

SOUTH WORCESTERSHIRE Development Plan

INFRASTRUCTURE DELIVERY PLAN

First published November 2012

Further significant amendments October 2014

Updated again 22nd July 2016



SOUTH WORCESTERSHIRE INFRASTRUCTURE DELIVERY PLAN.

Published 29th November 2012, with updating on 20th May 2013, 18th September 2014, with very minor refinements as of 2nd October 2014, and 22nd July 2016.

SECTION ONE: INTRODUCTION

STATUS

- 1.1 The South Worcestershire Infrastructure Delivery Plan (SWIDP) was last published in September 2014. The SWIDP is a “living document” in that it is subject to on-going change. Annex I of the now adopted (February 2016) South Worcestershire Development Plan sets out the list of infrastructure considered necessary to delivering the plan but as over 20 months has passed in which time development and infrastructure delivery has taken place. It is therefore appropriate to update Appendix Y of the SWIDP particularly as it is considered that a current position will better assist the inspector examining the Community Infrastructure Levy Draft Charging Schedule anticipated to be in November 2016.
- 1.2 The revised SWIDP is not a complete re-write of the previous version. Rather it focuses on the changes to the infrastructure delivery costs. The process remains the same and the only area where the underpinning technical evidence has substantially changed is with regard to formal sports provision.
- 1.3 The SWIDP remains a technical document informing policy rather than policy per se. The revised document does not require political approval but has been considered and endorsed by the Joint Advisory Panel.

PROCESS

- 1.4 As set out in the introduction to the SWDP, the SWC partner authorities embarked on a four stage process to strengthen their understanding of Infrastructure:-
 - a) Consolidated the existing information at the SWDP: Preferred Options stage in autumn 2011
 - b) Prepared an Infrastructure Delivery Plan Interim Position Statement to support the SWDP
 - c) Prepared an Infrastructure Delivery Plan to support the proposed submission version of the SWDP
 - d) Updated the 2013 Infrastructure Delivery Plan in autumn 2014 to support the SWDP Examination.
- 1.5 The original structure of the South Worcestershire Infrastructure Delivery Plan, based on national best practice and the particular situation in South Worcestershire, was endorsed by the South Worcestershire Joint Advisory Panel (JAP) on 02/03/12. This was subsequently contained in the SWIDP evidence supporting the SWDP: Proposed Submission Document that was approved by the three South Worcestershire Councils in December 2012.

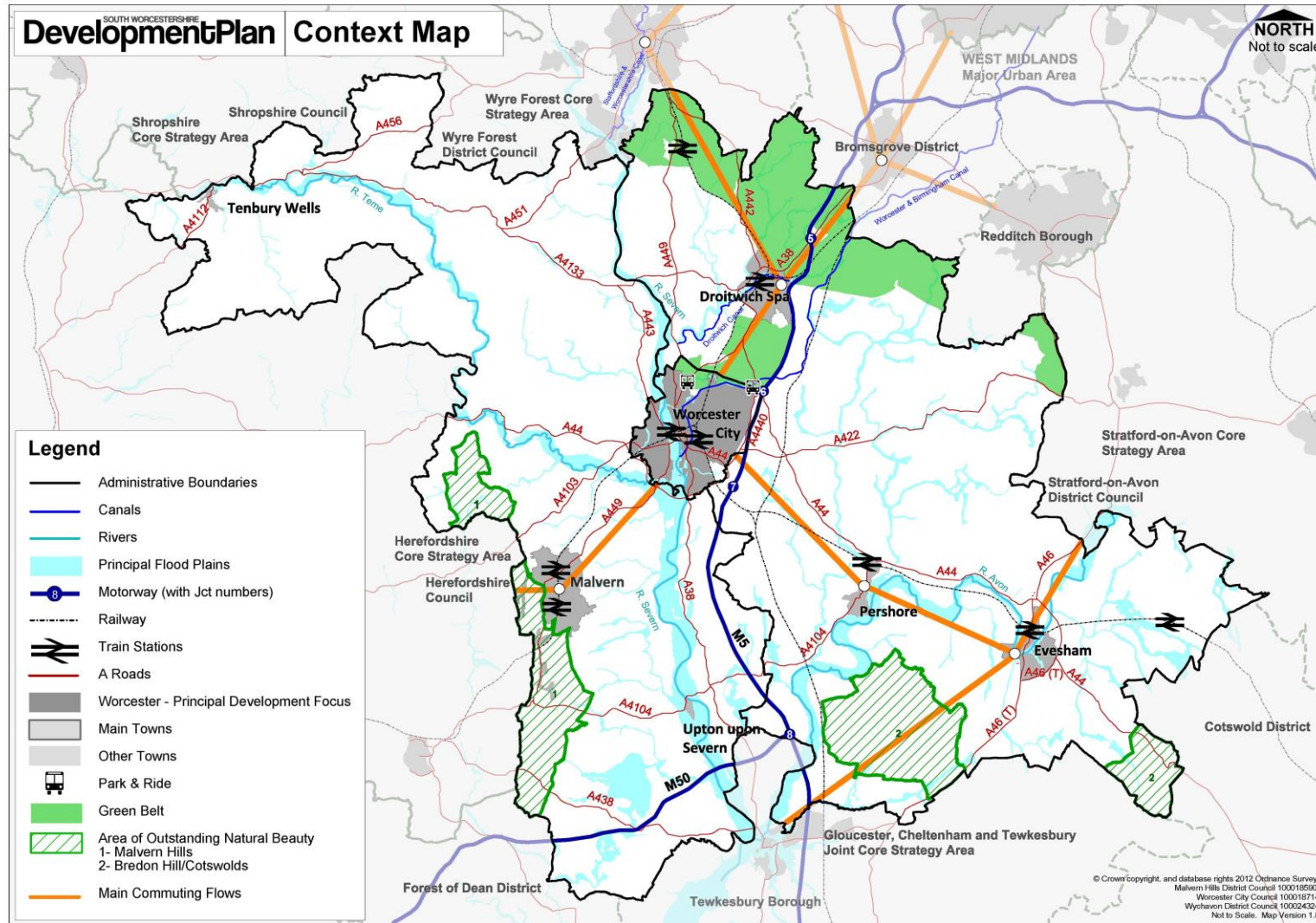
The following is the structure of the IDP for this 2016 update:

- 1) Introduction.
 - 2) South Worcestershire Context
 - 3) SWIDP Approach
 - 4) Physical Infrastructure
 - 5) Social Infrastructure
 - 6) Green Infrastructure
 - 7) Delivery of Infrastructure: Funding Mechanisms
 - 8) Conclusions
 - Appendices.
- 1.6 Evidence on infrastructure was provided during the Regulation 18 preparation and participation stage through the South Worcestershire Infrastructure Delivery Plan Interim Position Statement (SWIDPIPS). The South Worcestershire Councils published this document in July 2012. It informed the 3rd July 2012 decisions of the three SWC Councils regarding the SWDP: Proposed Signification Changes. It was available with other evidence base documents at the same time as the publication of the SWDP: Proposed Significant Changes for the consultation held between August 2012 and September 2012.
- 1.7 Following the approval of the SWDP by 3rd July 2012 SWC Councils, the SWIDPIPS was itself the subject of a parallel technical consultation during the summer 2012 period and the results were considered and, where appropriate, incorporated into the full November 2012 SWIDP. The latter informed and supported the SWDP: Proposed Submission Document, as approved by the three SWC Councils in December 2012.
- 1.8 The updated version of the South Worcestershire Infrastructure Delivery Plan was published in May 2013 to support the submission of the SWDP and the accompanying schedule of minor changes which the SWC will ask the Inspector to consider. It incorporated updated information arising from a separate but parallel technical consultation on the SWIDP in early 2013.
- 1.9 Conclusions in the SWIDP May 2013 were further shaped by input from two key SWC Seminars in March 2013:-
- a) Seminar with Worcestershire LEP: 18th March 2013
 - b) Seminar involving SWC Chief Executives and SWC and County Council Chief Officers: 19th March 2013. This considered the conclusions of the 18th March Seminar and then focussed on the SWIDP with particular reference to funding mechanisms, financial issues and the matter of prioritisation. These conclusions and the technical work which flowed from them were all included in the May 2013 version of the SWIDP.
- 1.10 A major updating and revision of the September 2014 SWIDP was undertaken following extensive further consultation with infrastructure stakeholders in summer 2014, which took into account the proposed uplift in housing figures. A further update of the SWIDP has been undertaken in summer 2016, to assist the inspector examining the Community Infrastructure Levy Draft Charging Schedule, anticipated to be in October 2016.
- 1.11 A schedule of SWIDP consultation responses in summer 2012, early 2012, summer 2014 and spring/summer 2016 can be found in "Appendix Z" at the end of this document.

- 1.12 The SWIDP remains an on-going live document which will be monitored and refreshed as appropriate.

LIVE DOCUMENT

Figure 1: Context Plan



RELATIONSHIP WITH THE WORCESTERSHIRE INFRASTRUCTURE STRATEGY.

