or 2) agricultural land.

For wind energy proposals, essential criteria also included whether wind speeds averaged at least 6.5 m/s at 45m above ground level and whether the site was more than 300m from the nearest residential dwelling (excluding the landowner). For wind and solar proposals, essential criteria also included whether development would be a potential hazard to air traffic procedures (glare from solar farms or radar interference from wind turbines).

Sites which did not satisfy one or more of the essential criteria were rejected. Sites were also assessed against “desirable” criteria which included whether sites would conflict with made Neighbourhood Plan policies, were within Flood Zone 2 or 3, would have a detrimental impact on the Green Belt, Significant Gap or Green Infrastructure Network, would result in a significant net loss of protected open space, have a detrimental impact on TPOs or ancient hedgerows, had been subject to surface water flooding events, or would materially affect the character of the settlement.

Following an assessment of all the sites submitted for consideration (excluding those with existing planning permission), 9 sites (listed in Table 10 meet, or have the potential to meet, the essential site suitability criteria and are proposed as potentially deliverable sites. All 9 sites are proposed as potentially suitable for ground-mounted solar photovoltaic farms.

A number of sites were submitted for consideration for hydro electricity and wind energy. Based on the information available, none of the sites submitted for hydro electricity were considered capable of meeting the 1MW minimum threshold. Sites submitted for consideration for wind energy were ruled out because of either visual impact (particularly from AONBs), proximity to residential properties (there should be a minimum separation of at least 300m from residential properties, and ideally more) or marginal wind speed.

SWC supports the development of solar farms on the sites listed in Table 10 subject to the following safeguards to ensure that development is in appropriately located and harmful impacts are mitigated:

Landscape and Visual Impact

The development of a solar power system has the potential to result in significant impacts upon the character and quality of the landscape. All proposals should aim to complement the character of the local landscape.

Solar power systems can also have visual impacts. To avoid the systems becoming a dominant feature within the local landscape and having an adverse visual impact, they should be sited on relatively level ground to reduce their visual profile. Where possible, sites should be screened from view, either by the existing landscape or by planted hedges or mature vegetation.

Solar power developments will need to be adequately secured. Preference should be given to using natural features such as vegetation planting to assist in site security. However, in some cases security fencing will be required. Where required, the fencing should be screened and the height should be minimised and a suitable material used to avoid an unacceptable landscape and visual impact.

A Landscape and Visual Impact Assessment must be submitted with all planning applications for solar power schemes to assess the likely landscape and visual impacts of the proposal. This should be prepared in accordance with the Guidelines for Landscape and Visual Impact Assessment, 3rd Edition, April 2013 (Landscape Institute and Institute of Environmental Management and Assessment).

Photovoltaic panels are designed to absorb light and not reflect it, and only reflect a small amount of the sunlight that falls on them. These reflections are significantly less than direct sunlight. However, concerns have been expressed about the potential for solar panels to cause glint and glare which could be a nuisance or hazard to residents and drivers. The Ministry of Defence (MoD) also have concerns if there is potential for increased glare hazardous to air traffic procedures and critical stages of the flight process – i.e., at take-off and landing. All planning applications for solar power systems must be accompanied by an independent glint and glare assessment that considers the likely reflective capacity of all the materials used in the construction of the scheme and the potential impacts on residents and drivers. Consultation with the MoD is strongly encouraged and evidence of the consultation should be submitted with the planning application along with details of how any concerns have been mitigated.

Agricultural Land

Solar farms often cover large areas of land and are therefore usually developed in rural locations. Preference should be given to previously developed non-agricultural land or land which is of lower agricultural quality in order to safeguard the long term potential of the best and most versatile agricultural land.

Where possible, proposals should allow for the continued agricultural use of the land.

AONBs

Paragraph 176 of the Framework states that the scale and extent of development within AONB's should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts.

Hillside, open vale, open valley and open downland areas are landscapes where it is least likely that solar PV development could be accommodated without causing visual harm to the Malvern Hills and Cotswolds AONBs or their setting. However, solar PV farms are usually not of great height and there may be concealed locations within an AONB or its setting where development could take place with only very limited and localised landscape impact.

Solar farm developments in an AONB or its setting, where there could be adverse impacts on the protected area, would need careful consideration. AONB management plans, landscape character assessments and position statements must be considered in planning stages to help inform development, and early consultation with AONB planning officers should be sought.

Archaeology and Heritage

Solar farms should avoid scheduled ancient monuments or heritage assets, including their settings.

There are also a number of non-designated heritage assets in south Worcestershire. These are included on the Worcestershire Historic Environment Record (HER). Consideration needs to be given to the impact of solar power schemes on these non-designated heritage assets. Developers are advised to consult the HER at an early stage in planning a scheme.

Applicants should consider the likely impacts that will be caused by the construction of infrastructure including access routes, hard surfacing, cable runs and generator plants. Plans should minimise the impact upon the historic environment and include the long term management of the site post installation. These should be included in an archaeological / heritage desk based assessment that should form part of the planning application.

Ecology

Solar power schemes can have implications for habitat loss, fragmentation and displacement of species. The nature of the impact is dependent on the ecological characteristics and features of the site and its sensitivity to the proposed change.

To minimise the ecological impact, hedges should be retained and any fencing to secure the site must allow species such as badgers to continue to access the site. Security lighting can also have an impact on species such as bats. It is advised that lighting is not used unless absolutely necessary. If it is necessary it must be minimised and directed away from hedges and woodland.

Developers should consult with Natural England regarding the presence of important habitats or protected species in and around the proposed development site. Developers may also wish to consult the Worcestershire Wildlife Trust.

An ecological survey must be submitted with all planning applications assessing any potential impacts and identifying appropriate mitigation measures.

As outlined in the Plan HRA, potentially functionally linked land associated with the qualifying bird species of the Severn Estuary SPA and Severn Estuary Ramsar is located within the Plan area. Solar power schemes have the potential to have an adverse impact upon birds through the polarising effect of solar panels on bird behaviour and through noise and visual

disturbance. Site RLCE033b (Ryall House Farm, Ryall) is located immediately adjacent to a functionally linked bird site known as Upton Ham. Development proposals for a solar power scheme at Ryall House Farm should therefore be accompanied by a Habitats Regulation Assessment assessing the impact upon functionally linked land when more details on the scale, nature and layout of the application is known.

Highways and Access issues

A Transport Statement will be required to assess the impacts of the development during construction, operational, and decommissioning phases of the development.

Rights of way

Applicants will need to ensure public rights of way in the vicinity of the site remain available and convenient for public use.

Flood risk

The development of a solar farm does not usually increase flood risk and surface water run-off should not be any greater. However, a change in the composition of the ground surface which affects the way the surface water is channelled, or building solar farms in areas at risk of flooding could increase the risk.

A flood risk assessment should identify and assess the risk on all forms of flooding to and from the development and demonstrate how these flood risks will be managed or mitigated so that the development remains safe throughout its lifetime.

Environmental Impact Assessment

Solar power schemes are not specifically listed under Schedule 2 of the Environmental Impact Assessment (EIA) Regulations 2011 as projects that may require an EIA. However, Section 3a) of Schedule 2 specifies that any industrial energy installation producing electricity, steam and area (SSSI) it may require an EIA even if it is under 0.5 hectares.

Any industrial solar power schemes over 0.5 hectares or within a SSSI may therefore require an EIA. For such schemes the council must provide a Screening Opinion advising the applicant whether or not an EIA is required.

Developers are encouraged to request a Screening Opinion from the Local Planning Authority to ascertain whether an Environmental Impact Assessment is required.

Consent to be on a Temporary Basis

Solar farms are a temporary use, which means that the development of a greenfield site as a solar farm will not change the status of that site from greenfield to previously developed land. Any consents will be granted on a temporary basis of 25 years maximum to allow the solar farm to be decommissioned as other (even) more sustainable forms of renewable energy come on stream and the land can be restored to its previous use.

Cumulative Impacts

The cumulative impacts of solar farm developments require particular attention, particularly where there are numerous solar arrays in close proximity to each other. Cumulative impacts with other developments should also be considered.

Community Gain

Solar farms offer the potential to develop a local energy economy in south Worcestershire which can deliver significant long term benefits to the community, including reduced energy bills, increased energy sustainability and security, and a shift of ownership to local people. In accordance with paragraph 152 of the Framework, SWC consider that this model of renewable energy deployment should receive particular support when considering the merits of renewable energy development at the planning decision stage.

SWDPR 60 Directions for Growth Outside the City Administrative Boundary: Existing Urban Extensions to be Reallocated

- A. Within the areas identified on the SWDP Review Policies Map, three sustainable, well-designed urban extensions are being reallocated from the SWDP (2016). These sites will come forward in accordance with the requirements below.**
- B. Broomhall (Worcester South Urban Extension) - (known as SWDP45/1) (247.1 hectares¹⁷⁶):**
- i. Delivery of approximately 20 ha of employment land and around 2,600 dwellings¹⁷⁷.**
 - ii. The dwellings will be of mixed size and type in accordance with the requirements of policy SWDPR 16, and up to 40% will be affordable housing in accordance with the requirements of policy SWDPR 18.**
 - iii. The diagram for SWDP 45/1 below shows the broad distribution of land uses and of various policy requirements, which include a centrally located local centre incorporating:**
 - 1. a range of community facilities and services including a two-form entry primary school, community building, emergency services infrastructure, children’s centre and youth facilities; and**
 - 2. local convenience store (use class F2(a), comparison retailing and other mixed uses (e.g. use class E and some Sui Generis uses) comprising modest scale development of a scale and use appropriate to serving the local community.**
 - iv. The local centre shall not include more than 2,500 sq. m net of retail floorspace and no single convenience store shall exceed 2,000 sq. m net.**
 - v. There will be no built development in the parts of the site liable to flooding, as defined in the Strategic Flood Risk Assessment and / or a site-specific Flood Risk Assessment.**
 - vi. New and enhanced sports and social facilities at Norton Barracks.**
 - vii. Subject to viii and ix below, in the Significant Gap to the south of Norton Barracks, between Norton Road and the M5, only uses that maintain the openness of the land, save for any built community, sports and recreation built facilities referred to in viii below, will be permitted.**
 - viii. No more than 85 of these 2,600 dwellings will be permitted east of Norton Road. Up to 40 of these will be in the Significant Gap, to provide**

surveillance of the proposed community, sports and recreation facilities.

- ix. Provision of a site for Travellers for up to 10 pitches within the Urban Extension¹⁷⁸.**
- x. Contributions to infrastructure, in accordance with SWDPR 9, including education, sporting and recreational facilities, and emergency services infrastructure.**
- xi. Measures, including proportionate contributions directly related to the development, to support and safeguard the implementation of relevant schemes set out in the latest Worcestershire Local Transport Plan, including the adopted Worcester Transport Strategy, such as: improvements to the A4440 (including phased dualling), the A38 and associated highways, public transport, cycle and walking infrastructure and services which shall include at least one grade-separated pedestrian / cycle crossing; improved accessibility by non-car modes to Worcester city centre, including a potential parking hub close to the A4440, to be agreed in consultation with Worcestershire County Council.**
- xii. Safeguarding land on the southern side of the A4440 for the dualling of the road and the provision of the pedestrian and cycle bridges needed to provide sustainable transport links between the development and Worcester city walk and cycle networks.**
- xiii. A road network hierarchy and legible road layout within and adjoining the urban extension supporting the functions of the new neighbourhood, including traffic calming measures to safeguard the amenity of the Norton Barracks community.**
- xiv. Footpath and cycle networks within the development including safe links to Worcester city, the local centre and the Norton Barracks.**
- xv. The provision of Green Infrastructure in accordance with SWDPR 7, SWDPR 45 and SWDPR 46, including:**
 - 1. play facilities, formal playing pitches and informal recreational facilities such as allotments;**
 - 2. a Green Space buffer to the west of Norton Road separating the Broomhall and Norton Barracks communities, of a scale that maintains their individual identifies;**
 - 3. a Green Space buffer along the whole southern boundary immediately to the north of Broomhall Lane, providing a framework for the built development consistent with local landscape character;**

4. a Green Space buffer to the north of Norton Barracks, between Norton Road and the railway line, designed to overcome visual and noise impacts of business development to the north by separating new and existing uses; and
 5. Green Space adjacent to the A4440 (after allowing for dualling and other improvements), to provide a framework for the built development, mitigate noise and flood risk and maintain the individual identities of Broomhall and St Peter the Great to the north.
- xvi. In compliance with Policy SWDPR 27, proposals will be required to ensure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in-combination with other plans or projects.
- xvii. Measures for the protection and enhancement of the significance of Middle Broomhall Farm and other listed buildings and their settings.
- C. Temple Laugherne (Worcester West Urban Extension) – (known as SWDP45/2) (138.8 ha)¹⁷⁹:**
- i. Delivery of approximately 5ha of employment land.
 - ii. Delivery of around 2,539 dwellings¹⁸⁰. The rate of delivery will be dependent upon the phased implementation of the Worcester Transport Strategy and, in particular, the dualling of relevant sections of the A4440 Southern Link Road. The disposition of proposed uses within the allocation boundary will need to ensure the comprehensive development of the allocation as a whole and provide an integrated and cohesive urban design facilitating movements within the site and to / from the city.
 - iii. The dwellings will be of mixed size and type in accordance with the requirements of policy SWDPR 16, and up to 40% will be affordable housing in accordance with the requirements of policy SWDPR 18.
 - iv. The diagram for SWDP45/2 below shows the broad distribution of land uses and of various policy requirements for the major part of the site.
 - v. Local convenience (Use Class E) and comparison retailing within a Neighbourhood Centre; the Neighbourhood Centre shall not include more than 1,500 sq. m of net retail floorspace and no single convenience shall exceed 1,000 sq. m net.
 - vi. A range of community facilities and services, including a two-form entry primary school and community hall.
 - vii. Provision of a site for Travellers of up to 10 pitches within the urban extension¹⁸¹.

- viii. **There will be no built development in the parts of the site liable to flooding, as defined in the Strategic Flood Risk Assessment and / or a site-specific Flood Risk Assessment.**
- ix. **The provision of Green Infrastructure in accordance with SWDPR 7, SWDPR 45 and SWDPR 46, including:**
 - 1. **a network of open sources, including play facilities, sporting and informal recreational facilities such as allotments; and**
 - 2. **measures which will deliver both strategic Green Infrastructure and water management objectives.**
- x. **In compliance with Policy SWDPR 27, proposals will be required to ensure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in-combination with other plans or projects.**
- xi. **Measures to maintain separation of the urban extension from Crown East and Lower Broadheath.**
- xii. **Contributions to infrastructure, in accordance with SWDPR 9, including education, sport, and recreational facilities.**
- xiii. **Measures, including proportionate contributions directly related to the development, to support and safeguard the implementation of relevant schemes set out in the latest Worcestershire Local Transport Plan, including the adopted Worcester Transport Strategy, which includes the phased dualling of the A4440 Southern Link Road; the delivery of a road within the site between the A44 and the Martley Road; and improved accessibility by non-car modes to Worcester city centre.**
- xiv. **Measures for the protection and enhancement of the Earl's Court Scheduled Monument, listed buildings and their settings.**

D. Worcester Six (South Phase) - (known as SWDP45/6) (20.32 ha):

- i. **Delivery of a sustainable, well-designed technology park of approximately 16 ha (Worcester Six South Phase) for research and development and manufacturing related to environmental and new technologies or associated businesses, to be integrated with the land to the north that already has permission for business uses.**
- ii. **Off-site highway works and financial contributions, in accordance with SWDPR 9, necessary to support access to the site.**
- iii. **Green Infrastructure and landscaping that contributes to the provision of Green Space and the setting of existing and altered public routes through the site.**
- iv. **Measures to support and safeguard the implementation of relevant schemes set out in the latest Worcestershire Local Transport Plan,**

including the adopted Worcester Transport Strategy, and to provide adequate accessibility by non-car modes to Worcester city centre and key residential and transport (interchange) destinations, facilities and services across Worcester city as a whole.