- 1.13 In parallel with the work on this SWIDP document, Worcestershire County Council is in the process of preparing a Worcestershire Infrastructure Strategy (WIS) and considerable efforts have been made to bring together the evidence collected for these two work streams. This is in accordance with the “duty to cooperate” and it has been a positive and effective partnership working arrangement. Throughout 2011 and 2012, the County Council worked with the SWC and infrastructure providers to develop an evidence base of strategic infrastructure needs. This has been published by the County Council in the form of a “Needs and Issues background document”. The County Council has ensured that, where relevant, the Needs and Issues background document has taken account of any detailed work on infrastructure requirements undertaken at a local level.
- 1.14 The Needs and Issues background document formed the evidence base to support the development of a Countywide Infrastructure Strategy. In order to define the scope of the strategy, the County Council consulted on a series of “Strategic Options” during June/July 2012. Following this consultation, the County Council produced a draft Strategy by December 2012 with initial consultation completing in spring 2013. Every effort has been made to ensure that the conclusions of the South Worcestershire Infrastructure Delivery Plan, which supports the SWDP, will be consistent, where appropriate, with the emerging draft Worcestershire Infrastructure Strategy and vice versa. This will ensure that infrastructure providers, developers and the public are provided with a reliable picture of strategic infrastructure needs in South Worcestershire over the SWDP plan period within a Worcestershire context.
- 1.15 As with the SWIDP, the County Council’s Needs and Issues background document will be a living document and that County document will be subject to monitoring and review. The County Strategy will be reviewed every three to five years. The County Council have begun the process of updating their strategy to reflect the adopted SWDP, other District Council Plans and expect to consult with stakeholders in autumn 2016. Likewise the SWIDP has been updated in May 2013, September 2014, and again in July 2016.
- 1.16 The County Council will continue to update and co-ordinate the Needs and Issues background papers for the Worcestershire Infrastructure Strategy, which reflects needs across the whole County, arising primarily from development. These issues will be reflected in the Infrastructure Delivery Plans prepared in support of the Local Plans throughout Worcestershire.
- 1.17 In addition the County Council will produce a Sustainable Utilities Strategy. This is directly related to the Infrastructure Strategies, but concentrates on innovative approaches to utilities infrastructure delivery, which will most benefit growth or where there is an infrastructure deficit which is preventing growth. The County Council expects to work on this during throughout 2016 and 2017..

RELATIONSHIP WITH WORCESTERSHIRE LOCAL ENTERPRISE PARTNERSHIP (WLEP).

- 1.18 The WLEP endorses the approach being taken by the South Worcestershire Councils in identifying the need to ensure that economic prosperity, business growth, inward investment and job creation are all facilitated by investment in fundamental

infrastructure which releases development in key locations. The WLEP welcomes the inclusion of the infrastructure schemes identified in South Worcestershire in the Infrastructure Delivery Plan and will work with the South Worcestershire Councils in identifying and securing funding for the implementation of key projects.

The WLEP continues to lobby Government to access various funding pots and are preparing further infrastructure and development proposals in order to achieve their published goals. Establishing a business case for priority infrastructure schemes forms a crucial element of WLEP submissions to Government in its emerging growth plans and EU Investment Strategy.

The WLEP supports the infrastructure investment and provision identified in this revised South Worcestershire Development Plan because it is supportive of its investment ambitions which aim to make Worcestershire very competitive to domestic and international investors.

- 1.19 The overall approach to prioritisation of infrastructure by SWC is supported by the WLEP and there remains a commitment for cooperation on-going liaison between them as well as Worcestershire County Council.
- 1.20 The WLEP Business Plan and continuing joint work by WLEP and SWC local authorities provided a substantial platform on which to deliver the County's Strategic Economic Plan (SEP) and EU Structural Investment Fund Strategy (ESIF) as required by Government of all LEPs (Guidance July 2013). In March 2014, and following continuing extensive stakeholder consultation, the SEP and ESIF were established. As set out in the previous SWIDP Worcestershire's strategic economic growth vision and ambitions comprising objectives, cross-cutting themes and priority sectors for accelerated growth which will steer the focus of all future funding and delivery across Worcestershire. The vision has since been updated and is as follows:

“to build a connected, creative, dynamic economy that delivers increased prosperity for all those who choose to live, work, visit and invest in Worcestershire.”

- 1.21 The WLEP, along with its public and private sector partners, remains determined and committed to deliver the SEP over the planned ten year period. It is based on the considerable economic vitality of the county's key sectors including Agri-Tech, Advanced Manufacturing and Engineering, and Cyber Security and IT. Government has already committed funding of about £54 million to 2020. In addition, the County Council and local authorities have already pledged a further £13.5 million towards relevant capital projects over the same period and further private sector investment of up to twice that total is likely to be attracted. In parallel, there is approximately €68 million identified for investment in Worcestershire from the European Regional Development Fund (ERDF) and European Social Fund (ESF) over the same period.

SWDP POLICY CONTEXT

1.22 The SWIDP is a technical document which is updated periodically. The previous version formed the basis for Annex 1 of the South Worcestershire Development Plan, SWDP7; Infrastructure (as set out below) being the associated strategic policy.

1.23 SWDP 7: Infrastructure

A. The partner authorities will work closely with their partners, especially the County Council, to bring forward the appropriate and proportionate infrastructure that is required in order to deliver the Plan.

B. Development will be required to provide or contribute towards the provision of infrastructure needed to support it.

C. Where new infrastructure is needed to support new development, the infrastructure must be operational no later than the appropriate phase of development for which it is needed.

1.24 This updated SWIDP sets out the principal infrastructure requirements which are necessary in order to effectively deliver the outstanding uncommitted i.e. without planning permission employment, housing and retail development set out in the SWDP.

The Community Infrastructure Levy will be an important source of funding to deliver infrastructure, in particularly the strategic elements which are necessary to mitigate the cumulative impacts of development. The intention is to submit, to the Government's Planning Inspectorate, the proposed Draft Charging Schedules for examination by the end of July 2016. It is anticipated that the examination of the DCS will take place during November 2016 and it is hoped that CIL Charging Schedules will be published and implemented by the end of March 2017.

SECTION TWO: SOUTH WORCESTERSHIRE CONTEXT

- 2.1 This South Worcestershire Infrastructure Delivery Plan (SWIDP) is written as an on-going “living document” as evidence which supports the South Worcestershire Development Plan (SWDP) by setting out the infrastructure required to achieve the delivery of the SWDP.
- 2.2 As set out in the Introduction, the SWDP is framed by and in turn promotes a very clear vision of the plan area during the years to 2030. Identified as a result of extensive consultation from 2007 onwards and refined and adjusted as the Plan was developed, this Vision reflects both the aspirations and the firm intentions of the three authorities to improve, protect and manage sustainable growth in the area over the coming years. Paragraph 1 of the SWDP document sets out the following:
- “South Worcestershire faces a number of economic, environmental, social and infrastructure challenges that will need to be addressed if the Vision for south Worcestershire is to be realised. To address these challenges, the SWDP seeks to achieve an appropriate balance and synergy between these, including the timely provision of the infrastructure required to support the quantum of development proposed.”
- 2.3 As stated in the introduction to the SWDP, it is imperative for the future prosperity of South Worcestershire that new development proposed in the Plan is supported by the necessary and proportionate crucial infrastructure. This is fully in accordance with the WLEP's SEP and ESIF ambitions and SWIDP support as stated in Paragraphs 1.18 - 1.21 which is the basis of continuing discussion to prioritise delivery of priority infrastructure solutions.
- 2.4 This SWIDP underpins most of the policies in the SWDP but in particular it relates to the seven strategic policies (SWDP1-SWDP7) which are so important in terms of the delivery of the SWDP. There is also a strong inter-connection with policy SWDP62 on implementation.
- 2.5 The demands for new infrastructure arise from many sources. There can be weaknesses or deficiencies in existing infrastructure. General population growth causes a general pressure on infrastructure. However, of particular importance for this SWIDP is the fact that new infrastructure may be specifically required as a consequence of development proposals contained in the Plan. In particular, the following proposals set out in SWDP 3:
- Employment provision of about 280 ha during the period 2006-2030.
 - Housing provision for about 28,370 dwellings between 2006-2030.
 - Retail provision for about 50,000 sq.m. between 2006-2030.

SECTION THREE: SWIDP APPROACH

National policy context

- 3.1 The national context for infrastructure is set out in paragraph 162 of the National Planning Policy Framework (NPPF).
- 3.2 Paragraphs 173-177 of the National Planning Policy Framework place considerable emphasis on the viability and deliverability of Plan Proposals. Work on this SWIDP has been undertaken in tandem with the Overall Viability Study for the SWDP, which is available as a separate but linked part of the SWDP evidence base.

A bespoke SWIDP

- 3.3 The SWIDP is tailored to the local plan area. The importance of infrastructure is spelt out in the Introduction to the SWDP which explains the four stage process to the production of the SWIDP and this has already been set out in paragraph 1.4 of this SWIDP. The evidence is specific to the local area, produced with partners relevant to the local area, and cognisant of local circumstances.
- 3.4 Key elements of the approach taken by SWC in their progression of its SWIDP include:
 - a) The merits of building on the existing infrastructure information base. The County Council had the foresight to commission significant research which resulted in the 2009 Baker Associates Study on Infrastructure Requirements in Worcestershire. This has been updated by the County Council in 2011 and 2012 as part of its preparation of a Worcestershire Infrastructure Strategy. The on-going sharing of that evidence base by the County Council is gratefully acknowledged. This evidence base provides the platform for this SWIDP and extensive cross reference is made to that County Council work in this SWIDP.
 - b) The importance of engaging with key partners, especially the County Council and the WLEP but also the key infrastructure providers. This has advanced the work through meetings and discussions. And, in particular, there was a technical consultation carried out on the SWIDPIPS in summer 2012 and on the SWIDP in early 2013, summer 2014, and spring/summer 2016. The feedback and the follow up discussions in 2013, 2014 and 2016 have helped inform this version of SWIDP and the contributions of those agencies are gratefully acknowledged. The technical work also contributed to the WLEP's development of the SEP and ESIF, particularly relating to priority capital schemes which have secured Government support through the Growth Deal 2015/16.
 - c) The importance of the SWIDP both underpinning and interrelating to other parts of the SWDP has been an intensive and on-going process.
 - d) The importance of work on Viability and the links with specific development proposals. This is an on-going and dynamic process.
 - e) The importance of funding and prioritisation - is fully recognised and discussions have taken place with:
 - The treasurers of the three SWC and the County Council, with further updating as a result of the 19/03/13 Seminar, as explained in paragraph 1.9 of this SWIDP, and again in summer 2014.

- The LEP in relation to supporting the case for infrastructure, including the 18/03/13 Seminar, as also explained in paragraph 1.9 of this SWIDP.
- Physical infrastructure providers such as the Water and Energy bodies to ensure that costings are built into their long term plans.
- Further discussions took place between SWC and the County Council within two infrastructure workshops held in autumn 2015.

f) This version of the SWIDP is suitable and sufficiently proportionate, in line with NPPF, to underpin the proposals contained in the SWIDP. As a “living document”, the SWIDP was updated in May 2013 so that it supported the SWDP submitted to the Secretary of State in May 2013 with the most up to date information. As a living document, the SWIDP has continued to be updated with this July 2016 version.