Figure 5: SWDP 45/1 Diagram

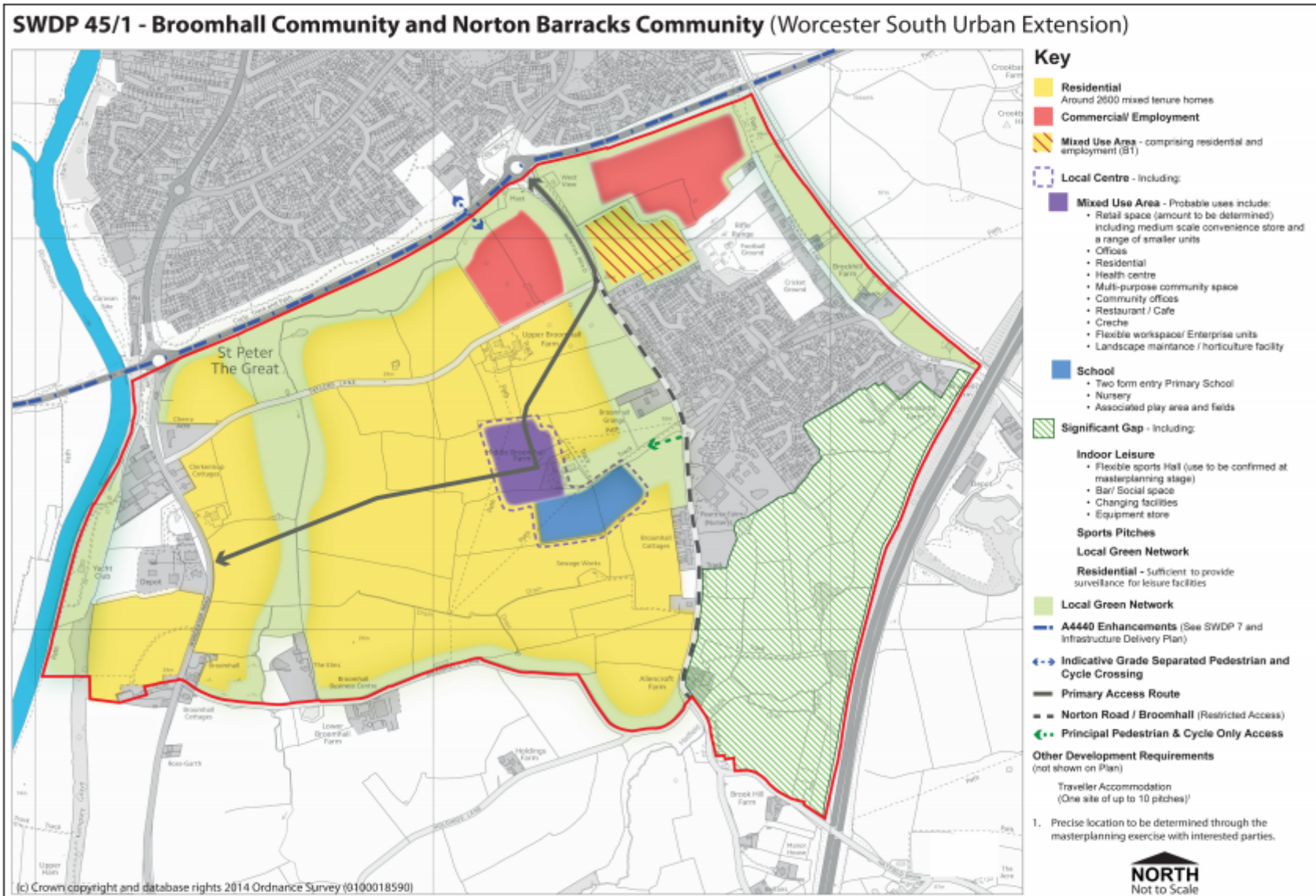
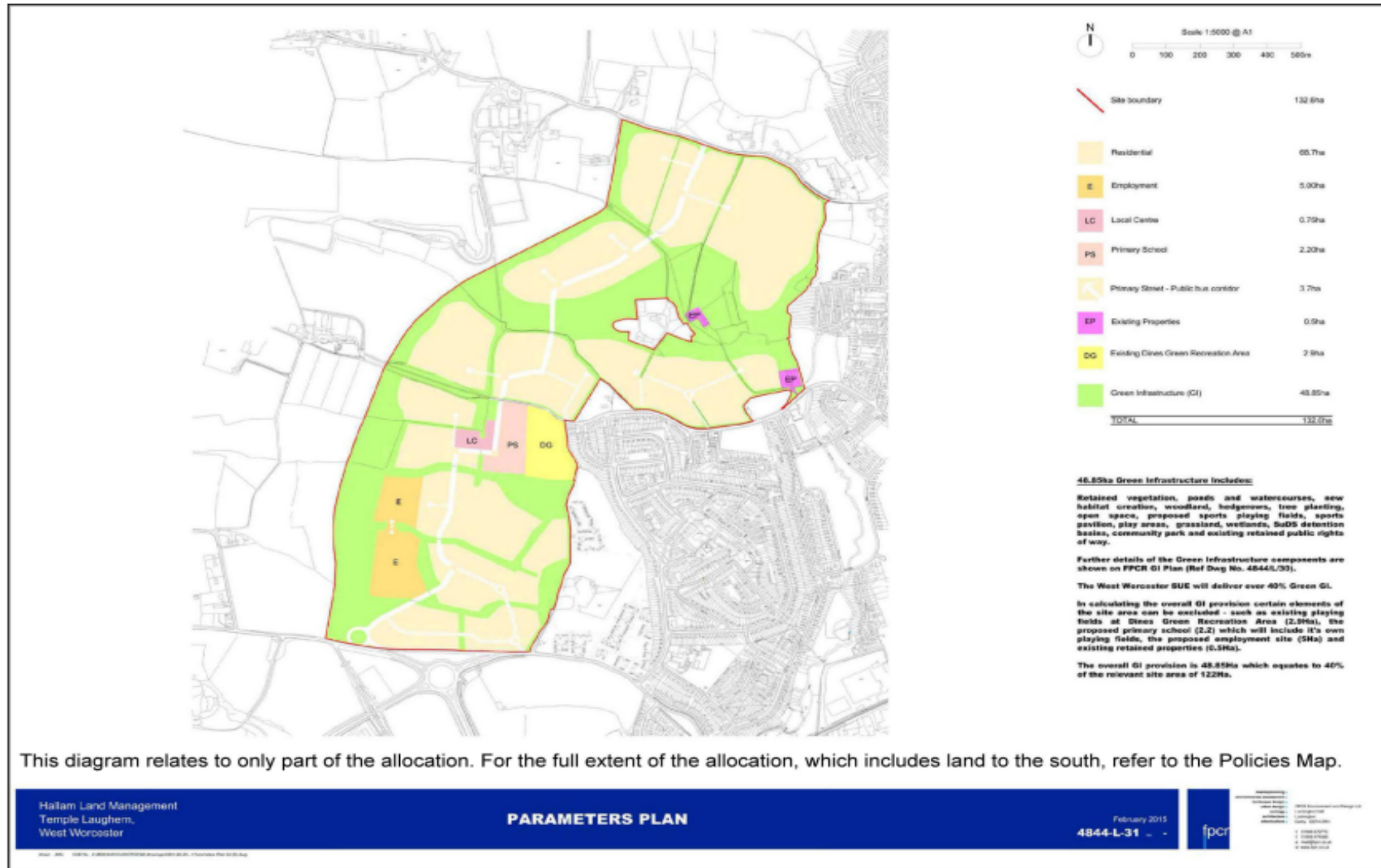


Figure 6: SWDP 45/2 Diagram



This diagram relates to only part of the allocation. For the full extent of the allocation, which includes land to the south, refer to the Policies Map.

Reasoned Justification for SWDPR 60

Broomhall (Worcester South Urban Extension) – (known as SWDP45/1)

In assessing the development to the south, there are some important objectives that need to be fulfilled and these would be an integral part of a comprehensive masterplan. These objectives carry equal weight:

- a) To create an environment that will be attractive to business investment, including high technology, manufacturing and knowledge-based services.
- b) To create a sustainable, balanced mix of uses and a distinctive new community at Broomhall, which is self-sufficient in meeting its local needs.
- c) To create Green Space at a scale and layout that retain the individual identities of the new Broomhall development and the existing Norton Barracks settlement, allow for direct access to local services for pedestrians and cyclists, do not allow vehicular journeys, except where crossed by the Norton Road / local centre / A38 link, and function as a biodiversity corridor and recreational space.
- d) To ensure that the most important views of the Malvern Hills from the east of the site are not impeded by the new development.
- e) Ensure appropriate measures to retain and enhance the significance of Middle Broomhall Farm listed building and its setting, as well as safeguarding its continued use by its sympathetic inclusion within the community hub as detailed in the masterplan.
- f) To ensure that appropriate measures are employed to avoid or mitigate water course and surface water flooding and water quality concerns. The existing watercourses will need to be retained in open areas of Green Space and linked to appropriate SuDS techniques.
- g) Ensure no adverse impacts upon potentially functionally linked land associated with the Severn Estuary SPA and Severn Estuary Ramsar, at bird site known as River Severn (Northwich to Diglis). Given the proximity of SWDP 45/1, the Plan HRA has identified potential adverse urbanisation effects and mitigation to address these. Mitigation should be addressed through site design when further details on the layout are known (as set out in the Plan HRA) and, where required, project level HRA undertaken to ensure compliance with Policy SWDPR 27.
- h) To enable appropriate improvements to the A4440 (Crookbarrow Way, Broomhall Way and Teme Way) together with associated junction improvements, which will include the provision of at least two grade-separated pedestrian / cycle crossings (east and west).
- i) To reduce car dependency by enabling efficient public transport, walking and cycling movements within the development, whilst providing two-way opportunities for access to services within the existing city as well as out to the countryside.
- j) To provide emergency services infrastructure serving the local community.

The plan has extended the Significant Gap to the west of the M5 motorway so that land to the east and south-east of Norton Barracks is now subject to SWDPR 3. In addition, land between Kempsey and the southern limit of the urban extension remains as Significant Gap. Care will be needed in the treatment of the edges of the development area. In order to help minimise the impact on the Norton Barracks community, the Worcester South extension must include well-designed green space buffer areas and set out a clear road hierarchy, with the road

beyond any commercial development being traffic-calmed particularly in the vicinity of Norton Barracks. The road network within the urban extension will need to provide a route through to the neighbourhood centre from Norton Road roundabout and the A38.

Temple Laugherne (Worcester West Urban Extension) – (known as SWDP45/2)

The development to the west of Worcester would relate closely to the existing city, but certain important objectives would need to be achieved. These are:

- a) Provision for modern high technology and knowledge-based services, including links to the University of Worcester and the opportunity to provide business start-up units.
- b) Create a sustainable, balanced mix of uses that will be an extension to the existing city area.
- c) Maintain a Significant Gap that provides physical and visual separation between the development and the surrounding villages of Crown East and Lower Broadheath so that their unique characters and the setting of the city are both protected.
- d) Ensure that the existing views across the area of the skyline of the city are not adversely impacted by the new development.
- e) Reduce car dependency by enabling efficient public transport, walking and cycling within the development, whilst providing two-way opportunities for access to services within the existing city as well as to the countryside.
- f) Create a cohesive place that relates to the existing city while recognising the importance of the landscape setting in providing an attractive living environment for a wide range of household types. Managing the transition between urban and rural will be essential in enabling the countryside to flow naturally into the development area from north and west.
- g) Ensure there is safe and attractive access connecting the urban extension and Dines Green, to ensure enhanced connectivity between existing and new settlements. Two points of vehicular access are needed to serve the site. One of these will need to have direct access to the primary road network west of the city linking to the A4440. The second will need to link to the city road network such that impacts on traffic flows further into the city can be managed.
- h) It will be important to ensure there is a smooth transition from the open countryside into the urban area, so the green space corridors must be sufficiently wide to allow the countryside to flow into the area. Where possible, development will be defined by natural physical boundaries, but in certain places (particularly the western boundary) it will be guided by landscape and topographical evidence.
- i) Ensure no adverse impacts upon potentially functionally linked land associated with the Severn Estuary SPA and Severn Estuary Ramsar, at bird site known as River Severn (Northwich to Diglis). Given the proximity of SWDP 45/2, the Plan HRA has identified potential adverse urbanisation effects and mitigation to address these. Mitigation should be addressed through site design when further details on the layout are known (as set out in the Plan HRA) and, where required, project level HRA undertaken to ensure compliance with Policy SWDPR 27.
- j) The protection of the Earl's Court Scheduled Monument and listed buildings and their settings is consistent with SWDPR 8 and 29 and the NPPF (paragraph 20).

Worcester Six (South Phase) – (known as SWDP45/6)

Although provision has been made for local employment opportunities within the city and the urban extensions, there is evidence to support a 70ha (gross) sub-regional employment site providing opportunities for existing manufacturing companies in the area to consolidate and expand by relocating to this site. The land is located immediately south-east of Junction 6 of the M5, a key gateway to the city. It lies within Wychavon District, but as the site abuts the city boundary it will provide serviced employment land to meet the growth of Worcester.

The North Phase of the Worcester Six occupies approximately 140,000 sq. m on 27 ha (net)¹⁸² next to J6 and provides manufacturing, distribution and research and development facilities.

SWDP45/6 is the South Phase on the remainder of Worcester Six, providing space for a cluster of other commercial companies, potentially involved in environmental and other high-technology sectors. Within the gross site allocation delineated on the SWDP Review Policies Map, about 16 ha (net) is identified for SWDPR 2 purposes.

The completed development will be designed and landscaped to appear as a single Technology Park and will include public open space, primary highway improvements and an ecological corridor. Two points of access will be provided. The current permission includes access to the Technology Park directly on to Crowle Lane at a point between Crowle Lane / Pershore Lane roundabout and Trotshill Lane. This route provides access to Warndon Villages and the city centre via the Trotshill motorway bridge. Development proposals will be tested through the Worcester Transport Models and the developer will fund any mitigation works, along with improvements to public transport, walking and cycling links.

Worcester Six is identified as a priority employment project within the Game Changer Programme and has the full support of the local councils, as well as the Worcestershire Local Enterprise Partnership, all of whom have invested in the site.

SWDPR 61 Worcester City Allocations

A. Within Worcester City, the following new sites, as shown on the SWDP Review Policies Map, are proposed for uses identified in Tables 11, 13 and 15. Unimplemented sites in the adopted SWDP (2016) that are proposed for reallocation are shown in Tables 12, 14 and 16. Opportunity zones and areas are also set out in Table 14. Allocations should be developed in accordance with the criteria identified in respect of each site and all general policy requirements, including any necessary developer contributions. Sites deallocated from the SWDP (2016) are shown in Table 17.

Housing Sites

Table 11: New Housing Allocations¹⁸³

SWDP Reg 18 Ref	Site	Indicative No. of Dwellings	Site Area (ha)	SHELAA / Planning Ref	SWDP Reg 19 Ref
SWDP NEW 1	Land at the rear (west) of Liverpool Road, Worcester	6	0.18	CFS1078	WCHO0 1
SWDP NEW 2	Land to the rear of 14-20 Barbourne Road, Worcester	5	0.16	CFS0954	WCHO0 2
SWDP NEW 3	Land off Oak View Way, Bromyard Road, Worcester ¹⁸⁴	120	4.24	CFS0477 (20/0024 9/OUT)	WCHO0 3
SWDP NEW 4	Checketts Lane Industrial Estate, Checketts Lane, Worcester	39	0.99	CFS0036	WCHO0 4
SWDP NEW 5	Shrub Hill Retail Park, Tallow Hill, Worcester (parcel west of Worcester and Birmingham Canal) ¹⁸⁵	60	0.81	CFS0356	WCHO0 5

No PO Ref	Land off Brickfields Road, Blackpole, Worcester	16	0.42	CFS1179	WCHO06
No PO Ref	Woodside Point, Williamson Road, Worcester	75	2.18	CFS1221	WCHO07
Total		321			

Table 12: SWDP Housing Reallocations¹⁸⁶

SWDP Reg 18 Ref	Site	Indicative No. of Dwellings	Site Area (ha)	SHELAA / SWDP / Planning Ref	SWDP Reg 19 Ref
SWDP REALLOCATE 1	Ribble Close and Gas Holder Site	40	1.2	SWDP 43/3	WCREAL01
SWDP REALLOCATE 3	Sansome Walk Swimming Pool ¹⁸⁷	33	0.8	SWDP 43/7	WCREAL02
SWDP REALLOCATE 4	Old Brewery Service Station, Barbourne Road	12	0.14	SWDP 43/9	WCREAL03
SWDP REALLOCATE 5	Malvern Gate, Bromwich Road	45	1.16	SWDP 43/c (CFS0809)	WCREAL04
SWDP REALLOCATE 7	County Council Offices, Bilford Road ¹⁸⁸	15	0.67	SWDP 43/g	WCREAL05
SWDP REALLOCATE 8	Laugherne Garage, Bransford Road	10	0.44	SWDP 43/h	WCREAL06
SWDP REALLOCATE 9	Land at Earl's Court Farm	13	0.32	SWDP 43/n	WCREAL07
SWDP REALLOCATE 10	Land adjacent to the Masonic Hall ¹⁸⁹	30	0.96	SWDP 43/21	WCREAL08
SWDP REALLOCATE 11	Former Zig Zag site, St John's ¹⁹⁰ ¹⁹¹	12	0.05	SWDP 43/qR P16K0302	WCREAL09
SWDP REALLOCATE 12	Royal Worcester Porcelain - Gap Site ¹⁹²	10	0.15	SWDP 43/u	WCREAL10

SWDP REALLOCATE XX	Land formerly associated with Tolladine Golf Course, Worcester ¹⁹³	16	0.63	SWDP 43m 20/00352/FUL	WCREAL11
Total		236			

Mixed Use Sites

Table 13: New Mixed-Use Allocations

SWDP Reg 18 Ref	Site	Indicative No. of Dwellings	Employment Land (ha/sq. m)	Site Area (ha)	SHELAA Ref	SWDP Reg 19 Ref
SWDP NEW 9	Land at Navigation Road, Diglis, Worcester ¹⁹⁴ ¹⁹⁵	495	3 ha ¹⁹⁶	14.27	CFS0933 CFS1076	WCMU01
Total		495				

Table 14: SWDP Mixed Use Reallocations and Opportunity Zones/Areas¹⁹⁷

SWDP Reg 18 Ref	Site	Uses	Indicative No. of Dwellings	Employment Land (ha)	Site Area (ha)	SWDP Reg 19 Ref
SWDP 43/aa ¹⁹⁸	Lowesmoor Wharf ¹⁹⁹	Commercial and Residential	100	0	1.14	WCMU 02
SWDP 44/2	Fire Station / Crowngate / Angel Place / The Butts ²⁰⁰	Retail-Led Development ²⁰¹			2.85	WCMU 03
SWDP 44/3a	Trinity House/Cornmarket / Lowesmoor	Mixed Use Retail Led Development	50 (at Trinity House)	0	2.11	WCMU 04

SWDP 43/29A ²⁰²	Chequers Lane/Henwick Road ²⁰³	University-related development (F1 Use Class)			5.26	WCMU 05
SWDP 44/4	Shrub Hill Opportunity Zone ²⁰⁴	Opportunity Zone	750 (including student accommodation and extra care units)	Mixed Use and Commercial Development	19.72	WCMU 06
SWDP 44/5	Blockhouse/Car den Street Opportunity Zone ²⁰⁵	Opportunity Zone	To include approximately 120 dwellings		3.9	WCMU 07
SWDP 44/6	Cathedral Quarter and Sidbury: Cultural Facilities ^{206 207}	Opportunity Zone	Cultural Facilities		1.91	WCMU 08
SWDP 44/7	Riverside ²⁰⁸	Opportunity Area	Riverside Enhancement		n/a	WCMU 09
SWDP 44/8	St Clements Gate	Opportunity Area	Learning / Creative Quarter		n/a	WCMU 10
		TOTAL DWELLINGS	1,020			

B. Redevelopment proposals for the Opportunity Zones (SWDP 44/4, SWDP 44/5 and SWDP 44/6) will be supported providing they:

- i. Incorporate a range and variety of land uses to create a truly mixed-use development.
- ii. Make a contribution to achieving the SWDPR objective for new commercial/office space in Worcester.
- iii. Will not result in residential development being the predominant use across the Opportunity Zone as a whole.

- iv. Offer genuine, sustainable travel choices.
- v. Do not result in retail or leisure dominating the other land uses within the zone.
- vi. Enhance views over the historic city centre and for SWDP 44/4, enhance the setting of the adjacent scheduled monument.²⁰⁹
- vii. Secure the refurbishment and future of listed buildings and structures within the zone.
- viii. Encourage existing businesses to remain or alternatively provide suitable relocation opportunities.
- ix. Proposals for single uses in an Opportunity Zone will be evaluated for their contribution and effect on the overall mix of uses in the area.

Employment Sites

Table 15: New Employment Land Allocations

SWDP Reg 18 Ref	Site	Employment Land (ha/sq. m)	Site Area (ha)	SHEL AA Ref	SW DP Reg 19 Ref
SWDP NEW 10	Land at Blackpole Road, Worcester ²¹⁰	8.12 ha	8.12	CFS0 587sc	WC EMO 1
No PO Ref	Land at the junction of Berkeley Way and Parsonage Way, Worcester ²¹¹	2,915 sq. m	1.84	CFS1 164	WC EMO 2

Table 16: SWDP Employment Reallocations reallocated for alternative uses²¹²

SWDP Reg 18 Ref	Site	New Secondary School (ha/sq. m)	Site Area (ha)	SWDP / Planning Ref	SWDP Reg 19 Ref
SWDP REALLOCATE 17	Worcester Woods Business Park, Newtown Road – New Secondary School ²¹³	9.16	9.16	SWDP 43/15 (CFS0703)	WCEMREAL01

Deallocated Sites

Table 17: Sites deallocated from the SWDP (2016)²¹⁴

SWDP Reg 18 Ref	Site	No. of Dwellings in SWDP	Employment Land in SWDP (ha/sq. m)	Site Area (ha)	Reason for deallocation from the SWDP	Reg 19 Ref
DEALLOCATE 1 (SWDP 43/1)	Land south of Leopard Hill	100 ²¹⁵	0	3.29	Part of the site is under construction (P18Q0226 - 61 dwellings) and the rest of the site has been de-allocated.	WODEAL 01
DEALLOCATE 2 (SWDP 43/18)	University Park	100 ²¹⁶	11	15.18	The care home and medical centre elements of the site have been completed but the University of Worcester is no longer developing the site as a learning/business and innovation campus. Part of the site is now being redeveloped for 175 dwellings (P18C0175). The remaining land has been re-allocated under SWDP NEW 3, which now has planning permission for a further 120 dwellings (20/00249/OUT).	WODEAL 02
DEALLOCATE 3 (SWDP 43/r)	The Bridge Inn, Lowesmoor Terrace, Worcester	9	0	0.1	The site remains in use as a Public House. Planning permission (P14D0589) has expired.	WODEAL 03

					The prospect of the site being delivered in isolation is currently low. Site boundary to be incorporated into SWDP 43aa.	
DEALLOCA TE 4 (SWDP 43/t)	Commandery Coach Depot, Tolladine Road	7	0	0.07	There is no alternative site to move the depot to at the current time.	WODEAL 04
DEALLOCA TE 5 (SWDP 43w)	23-24 Foregate Street, Worcester	10	0	0.1	Planning permission expired – site is considered unlikely to come forward.	WODEAL 05
DEALLOCA TE 6 (SWDP 43/a)	73-77 Bromwich Road, Worcester	11	0	0.14	Planning permission expired – site is considered unlikely to come forward.	WODEAL 06
DEALLOCA TE 7 (SWDP 43/19)	Bridgewater House, Blackpole Road, Worcester	115 ²¹⁷	0	3.22	Bridgewater House conversion has been delivered with 85 units completed. It is unlikely that the remaining 30 units will come forward. The remaining part of the site is currently in employment use.	WODEAL 07
DEALLOCA TE XX (SWDP 43/29)	Chequers Lane/Henwick Road	0	University-related development (Use Classes D1 and D2)	0.99	The site is to be expanded has been re-allocated under SWDP 43/29A.	WODEAL 08

Reasoned Justification for SWDPR 61

The city of Worcester is the county centre for Worcestershire and is an important retail, employment, leisure, education and housing centre for the sub-region that includes south Worcestershire. Worcester is an important growth area capable of acting as a focus for future growth in the south Worcestershire area. However, the tightly drawn administrative boundary of the city means that there is a limit to the level of growth that can be accommodated within the administrative area.

SWDPR 61 identifies sites to meet growth requirements inside the city boundary. Evidence demonstrates that the city can accommodate approximately 3,155 dwellings within the administrative boundary through a combination of newly proposed allocation sites (866), the reallocation of existing SWDP sites (including those with planning permission but not started) (1,206) and other sites with planning commitments (including the SWDP allocations under construction)²¹⁸ (1,083). The allocation sites take account of evidence relating to the green belt, the network of green spaces, heritage and conservation considerations, existing employment sites and the need for sports, health, education and other community facilities, all essential components in creating a sustainable balanced city. The sites deallocated from the plan are those sites in the SWDP (2016) where either the realistic prospect of the site being delivered has been significantly reduced, or the site has been reallocated as part of a newly proposed allocation site.

12.96 ha (gross) of employment land has been identified through new and reallocated sites within Worcester city. A further 0.91 ha (gross) of employment land is also available through planning commitments²¹⁹. Further outstanding allocations beyond the administrative boundary at the Worcester West and Worcester South urban extensions and Worcester Six Business Park (Phase Two) would increase employment land availability by a further 41 ha (gross).

SWDPR 3 identifies Worcester as an administrative centre. The ability of the city centre and edge-of-centre sites to accommodate office growth is constrained by heritage assets, the dual carriageway on City Walls Road, the River Severn, the single river crossing and the city's sub-regional retail role. Government changes to permitted development rights, which allow the change of use of offices to residential, may also lead to the loss of some offices. SWDPR 61 therefore allocates 'Opportunity Zones' to provide further opportunity for mixed use development including offices where they cannot be accommodated in the designated city centre.

Worcester City Centre and the Masterplan

Worcester City Council published an updated city centre Masterplan in 2019, which provides a framework for development, regeneration and investment up to 2040. The updated Vision for the city is one that is prosperous, accessible, diverse and inclusive, with great opportunities for work, leisure, sport and tourism - alongside a quality of life that is attractive to all.

The Masterplan identifies four character areas or 'quarters' that form the structuring elements of the Masterplan ('Riverside', 'City Heart', 'Canalside' and 'Shrub Hill'). It then identifies locations where development and intervention could occur to bring about regeneration and other improvements and includes ideas about design, land use, transport

and access and the public realm. The SWDP provides a mechanism through which elements of the Masterplan can be realised. For planning purposes, the city centre is defined as per the SWDP Review Policies Map. The City Centre Masterplan however has considered a larger area of central Worcester and how this area functions to inform plan-making and planning decisions.

For the purposes of SWDPR 12, the 'Primary Shopping Area' for Worcester is as shown on the SWDP Review Policies Map for planning policy purposes. The 'Primary Shopping Area' is at the heart of the wider city centre (also shown on the SWDP Review Policies Map) and the additional area covered by the Masterplan.

Retail-led Development Allocations

Future High Street Fund

Worcester City Council was successful in securing £17.9 million as part of the government's 'Future High Streets Fund' in December 2020. The investment will incorporate a number of areas in the city centre, including The Cross up to Foregate Street railway station, Broad Street, Angel Place, The Trinity and Queen Street. The fund will contribute to the implementation of some of the components of the retail-led development allocations set out below.

Angel Place / CrownGate / The Butts / Fire Station (SWDP 44/2)

The redevelopment of this area would provide an opportunity for the addition of significant amounts of retail floor space and to increase the range of goods available from retail outlets within the city centre. Furthermore, the site offers an opportunity to provide a mix of uses, making the best use of land by incorporating residential, office or leisure uses on floors above or below the retail frontage.

A public realm refurbishment scheme was implemented in 2014 and a new market format and operator have rejuvenated the street market in this location. CrownGate shopping centre has had significant improvements carried out to its facade during 2019. Further redevelopment of the area would enhance the role of Angel Place as a market and public square, improve pedestrian linkages throughout the city centre and enhance connectivity of the area with the rest of the city centre, the riverside, The Foregate and the University.

Consistent with policies SWDPR 8, SWDPR 26 and SWDP 29, the redevelopment provides the opportunities to sustain and enhance the setting, appearance and skyline of the Historic City Conservation Area and improve access to and interpretation of historic and archaeological features.

Trinity House / Cornmarket / Lowesmoor (SWDP 44/3a)

Cornmarket is seen as an area of opportunity that has the potential to create a gateway development that will attract people to the city centre and improve connectivity on the east-west access between the city centre, St Martin's Quarter and the Shrub Hill area. A public realm improvement scheme was completed in the summer of 2015.

Redevelopment of the area should secure the future of, and improve the setting of, heritage assets such as the City Wall and St Martin's Gate. The removal of unsightly structures and

buildings would have a positive impact on the character and setting of the Historic City Conservation Area and improve the setting of listed buildings. Trinity House provides a redevelopment opportunity to create residential uses on the upper floors, whilst providing retail/commercial uses on the ground floor.

Lowesmoor Trading Estate is the site of the former vinegar works with a number of 18th and 19th century buildings, but which has lost a great deal of its urban form. The area, also the site of the medieval market, has the potential for expanded retail opportunity and other uses and increased public space to coincide with expansion of the Cathedral Square shopping precinct and St Martin's Quarter developments.

Opportunity Zones

Towns Fund

Worcester City Council was successful in securing £19.6 million as part of the government's 'Towns Fund' in June 2021. The investment will focus on a number of projects, including the unlocking of Shrub Hill's potential, improving transport links and connecting communities, making the most of Worcester's riverside as a destination and the building of a 'Severn Centre' for Health and Wellbeing on the riverbank.

Shrub Hill (SWDP 44/4)

This area encompasses Shrub Hill Station, Cromwell Street, Pheasant Street, Tolladine Road and Shrub Hill Road west of the railway, Tolladine Road, Sherriff Street and Newtown Road east of the railway. The proximity to Shrub Hill Station and the city centre, which are both within walking and cycling distance, make this a highly sustainable location for a wide range of land uses.

Significant amounts of new or refurbished commercial office space and housing could be developed; city centre developments that are too large for sequentially preferable sites could be accommodated here, thus exploiting the opportunity provided by the canalside location and its proximity to the railway station. A mixed-use development focused around a new canal basin would create a new neighbourhood in the city.

It is estimated that, a significant element of housing development will be included that could deliver approximately 750 dwellings²²⁰. Development that would be less car-dominated (including clustered student flats and extra-care accommodation) is appropriate, provided that housing does not become the dominant land use. The redevelopment of Isaac Maddox House (as promoted as part of the Towns Fund bid) provides the opportunity for an Enterprise Centre for business start-up and growth, as well as new homes. Smaller-scale neighbourhood leisure and retail outlets, such as convenience stores serving the local community, would be appropriate subject to impact and design considerations.

The redevelopment should conserve and enhance the significance of heritage assets, putting them to viable uses consistent with their conservation. There is an opportunity to provide a sustainable future for listed buildings and to remove structures and buildings that have a negative impact on views into and out of the area as well as preserving existing views of listed or other landmark buildings.

The existing businesses within the Opportunity Zone should not be lost as they are important elements of the economy of the city. All redevelopment proposals should afford the opportunity for existing business to remain or relocate to suitable alternative premises.

The redevelopment of Cromwell Street could provide a mix of uses, providing an opportunity to connect Lowesmoor, the canal and the station together. Between Rainbow Hill and Tolladine Road is an area of low-density uses, which is an important gateway into the city from the railway line.

Redevelopment should improve access to Shrub Hill station by all modes and provide a high-quality public transport interchange, while reconnecting the two sides of the railway corridor. Pedestrian connectivity between Shrub Hill Station, the canal, Lowesmoor and St Martin's Quarter can be greatly improved to contribute towards the creation of an identifiable and cohesive regeneration zone. Improvements to the public realm in front of Shrub Hill station will create an attractive first impression of the city to visitors arriving by train.

Blockhouse / Carden Street (SWDP 44/5)

This area has potential to be linked back into the city centre and provides an opportunity to create a network of intimate shared surface streets, which can provide access to a mix of good quality city centre housing (approximately 120 dwellings), smaller business premises and live / work opportunities, as well as commercial office space for creative industries and improvements to the public realm.

Development on the site could improve pedestrian access between the city centre and Fort Royal and help transform City Walls Road into an attractive gateway to the city.

The removal of unattractive buildings and structures would enhance the skyline and have a positive impact on the Canal Conservation Area and other heritage assets.

Cathedral Quarter and Sidbury (SWDP 44/6)

The opportunity exists to create a high-quality gateway to Worcester city centre at Sidbury and improve pedestrian links between College Street, the canal, the Diglis / Waterside developments and the city centre.

There is potential for the development of a cultural quarter on the former Royal Worcester Porcelain site, the redevelopment of King Street car park and the provision of live / work opportunities.

Development should include the removal of buildings that have a negative impact upon the Sidbury and Canal Conservation Areas, securing the future of listed buildings and buildings of local significance and safeguarding views into and out of the area.

An area designed to encourage creative industries to cluster together around the Royal Worcester Porcelain museum would be beneficial and would create vital jobs for the city.

Diglis Basin could facilitate new mixed uses along the canal, and the Cathedral Quarter in which the predominant collection of high-value heritage assets are placed could be enhanced, through public realm work, to facilitate an important visitor hub and connecting node to both regenerated areas to the south and wider tourist assets.

Further detail on appropriate uses for opportunity zones and other specific sites will be provided through masterplans, concept statements and site appraisals.

Other Opportunity Areas

Riverside (SWDP 44/7)

The River Severn is at the heart of Worcester and performs vital environmental and social functions, but the riverside is an underused economic asset for the city and could potentially represent a significant benefit to the city's economy.

Significant improvements are already being made to the riverside, but opportunities could be taken for locating a hotel in the area and encouraging the growth and establishment of creative industries, as well as enhancing the riverside space at Quay Head with increased recreational amenities including an amphitheatre for outdoor performances alongside new public space. Improvements to the public realm, increased riverside activity and the creation of flexible civic space could help foster better links between the city and the riverside.

The riverside plays an important role for pedestrians in linking the north and south of the city, especially between Diglis Basin and the Racecourse. The area is also important as a link between the west of the city (St John's) and the wider area. Improved east-west links will need to be created to increase connectivity throughout the city and to better link places such as the University, the Hive, the Cathedral, South Quay and the city centre. The 2019 Masterplan highlights the potential for a new walking/cycling bridge between Kepax and Gheluvelt Park to help facilitate east-west links and overall greater connectivity across the river.

It is anticipated that the 'Towns Fund' allocation will help with realising some of the identified opportunities for Riverside.

St Clements Gate (SWDP 44/8)

As identified in the Worcester city centre Masterplan (2019), St Clements Gate provides the key interface between the city and the university. Recent regeneration projects in the area include the development of the Hive and local history centre, providing a key shared community resource linking the city and the university. It has also seen the expansion of university campuses onto the site of the historic royal infirmary and housing development at The Butts. This area could become recognised as a 'learning/creative quarter' with associated pedestrian and cycle links addressing major urban features such as the railway viaduct - site of the proposed low line walkway and the Arches regeneration project (a cultural and creative hub for the city being delivered by funding secured through the Government's Cultural Development Fund) that would connect Foregate Street with the riverside. The area could provide a high-quality northern edge to the city centre.

Biodiversity

As outlined in the Plan HRA, potentially functionally linked land associated with the Severn Estuary SPA and Severn Estuary Ramsar, known as the River Severn (Northwich to Diglis), covers a large area of riverside habitat, within the floodplain, along approx. 4,400m of the River Severn in the centre of Worcester. There are a number of allocations located immediately adjacent to the River Severn (Northwich to Diglis) site, which

includes SWDP43/29a and SWDP NEW 9. There are also a large number of other allocations within Worcester City, for mixed-use and residential uses. All of these are accessible to the River Severn Northwich to Diglis Lock site and include some larger sites including SWDP 44/4, SWDP 44/5 and SWDP 44/6. Given the proximity of these allocations set out in Policy SWDPR 61, the Plan HRA has identified potential adverse urbanisation effects and mitigation to address these. Mitigation should be addressed through site design when further details on the layout are known (as set out in the Plan HRA) and, where required, project level HRA undertaken to ensure compliance with Policy SWDPR 27.

SWDPR 62 Malvern Hills Allocations

A. Within Malvern Hills District, the following new sites, as shown on the Policies Map, are proposed for uses identified in Tables 18, 19, 20, 21, 22, 26 and 27. Unimplemented sites in the adopted SWDP that are proposed for reallocation are shown in Tables 23, 24, 25 and 27. Once the revised SWDP has been adopted, allocations should be developed in accordance with the criteria identified in respect of each site and all general policy requirements, including any necessary developer contributions.