3.5 Of the Appendices, particular attention is drawn to Appendix Y, which is of such importance that it has been included in the SWDP as Annex I in conjunction with policy SWDP 7 on Infrastructure.

For clarity, Appendix Y is structured with the following key headings;-

- Listed by infrastructure type
- Listed by project and by location
- Cross reference to relevant SWDP policy
- Delivery partners
- Estimated cost
- Potential sources of funding
- Estimated timescale
- Notes on costing and funding delivery

SECTION FOUR: PHYSICAL INFRASTRUCTURE.

A. TRANSPORT

Introduction

- 4.1 Malvern Hills, Worcester City and Wychavon Councils worked together to prepare a Development Plan for South Worcestershire with the aim of ensuring that future development within South Worcestershire is well planned and managed effectively, whilst having a positive impact on the economy and the environment. This Plan was formally adopted on 24th February 2016.
- 4.2 Worcestershire County Council (WCC) and the South Worcestershire Councils commissioned CH2M to support the preparation of the necessary transport modelling to help identify, develop and cost the transport related infrastructure and services, and provide advice on the transport evidence associated with the South Worcestershire Development Plan (SWDP) and Infrastructure Delivery Plan (SWIDP). The transport infrastructure (highway, public transport, rail, cycle and pedestrian) and public transport services identified have been based on the development policies and proposals set out in the SWDP.
- 4.3 The SWIDP provides details of the infrastructure required to support the growth identified in the SWDP. The information set out in the SWIDP is being used to inform and support negotiations with developers on site specific: Section 106; Section 38; Section 278 agreements and Community Infrastructure Levy to contribute towards the mitigation of their development impacts (cumulative and site specific) on both the local and strategic transport network. This is outlined in the Worcestershire Local Transport Plan 3 (LTP3), emerging LTP4 policy SWDP 4 and the Community Infrastructure Levy (CIL) charging schedule. South Worcester Councils consulted on a Draft Charging Schedule in May 2016.
- 4.4 The transport elements of the SWIDP informed the development of the Worcestershire LTP3 and will inform Worcestershire LTP4 and associated transport packages (infrastructure and service schemes), including: the inter-urban links between the key urban areas, the Worcester Transport Strategy, the packages for Droitwich, Evesham, Malvern, Pershore and those for the wider rural hinterland. This will help to ensure that the transport improvements are integrated with, and importantly, take full account of cumulative impact on the transport network of the planned land use changes contained within the SWDP. The assessment takes full account of the significant growth in travel demand generated by SWDP planned development and other, non-SWDP generated, background growth. This package approach takes full account of cumulative growth and by using LTP3 along with policy SWDP4 will help, to avoid a piecemeal and potentially poorly targeted approach to investment in transport. This would do little to support economic growth or encourage sustainable development.

Approach

- 4.5 A key premise of the SWDP is to recognise that the quantum of development proposed in South Worcestershire will not only have a local transport impact immediately adjacent to each site but also on the local and strategic transport network further afield (including the Highways Agency and Network Rail managed networks).
- 4.6 The local impacts of any development can be directly identified, assessed and local access and other minor mitigation measures implemented. For the strategic transport

network and locations further away from the proposed development sites, however, whilst the transport problems which arise as a result of growth in travel demand are all too readily obvious, the cause may not be clear to all. The impact is a key issue for Worcestershire County Council (and its key stakeholders) as it has to manage the network such that it supports the key policy aim of supporting economic growth (LTP3 and policy SWDP4). This aim would be undermined in the event of increased costs being imposed on businesses, other network users and transport operators arising from traffic congestion, inadequate levels of service on and performance of, the rail and bus networks and increased and variable journey times and costs. It is critical, therefore, that the cumulative effects of increased travel demand are properly understood and mitigating transport infrastructure and service measures identified.

- 4.7 The identification of transport issues away from the immediate environs of development sites can demonstrate that a relatively small development site (or the summation of small development sites) can cause a significant issue on the transport network, as a result of both local and long distance trips. In identifying the effects of growth, it is possible to both develop adequate (network wide) mitigation and to provide the evidence which underpins the requirement that the identified sources of additional traffic should contribute appropriately toward the delivery of the necessary improvements to the wider transport infrastructure, as outlined in LTP3 and policy SWDP4.
- 4.8 In order to undertake a network wide assessment of the transport network and specifically to assess the cumulative transport impact on transport networks resulting from SWDP planned development, a Vehicle/Trip Generation modelling tool has been developed. This enables:
- The calculation of the numbers of trips that each proposed development site will generate
 - An assessment of the way in which those trips will route on the network
 - The summation of trips to establish an overall (cumulative) impact

Development Assumptions

- 4.9 The transport infrastructure (highway, passenger transport, cycle and pedestrian) and passenger transport services identified have been based on the adopted SWDP. The land use assumptions included changes to the previous iteration of the plan in autumn 2011 in respect of quantum of: residential development; employment development; updating of windfall and commitments. The employment assumptions were also more disaggregate in terms of development type (B1, B2, B8 etc.) These revised assumptions had a major impact on employment related trip generation. In particular, as B8 developments generate significantly less vehicular trips than B1 (office) developments, the overall scale of employment and generated travel demand decreased in comparison with the previous (B1 dominated) assumptions.

Methodology

- 4.10 Worcestershire County Council has worked closely with the South Worcestershire Councils to assess the impact of the adopted SWDP. The methodology used to complete this project was agreed jointly between CH2M, Worcestershire County Council and the South Worcestershire Councils in December 2011. The methodology adopted has:

- Understood, from previous work, the relevant policy guidance, development quanta, types and locations and agreed parameters for the project.
 - Established the transport network and infrastructure baseline conditions for South Worcestershire. Thereby understanding: the network performance for all modes of transport; and to identify potential key gaps in transport infrastructure; and service provision across South Worcestershire.
 - Developed a Vehicle/Trip Generation model to act as an assessment tool to assist with the identification of schemes to support the SWDP planned development.
 - Identified infrastructure schemes and services to mitigate against the impacts of proposed development.
- 4.11 A key premise of the transport network analysis is to recognise that the quantum of development proposed in South Worcestershire will not only have a local transport impact immediately adjacent to the site but also on the wider and strategic transport network further afield.
- 4.12 The SWDP Vehicle/Trip Generation model enables a network wide assessment to be conducted. It includes all the key routes and, most importantly, key junctions. Without such an assessment tool, it is difficult to assess the combined impact of development sites over a large area.
- 4.13 The SWDP Vehicle/Trip Generation model combines a number of functions:
- Multi-modal trip generation model;
 - Trip routing model;
 - Gravity model; and
 - Presentation and analysis of results
- 4.14 Importantly, the methodology provides multi-modal trip generation data for walk, cycle, passenger transport (bus and rail) and highway for both the AM and PM peak periods and a full 24 hour period.
- 4.15 It should be noted that the model has not been the sole source of scheme identification. Other sources of evidence include:
- Worcester Multi-Modal Transport Model
 - Evesham, Pershore, Malvern and Droitwich Town Development Models
 - Accessibility Analysis of Walk, Cycle and Passenger Transport (bus and rail)
 - Worcestershire County Council led Officer Workshops
- 4.16 These sources have combined to provide a comprehensive assessment of network requirements to accommodate SWDP development. This has ensured that best use has been made of existing data and tools available and has provided a means by which complex cumulative 'knock on' effects can be identified and assessed.
- 4.17 The overall approach has been based on achievable interventions, recognising environmental and deliverability factors and is consistent with LTP3, the emerging LTP4 and policy SWDP4. This does not rely on an approach focussing on a single or limited number of schemes or modes.

4.18 This exercise was repeated in July 2014 after the uplift in housing number requirements and the following methodology was employed:

- Revised SWDP2 Significant Changes & New Sites land use assumptions coded into
- SWDP Gravity Model Worcester Transport Model
- Updated forecast travel demand for 2019 and 2031
- Assessment of impact of growth:
- Along highway links/at key junctions
- On passenger transport (rail & bus) networks
- On walk & cycle networks
- Identification & costing of mitigation schemes

4.19 The results of this work fed into both the SWDP and also into this supporting SWIDP.

Overview: Existing Highway Network Issues

4.20 The existing highway network across the South Worcestershire area shows the strategic A-road network to form a 'spoke' like effect spreading from Worcester to the surrounding towns and rural areas. In addition, the M5 Motorway traversing north to south, lies immediately east of Worcester, providing a link to the West Midlands conurbation, the South West and, via the M50, South Wales. South Worcestershire is linked to the M5 via Junction 5 (A38 & Droitwich), Junction 6 (Worcester North) and Junction 7 (Worcester South).

4.21 Worcester has a network of by-passes (A4440 to the south and east and A449 to the north), which is formed by sections of single and dual carriageways. The southern bypass (A4440) provides one of two road links over the River Severn through Worcester; the other being in the City Centre (A44). All of the major A-Road routes to Worcester from the surrounding towns join with junctions on the Worcester by-passes (A449 and A4440).

4.22 Due to the strategic pattern of the A-Road highway network in South Worcestershire and its links to the M5, trips routeing between the main population and employment centres in the area generally route via Worcester, using sections of the A449 and A4440 around Worcester and key junctions on these links. These traffic volumes mean that the A449 and the A4440 are key corridors for through trips. It is noted that the impact of SWDP proposals is greatest on these routes.

4.23 The development sites within the SWDP will contribute to additional local and longer distance traffic routeing through the key corridors in and around Worcester. This will have impact on the location and scale of transport schemes resulting from the SWDP. In particular, there is a need to address capacity constraints to the south of the city and to ensure that the major urban extensions are designed from the outset to maximise use of walk, cycle and passenger transport modes, particularly for journeys to/from/within Worcester City.