Housing Sites

Table 18: New Proposed Housing Allocations – Malvern

SWDP Reg 18 Ref	Site	Indicative Housing Figure	Site Area (ha)	CFS / Planning Ref	SWDP Reg 19 Ref
SWDP NEW 89	Land south of Madresfield Road	180	9.95	CFS0407sc	MHPH01
TBC	Land at Cales Farm	200	12.44	CFS0481	MHPH02
SWDP NEW 91	Land at 186 Madresfield Road	18	0.75	CFS0518	MHPH03
SWDP NEW 92	Land on the south side of Guarlford Road[1]	180	9.84	CFS0905sc	MHPH04
TBC	Land off Mayfield Road	16	0.77	CFS1144	MHPH05
	TOTAL	594			

Table 19: New Proposed Housing Allocations - Tenbury Wells

SWDP Reg 18 Ref	Site	Indicative Housing Figure	Site Area (ha)	CFS / Planning Ref.	SWDP Reg 19 Ref
TBC	Land west of Terrills Lane	10	0.81	CFS0362asc	MHPH06
	TOTAL	10			

Table 20: New Proposed Housing Allocations - Category 1 Settlements

SWDP Reg 18 Ref	Settlement	Site	Indicative Housing Figure	Site Area (ha)	CFS / Planning Ref.	SWDP Reg 19 Ref
TBC	Clifton-upon-Teme	Hope Lane	55	3.08	CFS0042 SWDP 59/3	MHPH07
SWDP NEW 95	Great Witley	Land south of Stourport Road	44	2.6	CFS0911sc	MHPH08
SWDP NEW 97	Lower Broadheath	Glen Rise, 32 Hallow Lane	12	0.52	CFS0045	MHPH09
SWDP NEW 98	Martley	Land south of playing field	71	3.93	CFS0120	MHPH10
SWDP NEW 99	Welland	Lawn Farm (Phase 3), Drake Street	17	1.42	CFS0336sc	MHPH11
TBC	Suckley	Land to north of Stocks Farm	18	1.01	CFS1203	MHPH12
		TOTAL	217			

Table 21: New Proposed Housing Allocations - Category 2 Settlements

SWDP Reg 18 Ref	Settlement	Site	Indicative Housing Figure	Site Area (ha)	CFS / Planning Ref.	SWDP Reg 19 Ref
TBC	Bayton	Land to centre of Bayton	10	0.23	CFS1206sc SWDP60/1	MHPH13
SWDP NEW101	Powick (including Colletts Green)	Land south of Old Malvern Road	25	1.5	CFS0511	MHPH14
SWDP NEW 103 ²²¹	Tunnel Hill (partly to meet the needs of Upton-upon-Severn)	Land at Milestone ²²²	50	2.96	CFS0167	MHPH15
TBC	Holt Heath	Broomfield s Farm Shop,	22	0.92	CFS1139	MHPH16

		School Plantation				
		TOTAL	107			

Table 22: New Proposed Housing Allocations - Category 3 Settlements

SWDP Reg 18 Ref	Settlement	Site	Indicative Housing Figure	Site Area (ha)	CFS / Planning Ref.	SWDP Reg 19 Ref
SWDP NEW 104	Leigh Sinton	Land off A4103 ²²³	52	8.64	CFS0009	MHPH17
		TOTAL	52			

Table 23: Housing SWDP adopted sites (saved)

SWDP Reg 18 Ref	Settlement	Site	Indicative Housing Figure	Site Area (ha)	SWDP / Planning Ref.	SWDP Reg 19 Ref
SWDP REALLOCAT E 48	Malvern	Former Railway Sidings, Peachfield Road	20	0.66	SWDP 52m	MHHA01
SWDP REALLOCAT E 49	Malvern	Victoria Road Car Park	21	0.28	SWDP 52s	MHHA02
SWDP REALLOCAT E 51	Malvern	Barracks Store, Court Road	33	0.81	SWDP 52* (19/01298/ FUL)	MHHA03
SWDP REALLOCAT E 52	Tenbury Wells	Land at the Haven, Oldwood Road	40	1.96	SWDP 57/2	MHHA04
SWDP REALLOCAT E 53	Tenbury Wells	Land at Mistletoe Row	72	4.05	SWDP 57a (18/00045/ FUL)	MHHA05
SWDP REALLOCAT E 54	Tenbury Wells	Land south of the Oaklands	35	1.92	SWDP 57c (18/01839/ OUT)	MHHA06
SWDP REALLOCAT E 55 ²²⁴	Upton-upon-Severn	Land off A4104, north east of Upton Marina	70	2.78	SWDP 58c (17/00372/ OUT)	MHHA07

SWDP REALLOCAT E 56	Abberley Common	Land at the Orchard	6	0.85	SWDP 59/1	MHHA08
SWDP REALLOCAT E 58	Abberley Common	Land west of Apostle Oak Cottage	25	1.58	SWDP 59/2/r (19/00674/RM)	MHHA09
SWDP REALLOCAT E 62	Lower Broadheath	Strand Cottages, Peachley Lane	6	0.62	SWDP 59/11	MHHA10
SWDP REALLOCAT E 63	Lower Broadheath	Land adjacent to Henwick Mill House, Martley Road	42	1.54	SWDP 59*	MHHA11
SWDP REALLOCAT E 66	Callow End	Land at Wheatfield Court	15	0.95	SWDP 60/3	MHHA12
SWDP REALLOCAT E 67	Clows Top	Land adjacent to Highbrae	17	0.86	SWDP 60/4	MHHA13
TBC	Astley Cross, Astley Cross	Land off Pearl Lane, (relates to Stourport)	57	2.16	SWDP 61/* (17/01710/FUL)	MHHA14
Total			459			

Table 24: Mixed Use SWDP adopted sites (saved)

SWDP Reg 18 Ref	Settlement	Site	Indicative Housing Figure / Employment land (ha)	Site Area (ha)	SWDP / Planning Ref.	SWDP Reg 19 Ref
SWDP REALLOCATE71	Malvern	Development at north east Malvern	800 / 10	56.7	SWDP 56	MHMXA01
		TOTAL	800 / 10			

Table 25: Other SWDP sites (saved)

SWDP Reg 18 Ref	Settlement	Site	Proposed Uses	Site Area (ha)	SWDP / Planning Ref.	SWDP Reg 19 Ref
TBC	Malvern	Three	Agriculture	38.54	SWDP 55	MHOS01
		TOTAL	38.54			

Employment Sites

Table 26: New Proposed Employment Land Allocations

SWDP Reg 18 Ref	Settlement	Site	Site Area (ha)	CFS / Planning Ref.	SWDP Reg 19 Ref
SWDP NEW	Malvern	Park Farm,	14.05 ²²⁵	CFS0117	MHPE01
SWDP NEW	Malvern	Land off	4.91	CFS0082sc	MHPE02
SWDP NEW 108	Malvern (Hanley Swan)	Land off B4208 between disused railway track and Willow End Business Park	2.1	CFS0084	MHPE03
SWDP NEW	Malvern	Land at	9.71 ²²⁶	CFS1097a	MHPE04
TBC	Malvern	Land	5.52	CFS0141b	MHPE05
TBC	Kempsey	Land to the	2	CFS1019asc	MHPE06
SWDP NEW	Earls Croome	Land at	6.64	CFS0487	MHPE07
SWDP NEW	Ryall	Land to the	1.88	CFS0696	MHPE08
TBC	Rushwick	Plot 1 Severn	0.47	CFS1212a	MHPE09
TBC	Rushwick	Plot 2 Severn	2.98	CFS1212b	MHPE10
		TOTAL	50.26 ha		

Table 27: Employment SWDP adopted sites (saved)

SWDP Reg 18 Ref	Settlement	Site	Site Area (ha)	SWDP / Planning Ref	SWDP Reg 19 Ref
TBC	Malvern	Malvern	10.6 ²²⁷	SWDP 53B	MHEA01
SWDP	Malvern	Blackmore	5.06	SWDP 54	MHEA02
		TOTAL	15.66		

Deallocations

Table 28: Sites proposed for deallocation from the SWDP

SWDP Reg 18 Ref	Settlement	Site	Indicative Housing Figures	Site Area (ha)	Reasons for Deallocation	SWDP Reg 19 Ref
SWDP Reallocate 57	Abberley Common	Land at Walshes Farm	15	1.43	SWDP 59/a Site under construction (19/00451/RM)	MHDEAL01
No PO ref	Alfrick	East of Chapel Meadow	14	0.39	SWDP 61/1 Site now built out	MHDEAL02
No PO ref	Broadwas	Land adjacent the school	10	0.31	SWDP 60/2 Site now built out	MHDEAL03
No PO ref	Broadwas	Land at Stoney Ley	8	0.5	SWDP 60 a Site now built out	MHDEAL04
REALLOCATE 59	Clifton-upon-Teme	Land at Hope Lane	30	1.32	SWDP 59/3 Site removed as a reallocation - forms part of new site CFS0042	MHDEAL05
No PO ref	Clifton-upon-Teme	Church House Farm	15	2.35	SWDP 59/b	MHDEAL06
No PO ref	Great Witley	Land adj to the Primary School	27	1.34	SWDP 59/4 Site now built out	MHDEAL07
No PO ref	Hallow	Land north of Orchard Close	46	1.55	SWDP 59/5 – Site now built out	MHDEAL08
REALLOCATE 60	Hallow	Land south of Greenfields Lane	30	1.67	SWDP zzi – Site under construction (19/00561/FUL)	MHDEAL09
No PO ref	Hallow	Land at Braithwaite's Yard, Main Road	9	0.67	SWDP 59 d – Site built out	MHDEAL10
No PO ref	Hallow	Former Royal Oak Public	8	0.18	SWDP 59 zk – site built out	MHDEAL11

		House, Main Road				
SWDP Reallocate 47	Malvern	Portland House, Church Street	15	0.22	SWDP 52/5 (18/01865/ FUL) Site built out	MHDEAL12
SWDP Reallocate 61	Hanley Swan	Land between the school and Westmere	20	1.44	SWDP 59/6 Site built out	MHDEAL13
No PO ref	Malvern	Land at Mill Lane, Poolbrook	63	3.93	SWDP 52/d – Site built out	MHDEAL14
No PO ref	Malvern	Walsh's Yard, Poolbrook Common Road	5	0.35	SWDP 52/1 – Site built out	MHDEAL15
No PO ref	Malvern	Homestead , Halfkey	5	0.25	SWDP 52/4 – Site built out	MHDEAL16
REALLOCAT E 46	Malvern	Former BMX Track off Mayfield Road	59	1.95	SWDP 52/2 – Site under constructio n	MHDEAL17
No PO ref	Malvern	Land at Lower Howsell Road (former allotments)	110	5.51	SWDP 52/i – site under constructio n	MHDEAL18
No PO ref	Malvern	Lansdowne Crescent (former hospital site)	15	0.27	SWDP 52/8	MHDEAL19
SWDP REALLOCAT E 50	Malvern	Broadlands Drive, Malvern	33	1.81	SWDP 52/ yr – site under constructio n	MHDEAL20
No PO ref	Malvern	Land off Brook Farm Drive, Poolbrook	77	4.24	SWDP 52/w – Site built out	MHDEAL21
No PO ref	Malvern	Pickersleigh Grove (part of Hayslan Fields)	44	3.29	SWDP 52/f – Site built out	MHDEAL22

No PO ref	Martley	Land adj to the Crown (combined sites)	51	3.08	SWDP 59/12 - Site built out	MHDEAL23
No PO ref	Martley	Land adj to the Primary School	14	0.77	SWDP 59 / K – Site built out	MHDEAL24
REALLOCAT E 68	Powick and Colletts Green	Former allotments, Winsmore	49	1.56	SWDP 60/5 – Site built out	MHDEAL25
No PO ref	Powick and Colletts Green	Land adjacent to the Crown Public House	45	2.72	SWDP 60 / b – Site built out	MHDEAL26
No PO ref	Powick and Colletts Green	Land south of Sparrowhall Lane	39	2.22	SWDP 60 / c – Site built out	MHDEAL27
No PO ref	Rushwick	Land at Claphill Lane	28	0.97	SWDP 60 / 6 – Site built out	MHDEAL28
No PO ref	Rushwick	Land at Old Bransford Road	20	0.72	SWDP 60 / 7 – Site built out	MHDEAL29
No PO ref	Rushwick	Land adj Upper Wick Lane	14	0.32	SWDP 60 / 8 – Site built out	MHDEAL30
REALLOCAT E 69	Rushwick	Land off Bransford Road	96	5.36	SWDP 60/t – Site now under construction	MHDEAL31
No PO ref	Tenbury Wells	Land opposite Morningside, Oakwood Rd	43	2.35	SWDP 57/1 – Site built out	MHDEAL32
No PO ref	Holly Green	Land at Sunny Bank Meadow	25	0.97	SWDP 58/1 – Site built out	MHDEAL33
No PO ref	Kempsey	Land adjacent to the Lawns including Bight Farm	110	4.68	SWDP 59/8 – Site built out	MHDEAL34
No PO ref	Kempsey	Land adjacent to the Lawns including	80	1.69	SWDP 59/8a – Site built out	MHDEAL35

		Bight Farm (Part 2)				
No PO ref	Kempsey	123a Main Road	9	0.38	SWDP 59/e – Site built out	MHDEAL36
No PO ref	Leigh Sinton	Land at Kiln Lane	53	2.09	SWDP 60 d – Site built out	MHDEAL37
No PO ref	Lower Broadheath	Land to the West of Bell Lane / south of Martley Road	48	2.07	SWDP 59/9 – Site built out	MHDEAL38
REALLOCATE	Lower Broadheath	Peachley Court Farm, Peachley Lane	6	0.22	SWDP 59/10 – Site built out	MHDEAL39
No PO ref	Kempsey	Land north of Brookend Lane (adjacent to the Limes)	116	6.85	SWDP 59/f – Site built out	MHDEAL40
SWDP Reallocate 65	Bayton	Land adjoining Severne Green	5	0.15	Part of new allocation CFS1206sc	MHDEAL41
No PO ref	Upton-upon-Severn	Land at Welland Road, Tunnel Hill	43	2.12	SWDP 58 / d – Site built out	MHDEAL42
No PO ref	Welland	Land between Old Post Office and Church Farm, Drake Street	30	1.66	SWDP 59/zi – Site built out	MHDEAL43
No PO ref	Welland	Lawn Farm, Drake Street	50	9.12	SWDP 59/L – Site built out	MHDEAL44
SWDP Reallocate 64	Welland	Land adjacent to the former Pheasant Inn	14	0.68	SWDP 59/13 Site built out	MHDEAL45

SWDP Reallocate 70(Mixed Use)	Malvern	Malvern Technology Centre (Qinetiq)	310 (4.5 ha employmen t)	15.4 (26.05 gross)	SWDP 53A (18/1088/F UL)	MHDEAL46
		TOTAL	1956			

Reasoned Justification for SWDPR 62

Policy SWDPR 2 sets out the development strategy and settlement hierarchy for south Worcestershire for the period 2021 - 2041. SWDPR 2 focuses as much of the additional growth as possible within easy reach of existing or proposed new rail stations in order to facilitate rail travel and reduce dependence on the private car.

The towns of Malvern, Tenbury Wells and Upton upon Severn provide a range of local services, including employment opportunities. Malvern also has access to rail services. The Plan therefore plans positively for further growth in the towns over the plan period.

The level of growth proposed for each town reflects the size of the town, the availability of suitable, deliverable or developable land (based on the Strategic Housing and Employment Land Availability Assessment) and the ability of each town to accommodate further development.

Malvern

Malvern is the principal urban area within Malvern Hills District with a population of around 34,200 (2011 Census). It is formed from the settlements of Great Malvern, Malvern Link, Barnards Green, West Malvern and Malvern Wells.

Malvern is served by two railway stations at Great Malvern and Malvern Link, connecting the town to Worcester and Hereford on a frequent service. The A449 links the town directly to Worcester, some 8 miles away, with regular bus services. Road links to the M5 on the eastern side of the district provide access to Junctions 7 (Worcester) and 8 (Strensham, via the M50 Junction 1).

Malvern is a centre of employment for a large part of the district and Great Malvern is the main town centre for retail purposes in the district.

The key characteristic of Malvern, however, is its setting on the slopes of the Malvern Hills which are designated as an Area of Outstanding Natural Beauty. This establishes a need to consider the implications of change and development upon both views from and to the hills from key vantage points, alongside protecting the beneficial qualities of the town as a whole.

The Plan reallocates 459 dwellings and proposes an additional 594 dwellings in Malvern along with the reallocation of a mixed-use site for 800 dwellings and 10 hectares of employment land. In addition, 15.66 hectares of employment land is reallocated, and an additional 50.26 hectares is proposed along with the reallocation of 38.54 hectares of 'other countryside uses' at the Three Counties Showground.

Upton upon Severn

Upton-upon-Severn is a small town of some 2,700 people (2011 Census), mainly situated on the southern bank of the River Severn. A road bridge links the main part of the town to the villages of Holly Green and Ryall to the east. The village of Tunnel Hill lies to the west of the town.

Upton upon Severn has no rail connections - the nearest stations are at Great Malvern and Ashchurch (near Tewkesbury) – 7 and 11 miles away respectively.

Development at Upton-upon-Severn is severely constrained due to flood risk and access issues. The settlements of Holly Green and Tunnel Hill will therefore be the focus for housing and commercial development to serve the needs of these settlements and Upton-upon-Severn.

The Plan reallocates 70 dwellings in Upton upon Severn and proposes an additional 50 dwellings at Tunnel Hill. 1.88 hectares of employment land is proposed at Ryall.

Tenbury Wells

Tenbury Wells is a small town of around 2,200 people (2011 Census) in the north-west of Malvern Hills District, situated on the River Teme, which defines the district and county boundary with Shropshire. It has a strong physical and functional relationship with Burford, which is situated on the north side of the Teme in Shropshire. The two settlements are linked by the Teme River Bridge. Tenbury Wells is surrounded by a mainly rural hinterland, with open countryside and small settlements and farmsteads.

Tenbury Wells has no rail connections – the nearest stations are Ludlow in Shropshire (7.5 miles) and Leominster in Herefordshire (8 miles). The nearest rail stations in Worcestershire are at Worcester (21 miles) and Malvern (23 miles).

Development opportunities at Tenbury Wells are limited due to flood risk, landscape and access issues. The Plan reallocates 147 dwellings at Tenbury Wells and proposes an additional 10 dwellings.

Larger Villages

Category 1, 2 and 3 villages (as defined in the Village Facilities and Rural Transport Study, 2019) provide a limited range of local services and retain a bus service. None of the Category 1, 2 or 3 villages in Malvern Hills currently has a rail station.

In order to deliver the social objectives of sustainable development and ensure that these villages continue to support the services and facilities that sustain them the Plan directs some growth to Category 1, 2 and 3 villages.

The proposed allocations of 376 dwellings reflect the extent of local service provision (based on the Village Facilities and Rural Transport Study), the size of the settlement and the availability of suitable, deliverable or developable land (based on the Strategic Housing Land Availability Assessment).

Some parishes may wish to prepare Neighbourhood Plans to achieve the protection afforded by allocating housing and to identify specific types of housing to meet their village's needs.

Proposals in a Neighbourhood Plan must be in conformity with the strategic policies in this Plan, and policies in the Framework.

Smaller Settlements

Smaller settlements, defined as Category 4 or open countryside in the Village Facilities and Rural Transport Study, have minimal local service provision, no peak hour bus service and are generally unsustainable locations for facilitating growth. The Plan therefore does not allocate sites in these settlements.

Nevertheless, some parishes may wish to prepare a Neighbourhood Plan to achieve the protection afforded by allocating housing, to fund projects they want to deliver, or to identify a specific type of housing bespoke to their community's needs. The Plan supports this provided that the levels of growth are commensurate to the size of the village.

Biodiversity

As outlined in the Plan HRA, potentially functionally linked land associated with the Severn Estuary SPA and Severn Estuary Ramsar, known as Upton Ham is located between the town of Upton-on-Severn and the River Severn. MHPH15 (land at Milestone, Tunnel Hill) and SWDP REALLOCATE 55 (land off A4104, north east of Upton Marina) are located 1.5km and 400m respectively from Upton Ham. Given the proximity of these allocations, the Plan HRA has identified potential adverse urbanisation effects and mitigation to address these. Mitigation should be addressed through site design when further details on the layout are known (as set out in the Plan HRA) and, where required, project level HRA undertaken to ensure compliance with Policy SWDPR 27.

SWDPR 63 Wychavon Allocations

A. Within Wychavon District the following new sites, as shown on the Policies Map, are proposed for uses identified in Tables 29, 30, 31, 32, 33, 34, 35, 36 and 37. Unimplemented sites in the adopted SWDP that are proposed for reallocation are shown in Tables 35 and 37. Once the revised SWDP has been adopted, allocations should be developed in accordance with the criteria identified in respect of each site and all general policy requirements, including any necessary developer contributions. Sites proposed for deallocation from the adopted SWDP are shown in Table 22.

Housing / Mixed Use Sites

Table 29: New Proposed Housing / Mixed Use Allocations - Droitwich Spa

SWDP Reg 18 Ref	Site	Land Use	Indicative Housing Figure	Site Area (ha)	CFS / Planning Ref.	SWDP Reg 19 Ref
SWDP NEW 11	Hill Top Farm, Newland Lane	Residential	5	0.37	CFS0107	WYPHM01
SWDP NEW 12	Land off Tagwell Road	Residential	112	4.65	CFS0370	WYPHM02
SWDP NEW 13	Land at Mayflower Road	Residential	5	0.39	CFS0733	WYPHM03
SWDP NEW 14	Land north / south of Union Lane ²²⁸	Residential	400	2.74	CFS0855a CFS0855b	WYPHM04
TBC	Hanbury Road	Residential	300	22.15	CFS0483asc	WYPHM05
TBC	Land at Keepers Cottage, Newland Road	Residential	34	2.001	CFS0969	WYPHM06
TBC	Canal Basin (Netherwich)	Mixed	60 ²²⁹	0.95	SWDP48/6	WYPHM07
		TOTAL	916			

Table 30: New Proposed Housing / Mixed Use Allocations – Evesham

SWDP Reg 18 Ref	Site	Land Use	Indicative Housing Figure	Site Area (ha)	CFS / Planning Ref.	SWDP Reg 19 Ref
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SWDP NEW 15	Land to the west of Lingfield Road ²³⁰	Residential	61	8.07 ²³¹	CFS0367	WYPHM08
SWDP NEW 16	Land at Common Road	Residential	7	0.3	CFS0308	WYPHM09
SWDP NEW 17	Land south of Persore Road, Hampton (Gisbourne Gardens)	Residential	28	1.18	CFS1056sc	WYPHM10
SWDP NEW 18	Land off Swan Lane / High Street	Mixed	41	0.58	CFS0709	WYPHM11
SWDP NEW 19	Riverside Shopping Centre ²³²	Mixed	70	1.45	CFS0991	WYPHM12
TBC	Land at Cheltenham Road (Chemtura)	Residential	48	2.66	CFS1205sc	WYPHM13
		TOTAL	255			

Table 31: New Proposed Housing Allocations - Pershore

SWDP Reg 18 Ref	Site	Indicative Housing Figure	Site Area (ha)	CFS / Planning Ref.	SWDP Reg 19 Ref
SWDP NEW 20 ²³³	Land off Wyre Road	72	4	CFS0691sc	WYPH01
SWDP NEW 21 ²³⁴	Land off Wyre Road North	28	1.58	CFS0101	WYPH02
SWDP NEW 22,23 and 24	Land South of the Holloway ²³⁵	112	6.29	CFS0807, CFS0808, CFS0641	WYPH03, WYPH04, WYPH05
TOTAL		212			

Table 32: New Proposed Housing / Mixed Use Allocations - Category 1 Settlements

SWDP Reg 18 Ref	Settlement	Site	Land Use	Indicative Housing Figure	Site Area (ha)	CFS / Planning Ref.	SWDP Reg 19 Ref
TBC	Badsey	Combination of land at rear of 34 Bretforton	Residential	120	8.07	CFS1228	WYPHM14
TBC	Broadway	Land off Kennel	Mixed Use	30	2.25	CFS1208	WYPHM15
TBC	Broadway	Land adjacent to	Mixed Use	84[4]	9.5	SWDP 59/19	WYPHM16
TBC	Drakes Broughton	Fresh Fields, Stonebow	Residential	25	1.86	CFS0199	WYPHM17
TBC	Drakes Broughton	Thornleigh Farm,	Residential	25	1.95	CFS1050sc	WYPHM18
SWDP NEW	Fernhill Heath	Land west of Dilmore Lane	Residential	40	2.22	CFS0689	WYPHM19
SWDP	Hartlebury	Land off	Residential	52	2.91	CFS0420	WYPHM20
SWDP NEW	Hartlebury	Land off Inn Lane,	Residential	7	0.31	CFS0371	WYPHM21
SWDP NEW 32	Inkberrow	Land to the rear of Withyfields,	Residential	23	1.29	CFS0108	WYPHM22
SWDP	Inkberrow	Land off	Residential	57	3.18	CFS0817	WYPHM23
SWDP NEW 34	Offenham	Land immediately adjoining	Residential	10	0.41	CFS0355	WYPHM24

SWDP NEW	Offenham	Land south of Three	Residential	32	1.8	CFS0632	WYPHM25
SWDP	Offenham	Land off	Residential	37	2.03	CFS0690	WYPHM26
TBC	Ombersley	Land north of Woodhall	Residential	36[5]	2.03	SWDP59/26	WYPHM27
SWDP NEW 39	Upton Snodsbury	Land to the rear of Cutts Pool	Residential	24	1.36	CFS0266	WYPHM28
SWDP NEW	Upton Snodsbury	Double Gates Farm,	Residential	18	1	CFS0401sc	WYPHM29
SWDP NEW 41	Wychbold	Land at Chequers Lane	Residential	24	1.35	CFS0486	WYPHM30
			Total	644			

Table 33: New Proposed Housing Allocations - Category 2 Settlements

SWDP Reg 18 Ref	Settlement	Site	Indicative Housing Figure	Site Area (ha)	CFS / Planning Ref.	SWDP Reg 19 Ref
TBC	Bretforton	Land north of New Street	18	1	CFS0484sc	WYPH06
TBC	Bretforton	Land west of Ivy Lane	30	1.47	CFS1181	WYPH07
SWDP NEW 46	Cleeve Prior	Land north east of Main Street	5	0.17	CFS0380	WYPH08
TBC	Cleeve Prior	Site off Main Street and Mill	52	2.9	CFS0993	WYPH09
SWDP NEW 48	Crothorne	Land at the Daves, Middle	13	0.56	CFS0568a	WYPH10
TBC	Crothorne	Land at Middle Lane / Field Barn	25	1.45	CFS1173	WYPH11
SWDP NEW 49	Crowle (and Crowle)	Land off Church Road	40	4.22	CFS0019	WYPH12
TBC	Elmley Castle	Land at Mill End Racing Stables	27	1.47	CFS1124sc	WYPH13
SWDP NEW 50	Defford	Land adjacent to Defford Motors, Upton Road	8	0.36	CFS0560	WYPH14
SWDP NEW 51	Defford	Land off Main Street, Defford	8	0.27	CFS0948	WYPH15
TBC	Defford	Land Off Upton Road,	11	0.45	CFS0658	WYPH16
SWDP NEW 52	Himbleton	Land adjacent to and west of	12	1.1	CFS0866	WYPH17

SWDP NEW 53	Lower Moor	Blacksmiths Lane	42	2.12	CFS0769	WYPH18
SWDP NEW 54	Pinvin	Land west of Upton Snodsbury Road	34	1.85	CFS0605	WDCPH19
SWDP NEW 55	South Littleton	Long Hyde Road	11	0.46	CFS0461	WDCPH20
SWDP NEW 57	Tibberton	Speed-the-Plough, Plough Road	26	1.47	CFS0630asc	WDCPH21
TOTAL			362			

Table 34: New Proposed Housing Allocations - Category 3 Settlements

SWDP Reg 18 Ref	Settlement	Site	Indicative Housing Figure	Site Area (ha)	CFS / Planning Ref.	SWDP Reg 19 Ref
SWDP NEW 58	Flyford Flavell	Meadowcroft, Bishampton Road	12	0.51	CFS0584	WYPH22
SWDP NEW 59	North and Middle	Top Croft, Cleeve Road	6	0.71	CFS0028	WYPH23
SWDP NEW 60	North and Middle Littleton	Land at junction of Cleeve Road	17	0.7	CFS0055	WYPH24
TBC	Sedgeberrow	Springfield Nurseries,	28	1.55	CFS0010	WYPH25
TOTAL			63			

Table 35: Housing / Mixed Use SWDP adopted sites (saved)

SWDP Reg 18 Ref	Settlement	Site	Indicative Housing Figure	Site Area (ha)	SWDP / Planning Ref.	SWDP Reg 19 Ref
SWDP REALLOCATE 19 (Mixed Use) ²³⁹	Pershore	Garage, High Street	20 (to include town centre uses)	0.47	SWDP 46/1	WYHMA01
SWDP REALLOCATE 20	Pershore	Garage Court, Abbots	13	0.25	SWDP 46/4	WYHMA02
TBC (Residential)	Pershore	Land to the north of Pershore ²⁴¹	251	19.25	SWDP 47/1 (part) 15/1036/R	WYHMA03

SWDP REALLOCAT E 22	Droitwich Spa	Boxing Club, Kiddermins	10	0.11	SWDP 48/2	WYHMA04
SWDP REALLOCAT	Droitwich Spa	Oakham Place	6	0.16	SWDP 48/3	WYHMA05
SWDP REALLOCAT	Droitwich Spa	Acre Lane	20	0.38	SWDP 48/4	WYHMA06
SWDP REALLOCAT E 25 (Residential)	Droitwich Spa	Willow Court, Westwood Road ²⁴²	10	0.17	SWDP 48/5	WYHMA07
SWDP REALLOCAT E 27 (Residential)	Evesham	Employment site, top of Kings Road ²⁴³	83	2.79	SWDP 50/2 (19/01410/FUL)	WYHMA08
SWDP REALLOCAT E 28 (Residential)	Evesham	Land off Davies Road (former leisure)	36	1.21	SWDP 50/4	WYHMA09
SWDP REALLOCAT E 29	Evesham	Land east of Offenham	33	1.59	SWDP 50/5 (19/01541/FUL)	WYHMA10
SWDP REALLOCAT E 30 (Residential)	Evesham	Land behind Lichfield Avenue	14	1.02	SWDP 50/6 (part of site built out as care home)	WYHMA11
SWDP REALLOCAT E 31 (Residential)	Evesham	Land off Abbey Road ^{244 245}	200	19.83	SWDP 50/7 (18/00549/OUT)	WYHMA12
SWDP REALLOCAT E 33 (Residential)	Offenham	Laurels Avenue	19	0.95	SWDP 59/24	WYHMA13
SWDP REALLOCAT E 31 (Residential)	Ashton under Hill	Station Road	6	1.13	SWDP 60/9	WYHMA14
SWDP REALLOCAT E 38 (Residential)	Eckington	Land off Roman Meadow, Pershore Road	38	0.94	SWDP 60/15 (19/00968/FUL)	WYHMA15

SWDP REALLOCAT E 39 (Residential)	Overbury	Site adjacent Nine Acres	8	0.54	SWDP 60/20	WYHMA16
SWDP REALLOCAT E 41 (Residential)	Upton Snodsbury	Garage site off A422 and land to the rear	7	0.56	SWDP 60/28 (20/01348/FUL)	WYHMA17
	TOTAL		774			

Employment Sites

Table 36: New Proposed Employment Land Allocations

SWDP Reg 18 Ref	Settlement	Site	Site Area (ha)	CFS / Planning Ref.	SWDP Reg 19 Ref
SWDP NEW 63	Droitwich Spa	Former Pipes Support site, Salwarpe Road	1.54	CFS0498	WYPE01
SWDP NEW 64	Evesham	Land off Saw Mills Walk / Briar Close Business Park ²⁴⁶	0.87	CFS0680	WYPE02
SWDP NEW 65	Evesham	Land off Evesham Road, north of the Twyford roundabout	3.61	CFS0099	WYPE03
TBC	Evesham	Land between Broadway Road and the A46	12.21	CFS0990sc	WYPE04
SWDP NEW 68	Evesham	Land south of Vale Park	4.74	CFS0891	WYPE05
SWDP NEW 71	Pershore (Wyre Piddle)	South of Keytec East Business Park	0.97	CFS0102	WYPE06
SWDP NEW 72	Pershore (Wyre Piddle)	Keytec East Business Park	0.73	CFS0103	WYPE07
SWDP NEW 74	Drakes Broughton	Adjacent to Drakes Broughton Business Park, Worcester Road	2.31	CFS0559	WYPE08
SWDP NEW 77	Hartlebury	Hartlebury Trading Estate, Crown Lane	1.57	CFS0061a	WYPE09
SWDP NEW 78	Hartlebury	Hartlebury Trading Estate, Crown Lane	0.17	CFS0061b	WYPE10
SWDP NEW 79	Hartlebury	Hartlebury Trading Estate, Crown Lane	0.31	CFS0061c	WYPE11
SWDP NEW 80	Hartlebury	Hartlebury Trading Estate, Crown Lane	0.65	CFS0061d	WYPE12
SWDP NEW 83	Honeybourne	Two Shires Park, Weston Road	31.27	CFS0925	WYPE13

SWDP NEW 84	Upton Snodsbury	Snodsbury Farmhouse, Bow Wood Lane	1.71	CFS0775	WYPE14
SWDP NEW 85	Tibberton	Eatons Farm, Church Lane	9.54	CFS0400sc	WYPE15
		TOTAL	72.2		

Table 37: Employment SWDP adopted sites (saved)

SWDP Reg 18 Ref	Settlement	Site	Site Area (ha)	SWDP / Planning Ref.	SWDP Reg 19 Ref
SWDP REALLOCATE	Hampton Lovett	Stonebridge Cross Business Park ²⁴⁷	10	SWDP 49/3	WYEA01
SWDP REALLOCATE	Evesham	Vale Industrial Park	34	SWDP 51/3	WYEA02
		TOTAL	44		

Deallocations

Table 38: Sites proposed for Deallocation from the SWDP

SWDP Reg 18 Ref	Settlement	Site	Indicative Housing Figures	Site Area (ha)	Reasons for Deallocation	SWDP Reg 19 Ref
DEALLOCAT E 9 (SWDP	Droitwich Spa	Land off Vines Lane	100	3.1	Site has planning	WYDEALO 1
No PO ref	Droitwich Spa	Yew Tree	765 (and a 200 unit	44	SWDP 49/2 Site has been	WYDEALO 2
SWDP REALLOCAT E 26 (48/6)	Droitwich Spa	Canal Basin (Netherwich)	80 (to include retail and	1.1	Proposed density increased in	WYDEALO 3
No PO Ref	Droitwich Spa	Copcut Lane	740 (3.5 ha of B1/B2 employmen	40	SWDP 49/1 Site has been built out	WYDEALO 4
SWDP REALLOCAT	Pershore	Land adjacent	19	0.74	SWDP 46/5 17/01634/FUL	WYDEALO 5
No PO ref	Pershore	Land to the north of Pershore, Off	444	12.7	47/1a, 47/1b, 471c Site has been	WYDEALO 6
No PO ref	Pershore	Former Health Centre,	13	0.18	SWDP 46/2 Site has been built out	WYDEALO 7
No PO ref	Pershore	Land off Defford Road	21	1.22	SWDP 46/6 Site has been	WYDEALO 8
No PO ref	Pershore	Garage Court, St	8	0.19	SWDP 46/3 Site has been	WYDEALO 9
No PO ref	Evesham	Nursery at Bewdley Lane / Blind	59	2.46	SWDP 50/3 Site has been built out	WYDEAL1 0

No PO ref	Evesham	South of Pershore Road,	400	12.63	SWDP 51/2 Site has been built out	WYDEAL11
No PO ref	Evesham	Land at Aldington	70	3.44	SWDP 50/8 Site has been	WYDEAL12
No PO ref	Evesham	Cheltenham Road	500	22.47	SWDP 51/1 Site has been	WYDEAL13
No PO ref	Badsey	Land off Banks Road	39	1.02	59/14 Site has been built out	WYDEAL14
No PO ref	Badsey	Land opposite Horsebridge	36	1.73	SWDP 59/x Site has been built out	WYDEAL15
No PO ref	Bishampton	Land west of Main Street	12	1.4	SWDP 61/2 Site has been	WYDEAL16
No PO ref	Bredon	Land between Oak Lane and	24	1.44	SWDP 59/15 Site has been built out	WYDEAL17
No PO ref	Bretforton	Ivy Lane	22	0.72	SWDP 60/12	WYDEAL18
No PO ref	Bretforton	Land north of Station	48	2.51	SWDP 60/11 Site has been	WYDEAL19
No PO ref	Broadway	Land to the east of Kingsdale	13	0.5	SWDP 59/17 Site has been built out	WYDEAL20
No PO ref	Broadway	Land west of Leamington	59	2.64	SWDP 59/18 Site has been	WYDEAL21
SWDP REALLOCATE 32 (59/19)	Broadway	Land adjacent Station Road	100	10.99	Proposed density increased in SWDPR and	WYDEAL22
No PO ref	Cropthorne	Land off Field Barn	6	0.54	SWDP 60/13 Site has been	WYDEAL23
No PO ref	Cropthorne	Land between Pentalow and	8	0.44	SWDP 60/x Site has been built out	WYDEAL24
No PO ref	Crowle	Land opposite Village Hall	25	1.54	SWDP 61/4 Site has been built out	WYDEAL25
No PO ref	Defford	Land off Harpley Road	5	0.54	SWDP 51/5 Site has been	WYDEAL26
No PO ref	Defford	Adjacent to Defford First School, off Church Lane	5	0.2	SWDP 61/7 Site has been built out	WYDEAL27
No PO ref	Defford	Land off Upper Street	6	0.42	SWDP 61/6 Site has been	WYDEAL28
No PO ref	Drakes Broughton	Land south of B4084	90	4.47	SWDP 60/14 Site has been	WYDEAL29