4.24 For the other towns, this assessment has found that there are issues to address as a direct result of development proposals, with identified impacts on the strategic (inter-urban) transport network. Whilst the schemes outside Worcester tend not to be of such a significant nature, there are a number of locations that will need mitigation. The requirement for mitigation measures as a result of planned forecast growth is outlined in LTP3 and policy SWDP4.

Overview: Strategic Road Network (managed by the Highways England).

- 4.25 Currently both the A46 and M5 operate well throughout most of the day; congestion and queues do occur, but these are largely managed within the peak hours. Main carriageway flows are increasing but within capacity.
- 4.26 The proposed SWDP growth will have a significant impact on the Strategic Road Network with the majority of junctions on the A46 and M5 requiring mitigation to accommodate the proposed growth. Mitigation schemes have been identified and are discussed in greater detail at paragraph 4.59 below.

Overview: Existing Passenger Transport (Rail) Issues

- 4.27 The main towns in the South Worcestershire area are connected to Worcester and regional/national destinations by the rail network. There are, however, limited services to/from some key locations during peak times and evening and weekend services are poor in terms of timetabling and frequencies. The important role of the rail network is discussed in detail within the LTP3 and referenced in policy SWDP4.
- 4.28 Specifically, to improve service provision, the County Council is seeking:
- Worcester – London journey times to be 2 hours or less, fully utilising the recent investment in the Worcester-Oxford (Cotswold) Line infrastructure and planned investment in infrastructure between Oxford, Reading and London.
 - To have, by the end of the South Worcestershire Development plan period, two trains per hour between Great Malvern, Worcester and London Paddington, with one train per hour running fast or semi – fast between Worcester and Oxford
 - Further Cotswold Line redoubling to improve reliability and journey times, including new signalling and track layout in Worcester City Centre.
 - An improved rail service between South Worcestershire and Birmingham New Street (via Bromsgrove)
 - An improved rail service between Worcester, Cheltenham and Gloucester
 - To support rail industry proposed improvements to rail services to/from South Worcestershire and the infrastructure needed to deliver them. For example, the enhancement of the frequency of services between Worcester and Birmingham New Street during Control Period 5 (Network Rail Delivery Plan 2014--2019), as initially proposed in the 2011 West Midlands and Chilterns Route Utilisation Strategy, and the West Midlands Regional Rail Vision plans to extend electrification from Bromsgrove (due 2017) to Worcester (by 2024), with an aspiration to enhance service frequencies
- 4.29 In addition, WCC and key stakeholders including the Worcestershire LEP are actively promoting the introduction of a new "Worcestershire Parkway" station at the intersection between the Cotswold Line and Bristol – Birmingham line at Norton, east of Worcester, to be served by Worcester – London and a proportion of Bristol/Cardiff – Birmingham services. Planning Permission for the station was granted in August 2015 and funding secured through the Worcestershire LEP. Works to deliver the station are progressing well with an anticipated opening date of spring 2018.
- 4.30 WCC has been working closely with the rail industry including Network Rail, Train Operating Companies and the Department for Transport to ensure that Worcestershire Parkway is integrated with other committed rail schemes. Network Rail, as the operator of the rail network, is working collaboratively with the County Council to advise on the Parkway's integration with other planned enhancements to

rail infrastructure and services. In July 2014, WCC submitted in accordance with the rail industry Governance for Railway Investment Projects (GRIP) Options for the station design for approval by Network Rail. It is intended to deliver the project in the following phases;

- Phase 1 (2018: – will involve the construction of a new platform on the Cotswold Line and passive provision for a second platform should the section of the Cotswold Line between Evesham and Norton Junction be re-doubled for the future,
- Two new platforms and associated platform access arrangements on the Birmingham-Bristol Line and a footbridge to replace an existing at grade crossing. This will enable a proportion of Cross-Country services to call at the station. Parking provision for up to 500 spaces will also be included
- Phase 2 (post 2019: influenced by implementation of Network Rail proposed improvements to Bristol-Birmingham line) – will involve additional Cross-Country services calling at the station (this will be integrated with other rail services).

- 4.31 The introduction of the Parkway Station will improve rail services on the existing network and support the delivery of the SWDP through the resulting mode shift to rail for both local and longer distance journeys. Access to railway stations by all modes will also be important for facilitating access to Worcester City Centre, reducing the need for car borne traffic to travel into or through the centre, and facilitating movement between South Worcestershire and other destinations, supporting transport of goods and people.

Overview: Existing Local Passenger Transport (bus) Issues

- 4.32 In terms of passenger numbers, the local bus network is the most important local passenger transport mode in South Worcestershire, recognising that rail is the dominant mode for longer distance regional and inter-city journeys. For many of the planned new developments, the local bus network will provide the only passenger transport choice for journeys to/from/within urban areas. It is critical, therefore, that new developments are planned from the outset to accommodate and support efficient and ideally commercial (i.e. not reliant on public subsidy) local passenger transport services. This approach is outlined in LTP3 and policy SWDP4. Failure to do so will make it difficult for commercial operators to deliver the services needed to manage travel demand and support sustainable development.
- 4.33 To help support the accommodation of the growth contained within the SWDP, a set of bus operation standards has been developed by the County Council, consistent with the policies set out in the LTP3. An assessment has been made of the infrastructure and operating costs needed to provide local passenger transport services to these standards on key corridors in the SWDP area. In the case that this level of service is not met, whilst some individuals may have the ability to transfer mode to use a car (resulting in increased pressure on the highway network), for others the ability to access key employment, education and health opportunities will be lost or severely constrained.

Overview: Existing Pedestrian and Cycle Network

- 4.34 Maximising use of pedestrian and cycle use for trips to/from/within major trip attractors and generators, including railway stations, is key to improving the efficiency of the transport network (particularly in congested urban areas) and meeting local economic and environmental objectives. It is important, therefore, that planned new developments take full account of policies and best practice design standards that relate to maximising walk and cycle accessibility within developments and also linking to destinations that are within a reasonable walk/cycle distance.
- 4.35 In order to identify infrastructure requirements to support the development assumptions put forward through the SWDP, each development site has been considered in turn. The number of anticipated pedestrians and cyclists travelling to and from each site over a 24 hour period has informed the process.
- 4.36 The analysis focussed on identifying links from the proposed development sites to the existing network in terms of footways, pedestrian crossing, on and off-road cycle routes, signage and storage facilities, where required. The infrastructure requirements include linkages from the proposed development sites to existing links surrounding the sites, but not pedestrian or cycle infrastructure within the development sites. The requirement for provision of walk and cycle infrastructure is discussed in LTP3, the emerging LTP4 and outlined in policy SWDP4.

Existing Evidence

- 4.37 The work has, where appropriate, drawn on existing LTP3 Transport Packages and Strategic Economic Plan Schemes. For example, the list of schemes for the South Worcestershire Infrastructure Delivery Plan, has taken full account of the considerable work undertaken to develop the Worcester Transport Strategy (WTS) and has not sought to duplicate this work. In developing the WTS, the planned development/land use assumptions are with the SWDP. Similarly, the successful Major Scheme Business case submitted to the Department for Transport uses the latest land use assumptions and is wholly consistent with the SWDP.
- 4.38 Outside of Worcester, the schemes and/or pinch points identified through the previous 'Development Traffic Impact Assessment' work for Droitwich, Evesham, Malvern and Pershore have been used as a basis for the schemes in these towns. Similar to Worcester, this previous work provides a sensible starting point as it included, as input, SWDP land use assumptions.
- 4.39 Where additional issues have been identified in both Worcester and the four main towns, and for areas not previously covered, this work has identified further locations where mitigation is required to overcome or to reduce the impact of proposed development.

Scheme Identification

- 4.40 The transport schemes proposed have been identified to mitigate against forecast future year transport issues to 2030 associated with planned development. The highway infrastructure schemes will improve capacity at key junctions which are anticipated to incur additional delays as a result of the SWDP proposed growth if required capacity and other transport improvements (infrastructure and services) are not achieved.

- 4.41 The sustainable transport infrastructure schemes aim to connect the SWDP development sites to the existing transport network and, where appropriate, improve the existing transport network to encourage greater use of more sustainable transport modes and maximise the performance of the transport network to meet economic and environmental policy aims. This is particularly the case in more congested urban areas where the highway network is under particular pressure.
- 4.42 In developing the SWDP transport scheme proposals, as set out in Table 1 and in Appendix Y, relevant policy, strategy, feasibility, deliverability and appropriate design standards and guidelines have been considered to ensure that schemes are appropriate and practicable (subject to funding). The schemes were considered against environmental and deliverability criteria as well as mitigation of transport impacts. A fundamental requirement of the SWDP is that the schemes can be implemented to the same programme as the proposed development, as set out in the SWDP.
- 4.43 It should be noted that the scale of infrastructure proposed is less than that which has been introduced in the past 20-30 years. With the exception of the significant improvements to the capacity of the A4440, the improvements to the highway and passenger transport network are targeted at dealing with specific pinch points (usually junctions) on the urban and in particular inter-urban, highway and passenger transport networks.
- 4.44 It should be noted, however, that in view of the early stage of development of a number of the transport schemes, there may well remain planning and/or land acquisition issues that will need to be overcome as more detailed designs are prepared. This has necessarily led to a cautious approach to the costing of schemes.

Schemes

- 4.45 The different characteristics of locations within the SWDP area have been taken into consideration when identifying schemes. That is, although there is always an emphasis on the provision of sustainable alternatives, there is also an acknowledgement that the schemes must be appropriate for the journey being made and location of the start and end points.
- 4.46 In Worcester, there has been an emphasis on dealing with the capacity problems on the inter-urban, Primary Road Network (in particular the A4440, A38 and A44), improving conditions along the key radial and orbital corridors and in the City Centre, crucially supported by and integrated with the provision of passenger transport, cycle and walk transport infrastructure and services such that they can provide alternatives for journeys to/from/within the City. The assessment indicates that, in combination, these measures will help to manage the forecast increases in traffic and congestion as a result of increased demand for travel.
- 4.47 In the South Worcestershire towns, a similarly balanced approach has been adopted, identifying both highway and more sustainable measures. In the rural areas, whilst the use of sustainable modes is to be encouraged, it is acknowledged that highway capacity issues must be addressed to enable both car and local passenger transport trips to use the network efficiently.
- 4.48 This requirement for a balanced approach to schemes is set out in policy SWDP4 and detailed in LTP3 and emerging LTP4.