No PO ref	Drakes Broughton	Land west of Stonebow	39	2.87	SWDP 60/x Site has been built	WYDEAL3 0
No PO ref	Fernhill Heath	Dilmore Lane / Station	120	6.46	SWDP 60/16 Site has been	WYDEAL3 1
No PO ref	Fladbury	Land off Broadway Lane, adjacent to	18	0.5	SWDP 60/17 Site has been built out	WYDEAL3 2
No PO ref	Flyford Flavell	Land east of Boot Inn, Radford	16	1.42	SWDP 60/18 Site has been built out	WYDEAL3 3
No PO ref	Hanbury	Site between Pavement Cottage and Nightingales on B4090	9	0.37	SWDP 61/8 Site has been built out	WYDEAL3 4
No PO ref	Hartlebury	Land west of Worcester	92	3.98	SWDP 59/20 Site has been	WYDEAL3 5
No PO ref	Harvington	Land adjacent	9	0.45	SWDP 60/19 Site has been	WYDEAL3 6
No PO ref	Himbleton	Harrow Lane	6	0.44	SWDP 61/9 Site has been	WYDEAL3 7
No Po ref	Honeybourn e	Land between High Street	75	3.95	SWDP 59/21 Site has been built out	WYDEAL3 8
No PO ref	Inkberrow	Land off Stonepit Lane / land East of Withybed	137	6.73	SWDP 59/22 Site has been built out	WYDEAL3 9
No PO ref	Lower Moor	Land South of	10	0.88	SWDP 61/11 Site has been	WYDEAL4 0
No PO ref	North / Middle Littleton	Land adjacent to Blakes Hill	10	0.52	SWDP 61/12 Site has been built out	WYDEAL4 1
No PO ref	Offenham	Land off Main Street	30	1.24	SWDP 59/23 Site has been	WYDEAL4 2
No PO ref	Offenham	Land between Leasowes	50	1.78	SWDP 59/x Site has been built out	WYDEAL4 3
No PO ref	Pinvin	Land adj. The Workshop and Uplands	14	1.02	SWDP 60/22 Site has been built out	WYDEAL4 4
No PO ref	Pinvin	Land north of the Green	33	1.28	SWDP 60/23 Site has been	WYDEAL4 5
No PO ref	Pebworth	Honeybourn e Road	13	1.37	SWDP 61/13 Site has been	WYDEAL4 6

SWDP REALLOCAT	Ombersley	The Racks	30	1.24	Site is under construction	WYDEAL4 7
SWDP REALLOCAT E 35 (59/26)	Ombersley	Land north of Woodhall Lane	25	2.03	Proposed density increased in	WYDEAL4 8
SWDP REALLOCAT	Ashton-Under-Hill	Elmley Road	14	0.69	Site is under construction	WYDEAL4 9
No Po ref	Sedgeberrow	Land off Winchcombe Road	8	1.24	SWDP 60/25 Site has been built out	WYDEAL5 0
SWDP REALLOCAT	Sedgeberrow	Land off Main Street	20	0.79	Site is under construction	WYDEAL5 1
No PO ref	South Littleton	Land at Shinehill lane	30	1.94	SWDP 60/27 – Site has been	WYDEAL5 2
No PO ref	South Littleton	Land between Long Hyde	20	0.84	SWDP 60/26 – Site has been built out	WYDEAL5 3
No PO ref	Tibberton	Land adjacent to Bridge Inn, Foredraught Lane	6	0.46	SWDP 61/14 Site has been built out	WYDEAL5 4
No PO ref	Tibberton	land to the rear of Hawthorn Rise	15	0.81	SWDP 61/15 Site has been built out	WYDEAL5 5
SWDP REALLOCAT E 42	Conderton	Land at Conderton Close	6	0.58	SWDP 61/3 Cat 4 village – no longer	WYDEAL5 6
SWDP REALLOCAT E 43	Kemerton	Land at Park Farm, Jobs Lane	9	0.34	SWDP 61/10 Cat 4 village – no longer	WYDEAL5 7
No PO ref	Whittington	Land at Walkers Lane	17	0.45	SWDP 61/16 Site has been built out	WYDEAL5 8
No PO ref	Whittington	Land East of Swinesherd	300	18.4 2	SWDP 45/5 Site has been	WYDEAL5 9
No PO ref	Wychbold	Land off Crown Lane	68	2.96	SWDP 59/27 Site has been	WYDEAL6 0
	TOTAL		4211			

Reasoned Justification for SWDPR 63

Pershore

Pershore is a historic market town of around 7,100 people (2011 Census) in the centre of Wychavon District situated on the River Avon. The town is characterised by its Georgian frontage High Street and medieval market area centred on Broad Street with many of the period facades conceal older buildings, the surviving Abbey Church, parks and open spaces.

Pershore is surrounded by a mainly rural hinterland, with open countryside and small settlements and farmsteads.

There are a range of local shops, including a market as well as larger retail chains, employment opportunities, other services and facilities including a main line rail station on the Cotswold Line situated to the north of the town. Pershore is well connected in transport terms to the other towns in the district as well as Worcester city. Although flooding from the River Avon restricts areas that are suitable for development the town is a sustainable location for further growth as set out by the development strategy and the Plan reallocates 284 dwellings at Pershore and proposes an additional 212 dwellings and 1.7 hectares of employment development at Keytec East Business Park.

Evesham

Evesham is a historic market town of around of around 26,100 people (2011 Census) situated to the south west of Wychavon District on the River Avon. The town is characterised by a historic settlement pattern, with the High Street and Bridge Street covered by a conservation area that also incorporates the surviving Abbey bell tower. The town also has areas of high quality public open space alongside the river and the town lies on the edge of the Cotswolds, within the Vale of Evesham famed for its market gardening and horticulture.

The town includes a range of local shops, as well as larger retail chains, employment opportunities and facilities including a main line rail station on the Cotswold Line and is well connected to the other towns in the district and Worcester, links provided to the wider region by the A46(T) road linking it to the M5 and M40.

The town is prone to flooding from the River Avon, however it is considered a sustainable location for some further growth, including opportunities for the regeneration of the town centre, including the redevelopment of the Riverside Shopping Centre to deliver a mixed-use scheme to accord with the development strategy. The Plan reallocates 366 dwellings at Evesham and proposes an additional 255 dwellings (111 of which are for mixed-uses) and reallocates 34ha of employment land at Vale Industrial Park in addition to the provision of 21.43 hectares of new employment land.

Droitwich Spa

Droitwich Spa is to the north of the Wychavon District with a population of around 23,500 people (2011 Census) situated on the River Salwarpe and Droitwich Canal. The town can trace its origins to the Roman period and then developed as a centre for salt extraction up to the 20th century as well as a spa centre. The town centre reflects this historic character and past but also the redevelopment the town centre underwent in the 1960s and 1970s. The town also has areas of high quality public open space provided by the Lido Park, and areas adjacent to the canal which reflect the 'Spa' title. The surrounding area comprises a mainly rural hinterland, with open countryside and small settlements and farmsteads.

Droitwich Spa includes a range of local shops, as well as larger retail chains, employment opportunities and facilities including a railway station which links the town to Birmingham and Worcester. There is also good connectivity to the local centres of Bromsgrove and Kidderminster. Accessibility to the wider region and national motorway network is provided by the M5 which runs to the east of the town.

There are a number of opportunities for enhancing the town centre, which are supported by the allocation of several brownfield sites, particularly the former Baxenden Chemicals site and Netherwich Basin. The Plan reallocated 46 dwellings at Droitwich Spa and provides an additional 916 dwellings (60 dwellings for mixed-uses), including an urban extension to the east of the town at Hadzor Locks, reallocates 10 hectares of employment land at Stonebridge Cross Business Park and provides 1.54 hectares of new employment land.

Larger Villages

Category 1, 2 and 3 villages (as defined in the Village Facilities and Rural Transport Study, 2019) provide a limited range of local services and retain a bus service. The Category 1 villages of Hartlebury and Honeybourne are served by a rail station.

In order to deliver the social objectives of sustainable development and ensure that these villages continue to support the services and facilities that sustain them the Plan directs some growth to Category 1, 2 and 3 villages.

The 1,069 new dwellings proposed in villages reflect the extent of local service provision (based on the Village Facilities and Rural Transport Study), the size of the settlement and the availability of suitable, deliverable or developable land (based on the Strategic Housing Land Availability Assessment).

Some parishes may wish to prepare Neighbourhood Plans to achieve the protection afforded by allocating housing and to identify specific types of housing to meet their village's needs. Proposals in a Neighbourhood Plan must be in conformity with the strategic policies in this Plan, and policies in the National Planning Policy Framework.

Biodiversity

As outlined in the Plan HRA, potentially functionally linked land associated with the Severn Estuary SPA and Severn Estuary Ramsar, known as Pershore Wetland Meadows covers approximately 24ha of public land along the banks of the River Avon in Pershore town and within close proximity to houses, many of which back onto the meadows themselves. SWDP46/1 (Garage, High Street), CFS0101 (Land off Wyre Road North) and CFS0691sc (Land South of the Holloway) are located within 400m of Pershore Meadows.

There are also other allocations in Pershore including SWDP47/1 (Land to the north of Pershore), SWDP46/4 (Garage Court, Abbots Road), CFS0808, CFS0807 and CFS0641 (Land South of the Holloway) that are located near Pershore Wetland Meadows.

Given the proximity of these allocations as set out in Policy SWDPR 63, the Plan HRA has identified potential adverse urbanisation effects and mitigation to address these. Mitigation should be addressed through site design when further details on the layout are known (as set out in the Plan HRA) and, where required, project level HRA undertaken to ensure compliance with Policy SWDPR 27.

SWDPR 64 Implementation and Monitoring

- A. Planning obligations will be required to fund infrastructure projects that are directly related to specific development, particularly with regards to affordable housing, transport, green infrastructure, education health and other social infrastructure. The Community Infrastructure Levy will be used to address the cumulative impacts of infrastructure in an area.**
- B. The Community Infrastructure Levy will be used to address the cumulative impacts of infrastructure in an area.**
- C. Progress on the delivery of the SWDPR will be monitored annually and a partial or whole plan review will commence if the plan is significantly failing to meet its objectives, or if the policy context requires a review.**

Reasoned Justification for SWDPR 64

This policy focuses on the successful delivery of new development in the period until 2041, in line with the vision and objectives of the SWDPR and coordinated with strategic infrastructure provision and should be read in conjunction with SWDPR 09 Infrastructure.

The successful implementation of the local plan will depend on the actions and contributions of a wide range of organisations and bodies including the private, public and third sectors. Notwithstanding, the SWCs have limited resources, they will have an important role to play in such areas as planning applications, infrastructure and economic development, lobbying for resources, transport, education and co-ordination. It will require effective working with service providers, agencies and the development industry to deliver.

The SWCs considers that any one of the following circumstances would require a review of the plan to commence or sustainable alternative / additional sites to be brought forward, as appropriate:

- a) A failure of strategic policies SWDPR 1 – 10 when assessed against the plan objectives and in particular a failure to deliver the amount of development required by policy SWDPR 2.
- b) Evidence established through another LPA local plan process that its unmet strategic requirements can only be accommodated within south Worcestershire.
- c) Changes in national planning policy or Ministerial Statements that mean one or more of the plan's policies can no longer be effectively applied.
- d) Evidence in the Authorities' Monitoring Report that one or more Plan policies are not achieving the plan's objectives or are working contrary to the effective planning of the south Worcestershire area.

Delivery and Funding

The SWCs and the county council have progressed an Infrastructure Delivery Plan (IDP), which has focused on identifying planned or required social, environmental and economic infrastructure at a detailed level.

The SWCs will engage actively and closely with the public and private sector to deliver the objectives of the SWDPR and translate these objectives into positive outcomes for the whole

community. This engagement will be achieved through strategic planning performance agreements, or other appropriate arrangements incorporating regular meetings and partnership working with landowners / developers, infrastructure and service providers and other key stakeholders. Close partnership working will enable the coordinated phasing and delivery of development, required infrastructure and funding (including developer contributions) to come forward.

Developers and their agents will be encouraged to enter into pre-application discussions with the LPA as well as undertaking early community engagement to ensure that their proposals comply with the SWDPR and the requirements set out in each SWCs Statement of Community Involvement (SCI) are fulfilled.

The Community Infrastructure Levy (CIL) Charging Schedule was adopted by the SWCs in June (Malvern Hills and Wychavon) and September (Worcester City) 2017. CIL is a locally set charge that local authorities can place on new development in their area. Development of the CIL Charging Schedule has had regard to development viability and has, as a mandatory charge on all development (with some exceptions), been set at a level that does not undermine development viability. Clearly this is a challenge, particularly in the current economic climate, and the CIL guidance (as revised) requires local authorities to strike an appropriate balance between additional investment to support development and the potential effect on the viability of developments. In accordance with best practice a review of the Charging Schedule is underway alongside the SWDPR and will replace the existing schedule once adopted.

CIL contributions will be collected by each individual charging authority and pooled to effectively deliver south Worcestershire wide infrastructure. The SWC IDP identifies the infrastructure needed to deliver the growth set out in the SWDPR. Priorities for CIL spending will be addressed annually within the SWC Infrastructure Funding Statement(s) (IFS). The economic conditions underpinning development viability will change over the plan period and CIL will be reviewed at regular intervals throughout the plan period in order to look at the impact upon development viability.

Planning obligations through Section 106 agreements will continue to provide funding to mitigate the impacts of development that are directly related to specific development such as highways, recreational facilities, education, health or affordable housing. CIL will be used to address the cumulative impacts of infrastructure in an area.

Other sources of public funding to support the delivery of the SWDPR objectives will be sought.

Governance

Background

Plan preparation and review will continue to be overseen by the elected members of the South Worcestershire Joint Advisory Panel which is supported by an Officer Steering Group made up of senior planning officers from each SWC and Worcestershire County Council.

Delivery Bodies

There are private and public sector bodies who have a role to play in the delivery of the SWDPR including: Worcestershire County Council, the Worcestershire Local Enterprise Partnership, Landowners, and Developers.

Working with the Community

Each of the partner authorities is committed to involving the public in the preparation of policies and guidance and in determining planning applications. The SCI for the SWCs set out this approach in more detail.

Moreover, there are opportunities for local communities to produce their own neighbourhood plans that set out a vision and objectives for their areas and in future this will include the preparation of design codes. Neighbourhood plans are required to be in general conformity with the strategic policies in the local plan.

Development Viability

An overall viability assessment has been undertaken for south Worcestershire to firstly assess the impact of the plan's policies on development viability and then to examine the cumulative impact of the policy requirements. The assessment methodology is consistent with national guidance and best practice.

The question that needs to be answered in any viability testing relates to the impact of the application of policies on the viability of development, given likely land values, and whether the developer will still be in a position to make a reasonable profit.

Viability testing on sites has been based on a calculation of the Gross Development Value (GDV) or combined value of the complete development, less the costs of creating the asset, including a profit margin to give a Residual Value (RV) for the development. The Residual Value can be defined as the upper limit of what a potential purchaser could offer for a site whilst still making a satisfactory profit margin. Residual Value can therefore be compared with an Existing Use Value or a Benchmark Land Value (EUV or BLV) as follows:

- a) A viable development would be defined as a site where the Residual Value exceeds the viability threshold (the existing use value plus uplift).
- b) Where the Residual Value is greater than EUV but less than the viability threshold, the site would be considered as marginal.
- c) Where the Residual Value is less than the EUV the site would be considered unviable.

The viability work undertaken for the SWDPR has included stakeholder engagement with developers and planning consultants.

The main conclusion of the South Worcestershire Viability Study (2022) is that the proposed policies of the SWDPR and the CIL do not undermine the viability of development on the whole within the Plan area. In accordance with best practice, it is recommended that the plan wide viability is reviewed on a regular basis to ensure that the Plan remains relevant as the property market cycle(s) change.

Monitoring Framework

Why do we need to monitor?

Monitoring and reviewing are an important part of local plan making as otherwise the effectiveness of policies and the need to review them cannot be determined.

Monitoring provides crucial feedback into the process of policy-making and review and helps to address questions such as:

- a) Are policies achieving their objectives and delivering sustainable development?
- b) Have policies had unintended consequences?
- c) Is the planning context and the evidence base behind the policies still relevant?
- d) Are targets being achieved?
- e) Should different indicators be used?

How will the South Worcestershire Development Plan be monitored?

The South Worcestershire Authorities Monitoring Report (SWAMR) will be produced annually by the SWCs. The SWAMR will assess the extent to which policies set out in the SWDPR are proving effective and whether targets are being met. Monitoring will assess progress in delivering the Vision and Objectives through the implementation of policies. The SWAMR will also report on the Traveller and Travelling Showpeople DPD, SPDs and neighbourhood planning updates.

The SWAMR will also include updated housing trajectories, which will set out the net additional dwellings completed to date and the estimated future completions for the remainder of the SWDPR period.

In line with the Community Infrastructure Levy (Amendment)(England)(No.2) Regulations 2019 (requirement at Regulation 121A²⁴⁸), and in addition to the SWAMR, the SWCs will prepare an annual Infrastructure Funding Statement (IFS) from December 2020, setting out the anticipated funding from developer contributions and the choices local authorities have made about how these contributions will be used and any identified spending priorities. The statement will also identify whether the SWDPR intends to fund the proposed infrastructure, either wholly or partly, via the Community Infrastructure Levy (CIL) or planning obligation.

To achieve the plan targets and milestones the SWCs will:

- a) Approve planning applications that are consistent with the policies set out in the plan.
- b) Work in partnership with a range of public, private and voluntary sector organisations to co-ordinate investment and ensure the successful implementation and delivery of the vision, objectives and policies.

¹ <https://www.wlep.co.uk/wp-content/uploads/P3695-Worcestershire-Energy-Strategy-Strategy-with-glossary.pdf>

² <https://www.wychavon.gov.uk/community-and-living/intelligently-green/intelligentlygreenplan#itemtext>

³³https://www.malvern hills.gov.uk/?option=com_filemanandview=fileandrouted=1andname=Destination%20Zero.pdfandfolder=Documents%2FAbout%20Your%20Councilandcontainer=fileman-files

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<http://committee.worcester.gov.uk/documents/s49027/Full%20Environmental%20Sustainability%20Strategy%2007.10.20.pdf>

⁵ This figure excludes sites that are accounted for as commitments as at 1 April 2021 to avoid double counting. It also excludes reallocated sites at: the Canal Basin (Netherwich) (previously SWDP48/6) allocated for 60 dwellings; Land adjacent to Station Road, Broadway (previously SWDP59/19) allocated for 84 dwellings; and Land north of Woodhall, Ombersley (previously SWDP59/26) allocated for 36 dwellings as these have been included in the proposed new allocations calculation. The figure includes remaining deliverable sites allocated in adopted Neighbourhood Development Plans as at 1 April 2021.