Worcester Transport Model

- 4.49 This section considers the major schemes required in the Worcester transport network full detail of the projects are listed within Appendix Y.
- 4.50 The pressure points on the Worcester transport network identified during the development of the Worcester Transport Strategy (WTS) and associated Phase 1 Major Scheme Bid are consistent with those identified through this SWDP work. Hence, the list of highway, passenger transport, cycle and walk schemes within the Worcester Transport Strategy have been included in this SWIDP.
- 4.51 Improvements to the existing network required to mitigate the impact of SWDP development include: measures:
- Improvements to the A4440 Southern Link Road and A4440 Eastern By-Pass. These improvements will increase capacity at all junctions reducing delays and where appropriate improve facilities for pedestrians and cyclists
 - Improvements to all key corridors. These will enhance the main routes into and out of Worcester City for all users, improving traffic flow, reducing congestion and improving facilities for Pedestrians and cyclists. These include:
 - All main radial routes into the City
 - The orbital route linking the Southern Link Road/M5 Junction 7 with the employment, health, education and leisure facilities located to the east/north of Worcester
 - Improvements to traffic signals and junction operations
 - Improvements to facilities for pedestrians and cyclists (including within the City Centre)
 - Improvements to facilities for local passenger transport users and operators
 - Enhancement of existing rail stations, including passenger facilities and access arrangements and information provision
 - The construction of a new Railway Station (Worcestershire Parkway)
 - Implementation of Intelligent Transport Systems to improve efficiency and choice.
- 4.52 The requirements for the WTS are outlined in policy SWDP4, which includes reference to the need to protect land required to deliver the WTS, including proposed Worcestershire Parkway rail station and transport interchange.

Droitwich, Great Malvern, Pershore, Evesham

- 4.53 The analysis for Droitwich, Great Malvern, Pershore and Evesham indicates a number of key junctions within these towns that are performing at levels approaching, at or over capacity in the base year (2011) due to front running development and the future year (2030) scenarios. These junctions occur at key intersections on the main routes through and around the towns. Mitigation schemes for all modes have been identified and their costs estimated.
- 4.54 The reasoned justification to Policy SWDP4 makes reference for the need to deliver the transport elements of the Infrastructure Delivery Plan, including protecting the land required to enable the provision of the infrastructure needed to deliver the rail industry proposed improvements to rail services to/from South Worcestershire.

County Scheme Costs

- 4.55 Each of the proposed transport schemes is accompanied with a cost for implementation. Costs include construction costs, relevant percentage uplifts to account for scheme preparation and development costs over and above the basic construction and materials and "optimism bias" (reflective of the stage of development of scheme designs). An estimate is also made of the maintenance costs of the schemes over a 30 year period.
- 4.56 A breakdown of the costs for the proposed transport schemes on a mode-by-mode and town-by-town basis is provided in Table 1 and Appendix Y. Where schemes fall outside the towns the cumulative costs are shown in the interurban/rural table.

Strategic Road Network (managed by Highways England)

- 4.57 Highways England has, in conjunction with WCC, been assessing the impact on the performance of the Strategic Road Network (SRN) of the SWDP. As a result of this work, and taking into account the effect of sustainable transport measures, Highways England has highlighted that improvements were required to the SRN to enable the SWDP to be delivered without affecting the safe and efficient operation of the SRN, specifically at:
- M5 Junctions 5, 6 and 7 (adjacent to Worcester)
 - Junctions on the A46 (T) near Evesham

Required Mitigation

- 4.58 Impacts on the SRN which is managed on behalf of the Secretary of State by Highways England have been examined in close co-operation with WCC as the affected Highways Authority. In order to ensure consistency, the same evidence base utilised by the County Council for the examination of impacts on local and primary road networks, have been utilised to examine the future impacts on the SRN.
- 4.59 This examination has led to the requirement for improved infrastructure in the following locations as a result of the planned growth:
- M5 Junction 5: signalisation on A38 to improve interaction of Primary Route Network (PRN) and SRN. This project was delivered in 2015.
 - M5 junction 6: improvements to all the arms of the junctions and further signalisation.
 - M5 junction 7: signalisation of off slips and lining improvements on the circulatory and approach arms. This project was delivered in 2015.
 - A46: all junctions on the Evesham bypass require signalisation and in some locations improvements on approach arms.
- 4.60 Each of the potential improvement schemes have been examined with respect to the operation of the SRN and have been found to achieve improved capacity in these locations, such that Highways England can be satisfied that the planned growth can be accommodated without severe impact on the SRN. However, it should be noted that the phasing of these improvements, cost and design are all in the preliminary stages and therefore subject to change. It should also be noted that the acceptability of the identified improvements schemes on the SRN need to be further discussed the County Council.

- 4.61 Highways England has identified that planned growth cannot be accommodated on M5 J7 without the County Council proposed improvements related to the Southern Link Road (A4440). Modelling has indicated that J7 would become severely congested without the identified improvements; to the extent that queues on the exit slips extended back to the main carriageway during peak hours. Further work is being carried out in order to provide greater detail on the phasing of the enhancements to the Southern Link Road (A4440) and understand at what point in the SWDP, the full dualling of the link road needs to be delivered.
- 4.62 Highways England has considered the impact of the proposed Worcestershire Parkway Station on M5 J7 through the planning application process and determined these impacts were acceptable.

SRN Scheme Costs

- 4.63 To support the SWDPIDP, Highways England has produced indicative costs in relation to the above preliminary schemes. The costs estimates provided for the schemes in Evesham are based on preliminary designs and further work is required to provide more detailed costs. The following items have been included as percentage fees only and hence have not been assessed based on detailed site information:
- Traffic Management
 - Risk and Contingency
 - Statutory Undertakers Diversions
 - Preliminaries (site set up and welfare)
 - Design costs
- 4.64 The costs are also exclusive of any additional land take fees associated with construction and do not include 60 year maintenance costs.
- 4.65 Proposed mitigation schemes on the M5 at junction 6 have been taken from a preliminary cost estimate provided by the Managing Agent Contractor with similar caveats imposed.
- 4.66 Table 1 below provides details of these preliminary cost estimates.

Table 1: Preliminary cost estimates for Highways Agency SRN Schemes

Highways Agency Schemes	Costs (£/millions)	Status
M5 Junction 5	£0.5m	Delivered
M5 Junction 6	£10m (note with £3.5 million associated network impacts) Funding secured and to be delivered by 2021	Design Phase
M5 Junction 7	£0.4m	Delivered

A46 Junctions	£9.5m These are to be reviewed.	Preliminary Design Phase
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*Note costs for M5 Junction 6 and A46 Junctions are based on early preliminary designs and do not include measured fees for items such as traffic management, statutory undertakers, maintenance or design. These costs are therefore subject to change as designs are finalised.

Funding for Highways England SRN schemes

- 4.67 Highways England does not have a specific long term forward investment plan to support Local Plans. Highways England will, however, work closely with local stakeholders such as the County Council and the Local Enterprise Partnership to identify funding programmes that could supply improvements and will undertake bids, when appropriate, to maximise funding from all sources.
- 4.68 In the absence of such funding Highways England will look to developers to provide the infrastructure required to support the planned growth through a range of mechanisms, such as those identified in Policy 62 of the SWDP.
- 4.69 The total costs across South Worcestershire for transport infrastructure and maintenance for the period to 2030 are as follows:
- Infrastructure: £241 million (including SRN)
- 4.70 It should be noted that, as set out in the notes to the above tables, these costs include uplifts to allow for additional costs above and beyond the actual cost of construction. This includes items such as detailed design and evaluation, site preparation, site supervision, drainage, landscaping, ecology and traffic management. Different uplifts are applied for traffic management dependent on the local road network.
- 4.71 The costs also include significant allowance for contingency and "risk" (known as "Optimism Bias"). This is prudent in view of the early stage of development of a number of the schemes. This is a standard approach (see 'The Department for Transport Procedures for Dealing with Optimism Bias in Transport Planning Guidance Document – June 2004'). The Optimism Bias uplift is based upon the maximum applied rate for standard civil engineering works at this preliminary stage.
- 4.72 In terms of maintenance the relevant LTP3 policy states:
- "Worcestershire County Council will work in partnership with Worcestershire Borough, City and District Councils across the County to ensure the contributions from developers toward the on-going cost of:
- Maintaining walk, cycle, passenger transport and highway infrastructure and services required to deliver developments that are sustainable and policy compliant.

Schemes Excluded From Cost Estimates

4.73 Please note that the above tables and costs exclude some elements of transport infrastructure and services improvements. Specifically, they exclude:

- **Passenger Transport Service Enhancements:** The transport evidence associated with the transport elements of the SWDP: Proposed Submission Document, as set out in the SWIDP, shows that enhancements to local and regional passenger transport services will be essential to address accessibility issues, reduce traffic generation, manage traffic congestion and support the delivery of sustainable development. Potential enhancements have been identified along with an estimate of operating costs (before revenue); however, further work will be required to identify the net increase in operating costs after allowance has been made for development generated demand and revenues. Promoters of developments must provide local passenger transport solutions to ensure that their site is accessible and sustainable. The promoters will be expected (as set out in the LTP3) to prepare a 20 year business case for the passenger transport provision, which will demonstrate the scale and profile of any revenue support and the source of this funding (including from the promoter of the development), thereby demonstrating that the operation of services is financially sustainable in the medium to long term, and highlighting any "pump priming" requirements.
- **Inter-Urban Walk and Cycle Infrastructure:** Schemes have been developed which provide improved walk and cycle links between the main urban areas in South Worcestershire (e.g. Malvern – Worcester). These links would also serve a number of the proposed developments within the SWDP: Proposed Submission Document and would serve a dual function of providing increased choice of transport modes for journeys generated by the new development and also support increased leisure use which will benefit both existing and new developments and the tourist/leisure industry. Further work is underway to identify the capital and on-going maintenance costs of such measures and the extent to which the SWDP is dependent upon their delivery.