⁶ This figure excludes sites that are accounted for as commitments as at 1 April 2021.

⁷ This figure does not correspond precisely with the total new allocations in SWDPR2 as this figure does not discount sites with planning permission; there is a difference of 58 dwellings.

⁸ Major development is defined in the glossary of the NPPF: housing development of 10 or more homes, or where the site has an area of 0.5 ha or more, and non-residential development with a net additional floorspace of 1,000m² or more, or where the site area is 1 ha or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

⁹ Major development is defined in the glossary of the NPPF: housing development of 10 or more homes, or where the site has an area of 0.5 ha or more, and non-residential development with a net additional floorspace of 1,000m² or more, or where the site area is 1 ha or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

¹⁰ Proposals will need to satisfy other SWDPR policies, e.g. SWDPR 01 – Climate Change, SWDPR 10 Health and Wellbeing, SWDPR 26 Design; SWDPR 27 Biodiversity and Geodiversity; SWDPR 35 Sustainable Drainage Systems; SWDPR 36 Water Resources, Efficiency and Treatment; SWDPR 43 Built Facilities and Community Buildings, SWDPR 45 Provision of Green Space and Outdoor Community Uses in New Development, SWDPR 46 Playing Fields.

¹¹ Worcestershire Parkway (SWDPR 51), Throckmorton (SWDPR 52), Rushwick (SWDPR 53), Worcester West Urban Extension and Worcester South Urban Extension (SWDPR 60) and Mitton (SWDPR 54).

¹² Concept Plans: Detailed evidence base; key issues for each of the GI themes; evidence-based maps.

¹³ Concept Statements: Summary of detailed information in the Concept Plan, identify key GI priorities for the site; indicative of GI map, costs, viability and funding.

¹⁴ A suitable location will be dependent on the need for, and the type of facility being proposed.

¹⁵ Major development is defined as residential development of 10 units or more and non-residential development additional floorspace of 1,000 sq. m or more.

¹⁶ Compliance with 'Building with Nature', or equivalent benchmarking standards can be incorporated into a GI Concept Plan/Statement, where applicable.

¹⁷ The 'Worcestershire GI Strategy', prepared by the Worcestershire GI Partnership and endorsed by the SWC, is a non-statutory county-wide guidance document which aims to direct and drive the delivery of GI in Worcestershire and inform relevant strategies and plans of partner organisations. The Strategy is available at <http://www.worcestershire.gov.uk/GI>.

¹⁸ The Worcestershire GI Framework consists of a number of evidence documents and guidance notes which inform the Worcestershire GI Strategy. All documents are available at the above link.

¹⁹ See Chapter 4 of 'Planning for a Multifunctional Green Infrastructure Framework in Worcestershire – Green Infrastructure Framework 2' (Worcestershire County Council, Natural England and the Forestry Commission England, 2012). For individual Environmental Character Areas (ECA) profiles see www.worcestershire.gov.uk/downloads/download/84/environmental_character_areas.

²⁰

https://www.worcestershire.gov.uk/downloads/file/3776/worcestershire_green_infrastructure_framework_3

²¹ Malvern Hills SSSI Recreation Mitigation Strategy - [SWDP Review Evidence Base - South Worcestershire Development Plan \(swdevelopmentplan.org\)](http://www.swdevelopmentplan.org/SWDP_Review_Evidence_Base_-_South_Worcestershire_Development_Plan)

²² As identified in extant local lists and heritage assets recorded in Historic Environment Records.

²³ See Worcestershire County Council website for report: http://www.worcestershire.gov.uk/downloads/file/4584/hlc_report

²⁴ To include proposals for redevelopment if the net number of units or increased floor space proposed exceeds the set thresholds.

²⁵ To include proposals for redevelopment if the net number of units or increased floor space proposed exceeds the set thresholds.

²⁶ Joint Health and Wellbeing Strategy for Worcestershire (2016) Joint Health and Wellbeing Strategy for Worcestershire 2016-2021, Worcestershire County Council.

²⁷ http://www.worcestershire.gov.uk/info/20122/joint_strategic_needs_assessment

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- ²⁸ Spaces include but are not limited to public spaces, parks and squares etc.
- ²⁹ Lifetime Homes are homes designed to incorporate 16 design criteria to support the changing needs of individuals and families at different stages of life.
- ³⁰ [Improving access to greenspace - A new review for 2020](#) (Public Health England).
- ³¹ As defined by The Town and Country Planning (Development Management Procedure) (England) Order 2010.
- ³² Uses which can be carried out in a residential area without detriment to its amenity: (E(g)(i) Offices to carry out any operational or administrative functions, E(g)(ii) Research and development of products or processes, E(g)(iii) Industrial processes.
- ³³ For Class E(g) uses ((E(g)(i) Offices to carry out any operational or administrative functions, E(g)(ii) Research and development of products or processes, E(g)(iii) Industrial processes), this means uses which can be carried out in a residential area without detriment to its amenity.
- ³⁴ The planned centre for SWDP 45/1 (Worcester South) is located in Malvern Hills District.
- ³⁵ Uses which can be carried out in a residential area without detriment to its amenity: (E(g)(i) Offices to carry out any operational or administrative functions, E(g)(ii) Research and development of products or processes, E(g)(iii) Industrial processes.
- ³⁶ SWDPR 13-part C will not apply where Class Q of the GDPO is applicable.
- ³⁷ Uses which can be carried out in a residential area without detriment to its amenity: (E(g)(i) Offices to carry out any operational or administrative functions, E(g)(ii) Research and development of products or processes, E(g)(iii) Industrial processes.
- ³⁸ Exceptional circumstances will apply when a proposal has Listed Building constraints or site-specific factors such as vulnerability to flooding, site topography or other special circumstances which may make a specific site less suitable for M4(2) and M4(3) compliant dwellings. Where step-free access is not viable, neither of the requirements in Part C and D above will apply.
- ³⁹ Where the number of market or affordable dwellings equates to part of a house, this will be rounded to the nearest whole house (with 0.5 being rounded up).
- ⁴⁰ Exceptional circumstances will apply when a proposal has Listed Building constraints or site-specific factors such as vulnerability to flooding, site topography or other special circumstances which may make a specific site less suitable for M4(2) and M4(3) compliant dwellings. Where step-free access is not viable, neither of the requirements in Part C and D above will apply.
- ⁴¹ With the exception of schemes for 100% Affordable Housing, 100% apartments or 100% sub-division or change of use of buildings to residential use

⁴² [Figures from Edge Analytics Report: South Worcestershire Demographic Forecasts and Analysis \(June 2018\)](#) – see para 2.33 and 2.34

⁴³ [Change in average household size, local authority districts in England, 2014-2039 \(Extract from MHCLG Live Tables, figures for 2014 and 2019\) - Malvern Hills 2.23 to 2.20, Worcester City 2.30 to 2.27 and Wychavon 2.33 to 2.31](#) <https://www.gov.uk/government/statistical-data-sets/live-tables-on-household-projections>

⁴⁴ <https://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard>

⁴⁵ Category 1: mandatory former 'Part M' Visitable Dwellings (M4(1)). [Compliance](#) with this requirement is achieved when a new [dwelling](#) makes reasonable provision for most people, which includes [wheelchair users](#) to [access](#) and enter the [dwelling](#), and [access habitable rooms](#) and [sanitary facilities](#) on the entrance [level](#).

⁴⁶ Where a local authority sets a planning condition for Category 3 (wheelchair user) housing it can specify which dwellings should be wheelchair accessible by including in the planning permission a condition stating that optional requirement M4(3)(2)(b) applies. Where no such condition is applied, optional requirements M4(3)(2)(a) will apply by default requiring that dwellings should be wheelchair adaptable.

⁴⁷ Planning Practice Guidance Housing: optional technical standards) Paragraph 8: 'Local Plan policies for wheelchair accessible homes [M4(3)(2)b] should only be applied to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling'

⁴⁸ [Housing and economic needs assessment - GOV.UK \(www.gov.uk\)](#) Paragraph: 017 Reference ID: 2a-017-20190722

⁴⁹ Full details of the marketing campaign should be provided to the Local Planning Authority and the evidence submitted should include the information as set out in Annex B.

⁵⁰ Worcester City adopted an Article 4 Direction for Houses in Multiple Occupation (<https://www.worcester.gov.uk/planning/planning-policy/article-4-directions>). This Article 4 Direction came into effect in Worcester on 1 July 2014. The introduction of the Direction means that a planning application is now required to change a use of a dwelling house (use class C3) to a small House in Multiple Occupation (use class C4, where between three and six unrelated individuals share basic amenities, such as a kitchen or bathroom).

⁵¹ For the purposes of this policy, dwellings in use classes C4, mixed C3 / C4 and HMOs in Sui Generis will be considered to be HMOs.

⁵² In this policy, residential development means development within Use Class C3, as defined in the Town and Country Planning (Use Classes) Order, 1987, as amended.

⁵³ The definition of what constitutes affordable housing is provided for in the Glossary of this document and Reasoned Justification of this policy.

⁵⁴ With the exception of rural workers dwellings where the market value of the dwelling is restricted by an occupancy limitation condition

⁵⁵ The strategic allocations are Worcester South and Worcester West Urban Extensions (SWDPR 60), Worcestershire Parkway (SWDPR 51), Throckmorton Airfield (SWDPR 52), and Rushwick Expanded Settlement (SWDPR 53).

⁵⁶ Service families will be treated as having a local connection if they are currently serving or are recent veterans (within previous 5 years).

⁵⁷ First Homes are a specific kind of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes. [First Homes - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

⁵⁸ The definition of what constitutes affordable housing is given in Annex 2 of the NPPF and the glossary of this document.

⁵⁹ Rural Exception Sites should not exceed whichever is the lesser of: 5% of the number of dwellings within the main built-up area of the village or 1ha

⁶⁰ There are some villages without a Development Boundary which nonetheless may be appropriate for an exception site in accordance with SWDPR 19. In such cases, the references in this policy to the Development Boundary should be understood as meaning the main built-up area of the village.

⁶¹ Maximum proportion of market homes is 20% of the overall number of units on the site where this is proven essential to the delivery of the Rural Exception site.

⁶² Or groups of parishes as defined in the SWC's latest Rural Lettings Policy

⁶³ NPPG: *Paragraph: 041 Reference ID: 8-041-20190721 (Revision date: 21 07 2019)*

⁶⁴ For these areas the only form of exception housing allowed is through Rural Exception Sites - refer SWDPR 19

⁶⁵ [Written statements - Written questions, answers and statements - UK Parliament](#)

⁶⁶ Refer [The Housing \(Right to Buy\) \(Designated Rural Areas and Designated Regions\) \(England\) Order 2016 \(legislation.gov.uk\)](#)

⁶⁷ The new Traveller site at Rushwick Expanded Settlement can be for either Travelling Showpeople or Travellers.

⁶⁸ Generally, Traveller sites within Significant Gaps would not be appropriate unless exceptional circumstances can be demonstrated at the master planning and / or planning application stage.

⁶⁹ This requirement is carried over from the adopted SWDP (see SWDP17)

⁷⁰ Examples of international designations include Special Protection Areas, Special Areas of Conservation and Ramsar sites. Examples of national designations include Areas of

Outstanding Natural Beauty, Green Belts, Sites of Specific Scientific Interest and National Nature Reserves.

⁷¹ Including those designated in a Neighbourhood Plan

⁷² Refer Link Ecology report for Natural England - Identification Of Land With Proven Or Possible Functional Linkages With The Severn Estuary SSSI/SPA Phase 5 (Gloucestershire And Worcestershire) Sept 2020

⁷³ Note that Throckmorton Policy SWDPR 52 refers to one Traveller site coming forward in this plan period to 2041 and a second Traveller site coming forward in the following plan period after 2041

⁷⁴ [Gypsies and Travellers Downloads | Worcestershire County Council](#)

⁷⁵ If the dwelling to be replaced has been extended within the previous 5 years, then the extension will count towards the 30%. The replacement dwelling will therefore be no larger than the current dwellings plus 30% minus the gross internal floor area of any extension within the previous 5 years.

⁷⁶ See Glossary for definition of rural worker

⁷⁷ Not requiring planning permission.

https://swjcs.objective.co.uk/portal/swdp_review_preferred_options_1?pointId=s1546608187916

⁷⁸ NPPG Paragraph: 017 Reference ID: 2a-017-20180220.

⁷⁹ Traditional – of an age, and / or style, and constructed from materials and methods that are not considered to be present or part of recent history.

⁸⁰ Architectural importance / heritage significance – A quality of being worthy of attention; importance – for example, a cruck framed barn; a structure of an age that denotes listing; or similarly, intricate features in construction, or material use that is not standard practice.

⁸¹ NPPF (July 2021) Annex 2: Glossary.

⁸² NPPF (July 2021) paragraph 80; paragraphs 202 and 203.

⁸³ Not all rural buildings are of a conventional shape, for example: circular grain silos, oast houses, ice houses, dovecotes but will be considered for reuse as part of this policy.

⁸⁴ Traditional To include (but not limited to): significant gaps, conservation areas, listed buildings, SSSI, wildlife areas, biodiversity, trees or other landscape features.

⁸⁵ Further information available from the [Worcestershire Local Sites Partnership](#) website.

⁸⁶ Adherence with the latest NPPF and NPPG updates regarding light pollution should be required as a minimum.

⁸⁷ The Environment Act proposes to amend/replace Section 40 of the NERC Act (2006) to strengthen the wording of the duty.

⁸⁸ Further information available from the [Worcestershire Habitat Inventory](#) website.

⁸⁹ [Worcester City Council - Council and Democracy - Agenda item - Notice of Motion](#)

⁹⁰ [The Biodiversity Metric 3.0 - JP039 \(nepubprod.appspot.com\)](#)

⁹¹ <http://nepubprod.appspot.com/publication/6047259574927360>

⁹² <http://nepubprod.appspot.com/publication/6414097026646016>

⁹³ For example, the Institute of Lighting Professionals and Bat Conservation Trust guidance on bats and artificial lighting (2018).

⁹⁴ [Green Infrastructure Evidence Base | Planning for Green Infrastructure | Worcestershire County Council](#)

⁹⁵ [Worcestershire Habitat Inventory](#)

⁹⁶ Urban Biodiversity Corridors do not prejudice a householder's permitted development rights.

⁹⁷ Conservation of Habitats and Species Regulations 2017 SI No. 2017/1012, TSO (The Stationery Office), London. Available at: <https://www.legislation.gov.uk/ukxi/2017/1012/contents> as amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. Available at: <https://www.legislation.gov.uk/ukdsi/2019/9780111176573>

⁹⁸ "Natural Beauty" is not just the look of the landscape, but includes landform and geology, plants and animals, landscape features and the rich history of human settlement over the centuries' (Areas of Outstanding Natural Beauty: A Guide for AONB partnership members Countryside Agency 2001: CA24). It has been clarified that land used for agriculture, woodlands, parkland or with physiographical features partly the product of human intervention in the landscape, is not prevented from being treated as an area of 'natural beauty' (Natural Environment and Rural Communities Act 2006). A focus on natural beauty better reflects the statutory purpose of AONBs. Aspects such as special qualities, tranquillity, landscape and scenic beauty, natural heritage and cultural heritage, etc., are all components of natural beauty.

⁹⁹ Tranquillity includes the avoidance of disturbance from e.g., noise, traffic, contamination, dust, and light pollution; natural heritage includes biodiversity and cultural heritage includes historic environment.

¹⁰⁰ The LPA will advise whether a full Landscape and Visual Impact Assessment (LVIA) or, for non-EIA development within the setting of the AONBs, a standalone Landscape and Visual Appraisal (LVA) should be provided as outlined in section 3.2 of the Guidelines for Landscape and Visual Impact Assessment (Third edition, 2013), published by the

Landscape Institute and the Institute of Environmental Management and Assessment. This will depend on the nature and scale of the proposal.

¹⁰¹ Countryside and Rights of Way act 2000: Section 89

¹⁰² Sub-area in this context means either the part of the Malvern Hills AONB in Worcestershire (for development in that AONB) or the part of the Cotswolds NL in Worcestershire (for development in that NL.)

¹⁰³ Policies for protecting these areas (inc AONBs) may mean that it is not possible to meet objectively assessed needs for development in full through the plan-making process, and they are unlikely to be suitable areas for accommodating unmet needs from adjoining (non-designated) areas. Paragraph: 041 Reference ID: 8-041-20190721 Revision date: 21 07 2019

¹⁰⁴ Land within the setting of these areas often makes an important contribution to maintaining their natural beauty, and where poorly located or designed development can do significant harm. This is especially the case where long views from, or to, the designated landscape are identified as important, or where the landscape character of land within and adjoining the designated area is complementary. Development within the settings of these areas will therefore need sensitive handling that takes these potential impacts into account. Paragraph: 042 Reference ID: 8-042-20190721 Revision date: 21 07 2019

¹⁰⁵ Worcestershire Landscape Character Assessment

¹⁰⁶ For non-EIA and non-major development, a standalone landscape appraisal might be provided as outlined in section 3.2 of the Guidelines for Landscape and Visual Impact Assessment (Third edition,), published by the Landscape Institute and the Institute of Environmental Management and Assessment. A landscape and Visual Appraisal (LVA) for major development may be appropriate in some cases but that would need to be agreed by the LPA prior to submitting a planning application.

¹⁰⁷ This will not normally apply to development proposals within defined Development Boundaries.

¹⁰⁸

https://www.worcestershire.gov.uk/info/20014/planning/1006/landscape_character_assessment

¹⁰⁹ Guidelines for Landscape and Visual Impact Assessment (Third edition, 2013) published by the Landscape Institute and the Institute of Environmental Management and Assessment.

¹¹⁰ <https://worcsregservices.gov.uk/media/3261881/WRS-technical-guidance-document-for-Planning-V4.pdf>

¹¹¹ <https://www.malvernhillsaonb.org.uk/wp-content/uploads/2019/11/MHAONB-Guidance-on-Lighting-final.pdf>

¹¹² <https://www.cotswoldsaonb.org.uk/our-landscape/position-statements-2/dark-skies-artificial-light-appendix-b-ilp-guidance-notes-for-the-reduction-of-obtrusive-light/>

¹¹³

https://www.worcestershire.gov.uk/info/20088/about_your_council/109/our_plan_for_worcestershire

¹¹⁴ <https://commonslibrary.parliament.uk/research-briefings/cbp-8392/>

¹¹⁵ https://www.ofcom.org.uk/_data/assets/pdf_file/0022/204853/consultation-copper-regulation-withdrawal-conditions.pdf

¹¹⁶ <https://digitalwholesalesolutions.com/2019/10/the-bt-openreach-pstn-and-isdn-2025-switch-off/>

¹¹⁷ An Openreach guide for developers is available here, including rate cards for residential and urban developments under 20 premises, rebates for self-install and other Frequently Asked Questions Fibre for developers (openreach.com)

¹¹⁸ <https://www.icnirp.org/cms/upload/publications/ICNIRPemfgdl.pdf>

¹¹⁹

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/684420/OS_Final_report_5g-planning-geospatial-considerations.pdf

¹²⁰ <https://www.gov.uk/guidance/considerations-for-the-local-planning-authority>

¹²¹ The predicted energy requirement is the total predicted energy usage in the building, i.e. both regulated and unregulated energy.

¹²² For the purposes of this policy only, the definition of large scale development is residential developments of 100 or more dwellings or non-residential developments of more than 10,000 m².

¹²³ See Figure 5 of Worcestershire LEP Energy Strategy: <https://www.wlep.co.uk/wp-content/uploads/P3695-Worcestershire-Energy-Strategy-with-glossary.pdf>

¹²⁴ The increased requirement compared to the adopted SWDP 27 is based on the findings of the SWDPR Viability Assessment and reduced cost and improved efficiencies of some technologies in recent years.

¹²⁵ For residential development proposals the latest published Strategic Housing and Employment Land Availability Assessment **(NEEDS LINK)** clearly shows that there is sufficient low flood risk land on which to meet the housing supply requirements for the plan period to 2041

¹²⁶ Unless precluded within the PPG <https://www.gov.uk/guidance/flood-risk-and-coastal-change#Sequential-Test-to-individual-planning-applications>

¹²⁷ For housing development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace

of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015

¹²⁸ The Environment Agency publishes flood risk assessment guidance notes for Worcestershire. Applicants should also refer to the National Planning Practice Guidance checklist for FRAs

¹²⁹ Using the EA's 'Area Climate Change' guide

¹³⁰ Past flooding and information on the sensitivity of flood risk to catchment changes (such as urbanisation) were used to determine a relative risk to future development in a catchment)

¹³¹ All New Development' does not apply to minor extensions in high-risk catchments

¹³²

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/575184/Table 3 - Flood risk vulnerability and flood zone compatibility .pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/575184/Table_3_-_Flood_risk_vulnerability_and_flood_zone_compatibility_.pdf)

¹³³ FD2320 - Flood Risk Assessment Guidance for New Development

¹³⁴ http://evidence.environment-agency.gov.uk/FCERM/Libraries/FCERM_Project_Documents/FD2320_3364_TRP_pdf.sflb.ashx

¹³⁵ An ordinary watercourse is a watercourse which does not form part of a main river and may not hold water all the time. It includes: rivers, streams, ditches, drains, culverts, dikes, sluices, sewers and passages through which water flows (that are not classified as a main river by the Environment Agency)

¹³⁶

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf

¹³⁷ <https://www.water.org.uk/wp-content/uploads/2020/01/Water-UK-SuDS-brochure.pdf>

¹³⁸ https://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx

¹³⁹ <http://www.ciria.org/C753>

¹⁴⁰ Confirmation from Severn Trent Water is required

¹⁴¹ Water Supply, Wastewater and Water Quality, sub-section 2, paragraph 20

¹⁴² Mains water supply

¹⁴³ Introduction to Water Framework Directive; Details of Water Framework Directive in England

¹⁴⁴ where they are housing in excess of 400,000 birds (if mechanically ventilated) or 200,000 birds (if naturally ventilated) or 100,000 birds (if it is to be a turkey unit) or where a residential or other sensitive building is within 100m from the poultry unit;

¹⁴⁵ (with burn rate of 45.4kg/hour or where the cumulative effect of multiple boilers on site equates to the same)

¹⁴⁶ A full list of AQMA's and sites at risk of being AQMA's can be found at the Worcestershire Regulatory Services website: <http://www.worcsregservices.gov.uk>

¹⁴⁷ <https://worcsregservices.gov.uk/media/3261881/WRS-technical-guidance-document-for-Planning-V4.pdf>

¹⁴⁸ [Link to WRS website.](#)

¹⁴⁹ applicants will need to check if their land is in the Development High Risk area as defined by the Coal Authority and, if so, submit a Coal Mining Risk Assessment to support the development. The Coal Authority has identified locations of potential instability arising from historic coal mining and these are shown on the interactive map on the Coal Authority's website <http://mapapps2.bgs.ac.uk/coalauthority/home.html>

¹⁵⁰ Includes changes of use and extensions.

¹⁵¹ Includes hotels, guest houses, bed and breakfast accommodation, public houses with accommodation and holiday lets.

¹⁵² Includes changes of use and extensions.

¹⁵³ Examples listed in the Reasoned Justification

¹⁵⁴ All other rural areas will be considered on a case-by-case basis.

¹⁵⁵ For indicative provision requirements and associated costs, please refer to the Infrastructure Delivery Plan (2022).

¹⁵⁶ The policy will also apply to new Green Spaces secured through planning permissions which will be added to the Interactive SWDP Review Policies Map. It also applies to any Local Green Space as designated in Neighbourhood Plans.

¹⁵⁷ Green Space designation does not prejudice a householder's permitted development rights.

¹⁵⁸ A suitable location will be dependent on the need for, and the type of facility being proposed.

¹⁵⁹ Development proposals of fewer than 10 dwellings must still refer to the requirements set out in SWDPR 7: Green Infrastructure.

The Parks and Recreation Grounds typology included an ‘allowance’ for Playing Pitch Provision (1.2ha) in the Open Space Assessment. This has been removed to avoid conflict with the Playing Fields policy (SWDPR 46).

¹⁶¹ For indicative provision requirements and associated costs, please refer to the Infrastructure Delivery Plan (2022).

¹⁶² Proposals for Sheltered housing, Extra Care housing, and residential nursing homes will not be required to provide playing pitch provision.

¹⁶³ Development proposals of fewer than 10 dwellings must still refer to the requirements set out in SWDPR 6: Green Infrastructure.

¹⁶⁴ To include domestic and commercial equine uses which comprise (but are not limited to) stables, riding schools, arenas, stud farms, racing or livery stables, and manèges.

¹⁶⁵ These include but are not limited to: Green Belt, AONB, significant gaps, conservation areas, special areas of conservation, and SSSI, and will require support from relevant development plan and national policies.

¹⁶⁶ Refer to <http://www.newc.co.uk/law/equine-code-of-practice/?LMCL=EDKEnr>

¹⁶⁷ It is recommended that a project level HRA is undertaken to consider urbanisation effects to project level site design and education of users to Functionally Linked Land (FLL) bird site sensitivities and promotion of alternative recreational spaces. See the Reasoned Justification for further information.

¹⁶⁸ Provision will be set in accordance with the Playing Pitch and Outdoor Sports Strategy (PPOSS) and the Built Indoor Sports Facilities Strategy (BFS) and relevant SWDPR policies and calculated using Sport England’s Playing Pitch Calculator and Sports Facilities Calculator.

¹⁶⁹ Developers should give consideration to Sport England’s 10 Active Design principles: <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>.

¹⁷⁰ In accordance with Severn Trent’s requirements and timescales

¹⁷¹ The site area is not all the land within the redline boundary i.e. It excludes the existing built form as at July 2022

Construction and operational avoidance measures and mitigation will be required for this allocation to ensure development does not have an adverse effect on the integrity of any Habitats site to ensure compliance with the Habitats Regulations 2017 (as amended). See the Reasoned Justification for further information.

¹⁷³ To provide a connection towards the Newtown and Northway employment areas, Tewkesbury School and Ashchurch Railway Station.

¹⁷⁴ There will be no built development in the parts of the site liable to flooding, as defined in the Strategic Flood Risk Assessment and / or a site-specific Flood Risk Assessment.

¹⁷⁵ Extension to site granted consent in planning application 20/02071/FUL.

¹⁷⁶ This is the gross and it includes land within the Development Boundary for the rural settlement of Norton Barracks / Brockhill Village (27.5 ha) which is not subject to SWDP45/1

¹⁷⁷ As of 1st April 2021, 11 dwellings completed, 7 dwellings under construction, 308 dwellings full planning permission not started.

¹⁷⁸ See also SWDPR 20 Meeting the Needs of Travellers and Travelling Showpeople.

¹⁷⁹ The foul drainage from the development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDPR 8 and SWDPR 35.

¹⁸⁰ As of 1st April 2021, 24 dwellings completed, 0 dwellings under construction, 2,515 dwellings full planning permission not started (excludes 16/01454/OUT – university accommodation).

¹⁸¹ See also SWDPR 20 Meeting the Needs of Travellers and Travelling Showpeople.

¹⁸² As of 1st April 2021, approximately 24.86 ha completed.

¹⁸³ Planning status correct up to 31 March 2021.

¹⁸⁴ Site previously formed part of SWDP 43/18. Planning application for 120 dwellings (20/00249/OUT) approved 11/03/2021.

¹⁸⁵ Site has potential to be incorporated into SWDP 44/4.

¹⁸⁶ Planning status correct up to 31 March 2021.

¹⁸⁷ Site access may be achieved from the existing vehicular access from Chestnut Street and a new vehicular access from Sansome Walk. Current planning application 21/00916/FUL (40 dwellings).

¹⁸⁸To include about 50% Green Space for open space, habitat improvement and links to the Green Space network.

¹⁸⁹ Mixed Use C3 housing and C2 accommodation.

¹⁹⁰ A 'material start' is deemed to have been made on site. Site to retain commercial uses on the ground floor frontage.

¹⁹¹ To take full account of heritage assets. Any development proposal should be accompanied by a desk based archaeological assessment and where necessary a field-based survey by an appropriate qualified professional.

¹⁹² To take full account of heritage assets. Any development proposal should conserve and enhance the setting of the Bone Mill (grade II* listed) building and be accompanied by a desk based archaeological assessment, and where necessary a field-based survey by an appropriate qualified professional. Planning permission P15D0496 expired.

¹⁹³ Planning application for 16 dwellings (20/00352/FUL) approved 22/03/2021.

¹⁹⁴ At least 30% of the site area to include flood mitigation measures, green infrastructure and landscaping. Consideration must be given to any impact on the Registered Battlefield.

¹⁹⁵ In compliance with Policy SWDPR 27, proposals will be required to ensure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in-combination with other plans or projects.

¹⁹⁶ Proposed employment land is a gross figure. Existing employment land is 11ha. Net loss would be 8 ha.

¹⁹⁷ Planning status of sites correct up to 31 March 2021.

¹⁹⁸ To take full account of heritage assets. The detailed development proposals for this site should have regard and reflect the importance of the locally listed canal office building and that this building should be given a pivotal role in the formulation of a site masterplan.

¹⁹⁹ SWDP 43/r (Deallocate 3) The Bridge Inn has been incorporated into this allocation. Current planning application for a mixed-use development including 238 dwellings and 3,553 sqm office floorspace (20/00649/FUL).

²⁰⁰ Planning status of sites correct up to 31 March 2021

²⁰¹ 28 dwellings approved at the old Fire Station site under planning application 21/00094/FUL (approved 29/10/2021). Permission to be treated as a windfall site.

²⁰² Proposals will be informed by a site-specific Flood Risk Assessment that demonstrates occupiers will be safe, flood risk will not be increased by development and safe access and egress will be incorporated. In any event, safe access onto Henwick Road will be required.

²⁰³ Planning status of sites correct up to 31 March 2021

²⁰⁴ 19/00693/REM – Approved, 19/00694/RM – Approved.

²⁰⁵ Planning status of sites correct up to 31 March 2021

²⁰⁶ The area described in the Masterplan takes in a larger footprint than this allocation area.

²⁰⁷ Planning status of sites correct up to 31 March 2021

²⁰⁸ The Riverside (SWDP 44/7) and St Clements Gate (SWDP 44/8) 'Opportunity Areas' do not have specifically allocated development boundaries. The Reasoned Justification describes the indicative locations of these opportunity area and details some of the potential opportunities within them. Further details are outlined in the Worcester city centre Masterplan (2019).

²⁰⁹ Civil War fieldwork at Tamar Close, Worcester - List Entry No. 1005263.

²¹⁰ To include flood mitigation measures, green infrastructure and landscaping.

²¹¹ P15P0013, 19/00651/REM, 19/00826/REM. A 'material start' is deemed to have been made on site.

²¹² Planning status correct up to 31 March 2021.

²¹³ 2.7ha of the original allocation (SWDP 43/15) has been implemented. Site area to include flood mitigation measures, green infrastructure and landscaping.

²¹⁴ Status of sites correct to 31 March 2021.

²¹⁵ 61 dwellings under construction, 39 dwellings (of a total new allocation of 43 dwellings) to be reallocated under SWDP NEW 7.

²¹⁶ Recorded as under construction as part of planning application P18C0175.

²¹⁷ 85 dwellings completed.

²¹⁸ Worcester City Housing Land Monitor 2020/21.

²¹⁹ Worcester City Employment Land Monitor 2020/21.

²²⁰ The Towns Fund award will likely provide opportunities for the housing capacity in the opportunity zone to be increased.

²²¹ In compliance with Policy SWDPR 27, proposals will be required to ensure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in-combination with other plans or projects.

²²² requires the provision of Green Infrastructure to the south-east to limit impact on historic environment assets.

²²³ To include a community sports facility

²²⁴ It is recommended that a project level HRA is undertaken to consider the effects of new development upon areas of potentially Functionally Linked Land (FLL) which provides a role in terms of ecologically supporting the populations for which Upton Ham is designated and classified.

²²⁵ Gross area including 7.7ha of Green Infrastructure

²²⁶ 7ha developable area to reflect EDNA

²²⁷ 26.05 gross area

²²⁸ 250 car parking spaces for the railway station needs to be provided as part of the scheme

²²⁹ To include retail and leisure (this site was a Mixed-Use allocation in the Adopted Plan 2016 for 80 units SWDP48/6)

²³⁰ No built development will be permitted within the boundary of the Significant Gap as shown on the Policies Map – this will serve as GI for the development and will be further safeguarded.

²³¹ Of which only approximately 2.33ha will be available for development.

²³² The redevelopment of this site presents an opportunity to better address the neighbouring designated heritage assets and their settings through positive engagement with the landowners and local community interests, the undertaking of local characterisation studies and a scheme design which is informed by and responds to the heritage significance of these assets and recognises the opportunities for positive place making. Such a scheme will

seek to positively enhance the heritage assets and their settings and support a greater understanding and appreciation of their historic, cultural and architectural significance.

²³³ In compliance with Policy SWDPR 27, proposals will be required to ensure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in-combination with other plans or projects.

²³⁴ See footnote 231.

²³⁵ See footnote 231.

²³⁶ to include at least 50% GI to reflect surrounding village character

²³⁷ Within the area identified on the Policies Map a Sustainable well-designed mixed-use site is sought with a maximum of 30 residential units incorporating the conversion of existing buildings, car parking and commercial units

²³⁸ Within the area identified on the Policies Map a sustainable, well-designed, mixed-use site is sought. This will incorporate community facilities, new car and coach parking, football pitches and facilities and up to 84 homes. SUDS solutions should seek to benefit the adjacent nature reserve and appropriate boundary treatment designed between the allocation and the nature reserve to mitigate any negative impacts of development.

²³⁹ See footnote 231.

²⁴⁰ See footnote 231.

²⁴¹ See footnote 231.

²⁴² There will be no built development in the parts of the site liable to flooding, as defined in the Strategic Flood Risk Assessment and / or a site-specific Flood Risk Assessment.

²⁴³ There will be no built development in the parts of the site liable to flooding, as defined in the Strategic Flood Risk Assessment and / or a site-specific Flood Risk Assessment.

²⁴⁴ There will be no built development in the parts of the site liable to flooding, as defined in the Strategic Flood Risk Assessment and / or a site-specific Flood Risk Assessment.

²⁴⁵ Within the area identified on the Policies Map, a sustainable, well-designed development will be delivered which will include:

i. Provision of approximately 200 dwellings; ii. The provision of a community orchard reflecting the town's heritage adjacent to or with a clear visual connection to Abbey Road – no residential development will be permitted abutting the site boundary with Abbey Road; iii. The southern and western perimeters of the site should be sensitively designed in order to maintain vistas from within the site to the river with appropriate landscaping; iv. Built development will be set back from Boat Lane to the north and south in order to provide an adequate buffer to protect existing views and the setting of heritage assets; v. Low rise development along the western edge of the site; vi. Abbot Chyryton's Wall, a Scheduled Monument that forms part of the site, will be protected consistent with Policies SWDP 6 and

SWDP 24, and enhanced, and the significance of other heritage assets including Evesham Abbey and Evesham Conservation Area will be protected, in a manner to be agreed with the local planning authority and their archaeological advisers consistent with the significance of the heritage asset; vii. Vehicular access will only be permitted off Abbey Road, to ensure impact on the existing road network is mitigated; viii. Extension to the riverside meadows linking Corporation Meadows round to Boat Lane to improve connectivity.

²⁴⁶ Given its proximity to a Wastewater Treatment Works, any future planning application at this site must be accompanied by an Odour Assessment demonstrating that there would be no risk of nuisance odour as a result of development.

²⁴⁷ An additional 8.4 ha will provide screening of the development from Westwood House and historic parkland.

²⁴⁸ The Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019 (legislation.gov.uk)

SOUTH WORCESTERSHIRE DevelopmentPlan

South Worcestershire Development Plan Team

Civic Centre, Queen Elizabeth Drive, Pershore,
Worcestershire WR10 1PT

T: 01386 565565

E: contact@swdevelopmentplan.org

www.swdevelopmentplan.org