B. UTILITIES

INTRODUCTION

- 4.74 The County Council has engaged previously with Western Power Distribution (WPD), Wales and West Utilities and National Grid Gas. WPD representatives have attended two meetings and a meeting took place with National Grid Gas and SWC in June 2012. Further background information on utilities and detail of previous responses provided are set out in the October 2014 SWIDP.
- 4.75 No further updates have been received for this 2016 review of the SWIDP from Wales and West Utilities and Western Power Distribution.

RENEWABLE AND LOW CARBON ENERGY

- 4.76 EU and national legislation sets legally-binding targets for reducing carbon dioxide emissions, in order to help to reduce our overall demand for fossil fuel and improve the security of energy supply. This legislation includes the 2008 Climate Change Act, which requires the UK to achieve an 80% cut in CO₂ emissions by 2050, with a 34% cut by 2020. Both targets are against a 1990 baseline.
- 4.77 The SWDP has not set carbon reduction or renewable energy targets for South Worcestershire. Whilst the planning system plays a key role in delivering the necessary infrastructure to support these aims, there are many factors influencing their delivery, including fuel prices, population growth, financial incentives, etc., which are beyond the control of a Development Plan.
- 4.78 The amount of energy that could be generated from renewable energy across south Worcestershire depends not only on the technical resource, but also on the political and financial framework. A consultant's study into the potential capacity of large-scale renewable energy generation in Worcestershire published in 2008 concluded that a target of 3.5% of energy consumption from large-scale renewables could be achieved by 2026 across the county (equating to approximately 355 Gigawatt hours – or enough to provide for the energy needs of some 15,500 homes). This study did not consider large-scale solar installations and pre-dated the rise in financial incentives which supported a rapid growth in both the small (building-mounted) and large (field-scale) solar market.
- 4.79 As a result of the feed-in tariff, recent years have seen a significant increase in renewable energy installations across the county. As of April 2016, it is estimated that there is around 115 Megawatts of large-scale renewable electricity capacity either installed or consented, in addition to an increasing capacity of renewable heat. These figures relate only to large schemes and exclude micro generation, such as domestic-scale solar.
- 4.80 Worcestershire County Council's Renewable Energy Strategy sets out the benefits of renewables to the county's economy, environment and communities. The County Council and South Worcestershire city and district councils have a positive role to play in bringing forward renewable energy through processing planning applications and providing economic development support.
- 4.81 In the right location, renewable energy can help householders, businesses, and other organisations to reduce their energy bills. The development in recent years of

anaerobic digestion plants and solar farms in the Vale of Evesham has demonstrated how these technologies can help to support key economic sectors.

- 4.82 To reduce carbon emissions and secure sustainable energy, South Worcestershire Development Plan policy SWDP 27 requires all new development to incorporate renewable or low-carbon energy to meet a percentage of the development's energy requirements. It also requires large-scale development to examine the potential for a decentralised energy and heat network, and welcomes large-scale non-wind standalone schemes.
- 4.83 A proportion of Energy from Waste (EfW) constitutes renewable energy. The EfW plant at Hartlebury, once fully commissioned, is expected to generate 15.5MW of electricity, of which 13.5MW would be exported to the grid and 1.5MW used to power the plant itself. The applicant defined 60% of the energy generation from the plant as renewable, based on the proportion of waste defined as biomass.

ELECTRICITY

- 4.84 The National Grid owns and operates the electricity transmission system (275kV & 400kV). National Grid confirmed that, at this current moment in time in 2016, there is sufficient capacity on their MP system to accommodate the developments. However, As national grid connections process works on a first come first serve basis there is no guarantee that this capacity will still be available at the time an official connections request is sent in.
- 4.85 Within Worcestershire, the distribution network (132 kV, 66kV, 33kV, 11kV and 400V) is the responsibility of the Western Power Distribution Network. In the 2014 SWIDP, Western Power Distribution provided a table of observations based on a high level assessment with respect to the primary distribution network (132kV, 66kV and 33kV) in the south Worcestershire area. The assumptions were made based on housing numbers/area of employment land provided and is limited to the potential load growth solely associated with the sites provided to WPD in July 2014.
- 4.86 The following update was provided by Western Power in August 2014 in response to the technical consultation exercise of June 2014:
- Capacity availability could be significantly different once the developments go ahead, particularly as the timescales are looking out to 2030. We will not build infrastructure in advance of firm connection requests and therefore infrastructure phasing will be wholly dependent upon the phasing of developments.
 - The developers will need to fund the full costs of assets that are installed for the sole purpose of the development and their proportion of any upstream capacity installed.
 - Where new developments trigger reinforcement then the costs of the required capacity will be charged.
 - In terms of timescales, general reinforcement at a primary substation would take approx. 18 months to 3 years from acceptance, but this would be dependent upon all relevant legal and consents being forthcoming.
- 4.87 No further updates have been received for this 2016 review of the SWIDP from Wales and West Utilities and Western Power Distribution.

GAS

- 4.88 National Grid has previously provided information on during both the 2012 SWIDPIPS consultation, and the June 2014 technical consultation. This information is detailed in the October 2014 SWIDP.
- 4.89 National Grid provided a further update in June 2016 to confirm that at this current moment in time there is sufficient capacity on their MP system to accommodate the developments. It was also stated in this update that, as national grid connections process works on a first come first serve basis, there is no guarantee that this capacity will still be available at the time an official connections request is sent in.
- 4.90 Wales and West Utilities provided information on mains capacity in the Wychavon area during the 2014 update. Further details can be found within paragraph 4.107 of the October 2014 version of the SWIDP.

ELECTRICITY AND GAS

- 4.91 In respect of electricity and gas, the County Council and SWC are seeking costings from the various infrastructure providers. The works needed to connect to the electricity grid (which can include significant cabling and substations within the development site itself) are open to competition, so costings for these elements cannot be estimated but these costs should be considered a standard part of build costs. It is hoped that any costs needed for strengthening the grid can be provided through broad estimates from WPD.

WATER SUPPLY AND WASTE WATER

- 4.92 The October 2014 SWIDP sets out the context for water supply and waste water, including the working relationships between the SWC and Severn Trent Water Ltd, Environment Agency and Worcestershire County Council in the preparation of the 2012 and 2014 Water Cycle Study Updates.
- 4.93 In addition to the response by Severn Trent Water Ltd. to the October 2014 SWIDP, a further confirmation has been provided in July 2016 that if no additional development sites have been added to the plan, and there is no significant increase in the number of dwellings, then their comments will remain the same.

C) FLOOD RISK AND DRAINAGE

- 4.94 Responsibility for flood risk management is complex with various bodies having either statutory roles or non-statutory interests in flood risk management. The Environment Agency has responsibility for managing flood risk from main rivers and reservoirs, whilst the County Council, following the 2010 Flood & Water Management Act, has responsibility for co-ordinating the management of local flood risk from surface water,

ground water and ordinary watercourses. Other organisations involved in flood risk management include:-

- The three SWCs
 - Lower Severn Internal Drainage Boards
 - Water and Sewerage Companies
 - The County Council as Highway Authority.
- 4.95 Cross reference should be made to the relevant policies in the SWDP, especially SWDP 28, Management of Flood Risk, and SWDP 29, Sustainable Drainage Systems, and to the reasoned justification for both policies. Policy SWDP 28 explains the importance of the Strategic Flood Risk Assessment.
- 4.96 Revised Strategic Flood Risk Assessments (SFRA) were prepared by JBA in accordance with best practice and published in December 2012 and June 2014. This has informed Policy SWDP 28, the selection of the proposed allocations and their associated policies in the SWDP. The Environment Agency has expressed concern regarding flood risk on a limited number of proposed SWDP allocations. The SWC continue to engage positively with the EA and have confirmed that the SWDP will continue to make it explicit that no housing or other vulnerable uses will be permitted outside Flood Zone 1. For a few mixed use e.g. housing and leisure sites, land subject to Flood Zones 2 and 3 is included. The SWDP, however, makes it clear that housing will only be permitted in Flood Zone 1 and that land within 2 or Flood Zone 3 will be used for Green Infrastructure. The SWC can also demonstrate that the capacity of these sites is based upon the area of land within Flood Zone 1. In effect, the SWC Councils have applied the sequential test in the aforementioned case. The revised SFRA provides sound advice to the SWC Councils and developers on how to carry out the Sequential and Exception Tests. The SFRA also sets out clear guidance for the design of sustainable drainage systems which are a requirement of policy SWDP 29.
- 4.97 The SFRA assessed the flood risk in the SWDP area as a whole and the SFRA has informed the SWC decisions about allocating sites for development. As a consequence of this work, some SWDP sites were deleted and a number of SWDP sites were carefully reviewed in autumn 2012 as a direct consequence of this SFRA Update.
- 4.98 The June 2014 SFRA report has followed the same approach as the 2012 report. The EA has commented on it and raised concerns regarding some proposed additional allocations on account of flood risk. The SWC have either rejected these sites or in some case, where there is sufficient land within Flood Zone 1 within the site to accommodate the proposed number of dwellings at a reasonable density, made it clear that the housing will only go there.
- 4.99 Key points from the County evidence base included:-
- Previously, PPS 25 and the Water Framework Directive used to set the policy context in which flood risk and water drainage must be considered. This is now replaced by the National Planning Policy Framework but the associated technical advice still remains.
 - Under the Flood and Water Management Act 2010, there is now a new lead role for Worcestershire County Council in managing local flood risk.
 - A number of flood alleviation schemes are already underway or have been completed in South Worcestershire.

4.100 Based on information from the Environment Agency major schemes include:

- Pershore - complete
- Upton-upon-Severn
 - New Street - complete
 - Waterside - complete
- Powick - complete
- Kempsey - complete
- Uckinghall - complete
- Badsey Brook, Broadway – progressing but local match funding to be secured

4.101 Other key points include:-

- There is an understanding of the areas prone to flooding in each district in South Worcestershire.
- Particular importance is attached to the full use of Sustainable Drainage Systems (SuDS), which has informed Policy SWDP 29

Flood Management Schemes.

4.102 Worcestershire County Council provided the following information in July 2014 on flood risk management schemes in response to the 2014 technical consultation on the SWIDP:

Current / Future Potential Flood Risk Management Schemes in Worcestershire

4.103 The following are future flood risk investment schemes that have been identified in Worcestershire with indicative costings. Many of these schemes have been identified from the 'emerging' Worcestershire Surface Water Management Plan and the adopted Local Flood Risk Management Strategy. In addition many smaller highway drainage schemes will also be completed during the emerging 6 year programme period by the Highways Authority.

4.104 However there is an expectation that flood risk management schemes will still require partnership funding in order to be fully deliverable and to also enable the delivery of flood risk management schemes which are of a local priority.

4.105 The Lead Local Flood Authority and partners will work with the South Worcestershire authorities to identify partnership funding opportunities including the use of CIL.

Capital Schemes

4.106 The Environment Agency have developed a six year capital programme (2015/16 to 2020/21), which was included in the Autumn Statement announcement in December 2014. The Environment Agency brought the allocation process forward by 2 months to enable input and consent from the Regional Flood and Coastal Committees (RFCCs) before approval from the Environment Agency Board of Directors.

4.107 Yr 7+ schemes will either be in the following 6 year programme or brought into the 6 year programme should funding become available.

Scheme	Detail	Lead	Cost (£)	Funding Secured (£)	Funding Gap (£)	
Kempsey Flood Alleviation Scheme (FAS)	Works to improve the scheme's resilience and future maintenance costs	EA	480k	420k	60	No CIL or S.106
Elmbridge Brook, Hunters Way, Droitwich,	Proposed Gauging station on the River Salwarpe to improve flood warning service	EA	176K	176k	0	No CIL or S.106
Worcester Property Level Protection	PLP scheme from flooding from River Severn or River Teme	Worc City Council	204k	204k	0	No CIL or S.106
Badsey Brook (Broadway) FAS	Strategic attenuation scheme on Badsey Brook	EA	3.5m	Tbc	Tbc	Match funding to be confirmed, potential CIL
New Road, Worcester	Highway adaptation / resilience measures	Worcs CC	1m	1m	0	No CIL or S.106
A44, Wood Norton	Highway adaptation / resilience measures	Worcs CC	600k	600k	0	No CIL or S.106
B4084, Pershore	Highway adaptation / resilience measures	Worcs CC	600k	600k	0	No CIL or S.106
A449, Powick	Highway adaptation / resilience measures	Worcs CC	60k	60k	0	No CIL or S.106
Beauchamp Lane, Callow End	Local flood alleviation measures - tbc	Part WCC	Tbc	Tbc	0	No CIL or S.106
Kemerton	Local flood alleviation measures - tbc	Worcs CC	Tbc	Tbc	0	No CIL or S.106
Highway capital	Schemes to be	Worcs	5m	5m	0	No S.106. Potential

schemes	confirmed	CC				for CIL
Blanquettes Estate, Barbourne Brook, Worcester	Measures to reduce flood risk	EA	750K		0	No CIL or S.106
Severn Stoke Flood Alleviation Scheme	Strategic flood alleviation measures from River Severn	EA	1.4m	Tbc	Tbc	Potential CIL. No S.106
Evesham Property Level Protection,	PLP scheme from flooding from River Avon	EA	852k	825K	0	No CIL or S.106
Himbleton, Bow Brook	Measures to reduce flood risk	EA	150k	150k	0	No CIL or S.106
Broadway Brook	Culvert improvements	EA	130K			Potential CIL. No S.106
Wickhamford, Badsey Brook Flood Alleviation Scheme	Flood alleviation measures from Badsey Brook	EA	250K	250k	0	No CIL or S.106
Lower Moor Flood Alleviation Scheme	Feasibility study, modelling, implementation	WDC	Tbc	Tbc	Tbc	No CIL or S.106
A4104, Upton	Highway adaptation / resilience measures	Worcs CC	1.9m	1.9m	0	No CIL or S.106
Pebworth and Broad Marston	Feasibility study, modelling, implementation plus possible PLP	WDC	Tbc	Tbc	Tbc	Potential CIL. No S.106
Tenbury Wells Flood Alleviation Works	Feasibility study and implementation	EA	5.6m	0	5.6m	Potential CIL. No S.106
Norchard Lane,	PLP	WDC	Tbc	Tbc	Tbc	No CIL or S.106

Peopleton						
Drakes Broughton	Culvert Improvements	WDC	Tbc	Tbc	Tbc	No CIL or S.106
Spetchley Road, Worcester	Local flood alleviation measures - tbc	Worcs CC	Tbc	Tbc	Tbc	No CIL or S.106
Droitwich, Town Centre Flood Alleviation scheme	Flood alleviation measures - tbc	Worcs CC	Tbc	Tbc	Tbc	Potential CIL and S.106
Eardiston, Lindridge	Local flood alleviation measures - tbc	MHDC	Tbc	Tbc	Tbc	No CIL or S.106
Hampton, Evesham	Flood alleviation measures - tbc	WDC	Tbc	Tbc	Tbc	No CIL or S.106
Pershore	Property level protection	EA	13k			No CIL or section 106
Uckinghall	Flood protection scheme	EA	20K			Potential CIL and S.106
Wick PLP	12 properties	69,000	120K	Tbc	Tbc	No CIL or S.106
Barbourne Brook Culvert Improvements	Perdiswell Worcester	EA	300K			
Barbourne Brook, Perdiswell	Automation of the Perdiswell flow balancing structure	EA	275K			Potential CIL and S.106

Revenue

4.108 Many existing and new schemes will require significant ongoing revenue-funded maintenance works for example Upton upon Severn flood alleviation scheme, Powick flood alleviation scheme, Barbourne Brook Perdiswell Storage Area, Uckinghall flood alleviation scheme Hylton Road, Worcester flood alleviation scheme.

SuDS Approval Body (SAB) Updates

- 4.109 Following the decision from Government on the non-commencement of Schedule 3 of the Flood and Water Management Act 2010 Worcestershire County Council (WCC) did not become a SuDS Approving Body (SAB). WCC's current policy is to not adopt SuDS on new developments.
- 4.110 It is recommend by the LLFA that suitable and adequate private arrangements are put in place for the maintenance of all SuDS on the site for the lifetime of the development.
- 4.111 On 15th April 2015 LLFAs become statutory consultees on all major planning applications in regards to surface water drainage. The Government released the non-statutory technical standards for SuDS to assist LLFAs in reviewing planning applications in regards to surface water drainage.
- 4.112 In the Worcestershire Local Flood Risk Management Strategy, the County Council states that Worcestershire has a strong track record of working in partnership to deliver flood alleviation schemes and this will need to be continued as funding mechanisms for flood alleviation schemes are taking a more strategic approach while fewer schemes will be fully funded from Environment Agency grants, a greater number of schemes will receive *some* funding, with an expectation that the cost burden should be shared between as many contributors as possible.

D) COMMUNICATION INFRASTRUCTURE

Broadband

- 4.113 Broadband development in Worcestershire is driven by the Worcestershire Local Broadband Plan (WLBP) agreed in May 2012. The plan aims to drive economic growth across the county improving 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 by the County Council's January 2013 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).
- 4.114 Traditionally broadband is provided by ADSL (Asymmetric Digital Subscriber Line) . Speeds using this technology are limited because the further away from the exchange the premises is, the slower the broadband speed achieved.
- 4.115 The WLBP recognises the need for upgrading the network across Worcestershire and identified the distance of premises to the exchange as the biggest barrier to upgrading and supplying superfast broadband. Asymmetric Digital Subscriber Line (ADSL) is only able to travel up to 5km, with available speed reducing in line with the distance from the exchange. Provision of at least fibre to the cabinet (FTTC), preferably fibre to the premises (FTTP), would increase speed available to premises.
- 4.116 For the vast majority of residents and businesses in Worcestershire, broadband is supplied via terrestrial, fixed line networks. Two national infrastructure providers have competing networks in the county. The main provider in the county is British Telecom (BT). BT is currently working on projects in conjunction with WCC to upgrade the network. Virgin Media also operates a terrestrial TV and broadband network in parts of Worcestershire and is available in parts of Kidderminster, Bromsgrove and Redditch.
- 4.117 Worcestershire County Council is working with partner organisations on a programme to increase access to Superfast Broadband to Worcestershire. Superfast Worcestershire as a programme began in August 2013 to overcome the challenges of providing superfast broadband. It is a partnership between WCC and BT to bring high-speed fibre broadband to more than 90% of homes and businesses in the county by 2016 (equating to approximately 58,000 premises). Superfast Worcestershire builds on BT's commercial fibre rollout which reached more than 176,000 premises across the country by the end of spring 2014. Superfast broadband is defined as next generation access (NGA) with speeds in excess of 24 Megabits per second (Mbps) by the UK government. Broadband speeds are constantly improving, and so solutions for Worcestershire will be chosen that are viable for the future.
- 4.118 Progress of the Superfast Worcestershire rollout, which began making faster fibre broadband connections available to the first homes and businesses in May 2014, shows 307 additional cabinets have been upgraded up to February 2016 bringing the total homes able to receive upgraded connection speeds to approximately 52,000.
- 4.119 Further to this work, additional funding has been secured for the 'Superfast Extension Programme', due to commence in June 2016. The Superfast Extension Programme will see further investment into broadband infrastructure enabling more than 8,000 additional homes and businesses to access high-speed broadband by autumn 2017. The additional investment will extend the reach of the existing superfast broadband

partnership programme. These additional improvements will further transform broadband speeds across Worcestershire, especially in rural areas.

- 4.120 When the extension programme is complete it will increase the percentage of homes and businesses able to access fibre-based broadband in Worcestershire to more than 95%, with 94% of all premises across the county able to access superfast speeds of 24 MBps and above.
- 4.121 Community projects to develop wireless broadband, including 'Airband' and 'Martley Mesh', provide a small amount of service in the county within rural areas.

New Developments

- 4.122 From a broadband perspective, Superfast Worcestershire would expect any new developments to conform to policy SWDP 26 in order to ensure appropriate infrastructure is put in place to facilitate the provision of high-speed fibre broadband.
- 4.123 Worcestershire County Council and South Worcestershire Councils recognise the need for appropriate broadband services to be available across the county, including in new developments. To ensure that adequate duct network is built as early as possible (minimising the need to make future changes to the street scene), Worcestershire County Council is keen to engage with local and national developers as well as infrastructure providers to ensure they future-proof their developments by building appropriate networks and ducting.
- 4.124 Improving the existing network is vital but it is also important to future-proof new development as the major expenditure in providing broadband infrastructure is civil costs; building the new infrastructure into new development at the construction stage will significantly reduce costs later on.
- 4.125 At present, Worcestershire County Council makes a recommendation to every planning application of 100 or more dwellings to encourage this provision. The response makes the following requests:
 - A. Developers of new developments (residential, employment and commercial) will be expected to facilitate the provision of broadband infrastructure suitable to enable an appropriate broadband service for all occupiers of the development.
 - B. Developers are required to work with a recognised network carrier to design a bespoke duct network, wherever practicable, for the development.
 - C. Developers must make sure that broadband services that meet the ambition of the European Digital agenda are made available, wherever practicable, to all premises, at market prices and with a full choice of all UK service providers.
 - D. In some locations outside towns and Worcester in particular an alternative appropriate solution may be acceptable
 - E. Other forms of infrastructure, such as facilities supporting mobile broadband, should also be included, wherever possible and viable.

- 4.126 The Government has worked with Openreach - BT's local access network business - and the Home Builders Federation (HBF) on an agreement which aims to deliver superfast broadband connectivity to new build properties in the UK. On 5 February 2016, Openreach and the Home Builders Federation (HBF) supported by the Government announced a new series of measures to provide fibre to new build sites.
- 4.127 The new deal will see fibre based broadband offered to all new developments either for free or as part of a co-funded initiative. It is estimated that more than half of all new build properties can be connected to fibre broadband free of charge to developers: <http://www.newdevelopments-openreach.co.uk/developers-and-architects/hbf.aspx>
- 4.128 As part of the agreement, Openreach is introducing an online planning tool for homebuilders (registration form is already available: <http://www.newdevelopments-openreach.co.uk/developers-and-architects/RegisterYourSite.aspx>). This will tell them whether properties in a given development can be connected to fibre for free, or if a contribution is needed from the developer to jointly fund the deployment of the local fibre network.
- 4.129 From February 5th 2016 the housing industry have access to a 'rate card' from Openreach which details the fixed cost contributions required by homebuilders in those cases where joint funding is required. Openreach will make a significant contribution itself before seeking any funds from developers. HBF will promote and support uptake of the co-funding offer amongst their members, and emphasise the need to plan for connectivity early in the development.

E) WASTE INFRASTRUCTURE

- 4.130 Cross reference should be made to policy SWDP 33 on Waste and, in particular, policy WCS 17 on "Making provision for waste in all new development" in the adopted 2012 Worcestershire Waste Core Strategy.
- 4.131 The waste infrastructure position was assessed against the development proposed within the SWDP using the adopted Waste Core Strategy 2012.
- 4.132 Key points are as follows:-
- The Waste Management sector is a primary industry which is critical to the functioning of the economy.
 - The EC Waste Directives are key drivers both in respect of waste management via the waste hierarchy and the need to attain self-sufficiency via the adoption of a waste plan (for Worcestershire this is the adopted Worcestershire Waste Core Strategy, 2012).
 - The evidence base distinguishes between the responsibilities for:
 - a) Local Authority Collected Waste (LACW) which is mainly collected from households. In Worcestershire it is managed jointly with Herefordshire in partnership with all councils in the two counties through a PFI contract with Mercia Waste Management
 - b) Commercial and Industrial Waste (C&I) which is waste from businesses, including agricultural waste, and is managed by the private sector (though with some district council involvement in commercial waste collection)

- c) Construction & Demolition waste (C&D) which arises from building works or similar operations and is managed primarily by the private sector (though with some collection at public sector Household Recycling Centres)
- d) Hazardous waste which often needs specialist facilities to manage it, primarily by the private sector (though with some collection at public sector Household Recycling Centres)
- The adopted Worcestershire Waste Core Strategy (2012) plans for the waste management capacity which is equivalent to the amount of waste that is produced in the county. The need is calculated on what is required to meet European, national and local recycling targets. Conclusions are drawn on a phased basis up to 2035 on the capacity gap and the consequent total land requirement. The County Council's Minerals and Waste Annual Monitoring Report monitors the capacity gap and whether targets are being met.
 - The Infrastructure Position Statement 2016 concludes that, in relation to the County Council's facilities to manage LACW, it is expected that the facilities as they are currently configured can cope with the planned increase in housing demand across Worcestershire through until the end of the PFI contract.
 - The private sector management of C&I, C&D and Hazardous Waste is governed by both market forces and the Development Plan.
 - A key issue in ensuring sufficient waste management capacity is to ensure the provision of sufficient land. This is addressed in the adopted Worcestershire Waste Core Strategy (2012) and is likely to involve waste management businesses being developed on some of the allocated employment and industrial land in South Worcestershire.

SECTION FIVE: SOCIAL INFRASTRUCTURE

A) EDUCATION

5.0 INTRODUCTION

- 5.1 This section of the SWIDP analyses the impact of the latest version of the SWDP on education provision across South Worcestershire. The housing proposed will lead to an increase in the 0-19 year old population, with a consequential demand for additional school places for all types of education (early years to post-16).
- 5.2 Worcestershire County Council, as the Local Authority responsible for education, has a statutory duty to ensure that there are sufficient school places for all children of statutory school age living in Worcestershire and whose parents/carers apply for a place at a publicly funded school.
- 5.4 Strategic planning for school places is undertaken by Worcestershire County Council's Children, Families and Communities Directorate and their assessments and means of forecasting are set out in the County Education Planning Obligations Evidence Base¹. These forecasts are updated annually, taking account of changes in birth rates and trends in parental preferences.
- 5.5 The forecasting process is a dynamic one which needs to respond to changing proposals. The County has summarised its latest evidence for SWC in the section below. It is recognised that updates will be required for future versions of the SWIDP.
- 5.6 An SPD on developer contributions is in preparation and is scheduled to be adopted in autumn 2016. The County Council has worked in partnership with South Worcestershire Councils to develop the SPD. The inclusion of educational provision within the proposed Community Infrastructure Levy (CIL) charging schedule is welcomed on the basis this could enable more effective targeting of resources. The proposed Regulation 123 list sets out the approach to section 106 and CIL for education requirements.
- 5.7 The school landscape has changed significantly since 2011 as a result of changes in national education policy. Academies² and free schools³ receive public funding but are independent of the County Council. More autonomy has also been given to all types of state funded schools to make; age range, Published Admission Number (PAN) changes and respond to the education needs of their local communities. There were 62 academies and 3 Free Schools in Worcestershire as at 1 May 2016 and there is a presumption that any new school opened under current legislation will be a free school.
- 5.8 These changes to school organisation have changed the role of the County Council from being a direct provider of school places to being a commissioner. Additional school places to support population growth must be negotiated with new or existing providers to

¹ Available at:

http://www.worcestershire.gov.uk/downloads/file/6817/education_planning_obligations_evidence_base

² Academy schools are state-funded schools in England which are directly funded by the Department for Education and independent of local authority control

³ A Free School in England is a type of Academy, a non-profit-making, independent, state-funded school which is free to attend but which is not controlled by a Local Authority

ensure there is sufficient overall provision. The County Council does not have powers to compel academies or free schools to provide additional places, but can set out the additional number of places that would need to be commissioned in that area as a result of development or population growth.

5.9 A summary of the evidence showing the numbers of additional school places needed to mitigate housing development is set out by area below. Generally, extensions and alterations are favoured over new schools because of the lead in time involved to establish a new school and the total project costs, which often include land acquisition as well as build costs. Overall they provide better value for public funding. It should be noted that this is a snap shot of the current situation and that as school numbers can and do change any planning application submitted will be considered individually on the evidence available at the point of application.

5.10 The County Council expects to mitigate some of the planned growth by utilising spare education infrastructure capacity where it exists and by accessing such capital funding as is made available by central government. Therefore the County Council estimates that at least 50% of the costs of additional educational provision for the total education requirements of the SWDP will be met from developers' contributions with the remainder to be met from surplus capacity, or other funding sources. Where new schools are required solely to support specific developments, developers are expected to be required to meet the full cost of the new infrastructure.

5.11 For purposes of clarity, the figures indicated below are the **total** cost of educational infrastructure required to mitigate the impact of housing growth proposed in the SWDP. Costs are as of April 2016 and reflect the adopted SWDP. Named sites are allocations unless otherwise specified. Previous completed sites are not included as funding has already secured and additional places added as appropriate.

5.12 Worcester City

TABLE 5A: WORCESTER CITY EDUCATION INFRASTRUCTURE REQUIREMENTS (Wider Worcester Area dealt with separately below)			
Location	Proposed Dwellings	Total cost of Primary Phase Infrastructure⁴	Total cost of Secondary Phase Infrastructure
Shrub Hill Opportunity Zone (with Sheriff Gate extension)	596	£1,503,446	£1,611,090
Crown Packaging Site	230	£707,504	£758,160
Other Worcester City sites (less than 200 dwellings each)	1,666	£5,925,346	£6,349,590
Estimated from windfall development	644	£1,680,322	£1,800,630
TOTAL WORCESTER CITY (excludes Wider Worcester Area)	3,136	£9,816,618	£10,519,470

⁴ Total costs for primary and secondary is for build costs only and does not include land costs.

TABLE 5B: WIDER WORCESTER AREA EDUCATION INFRASTRUCTURE REQUIREMENTS

Location	Proposed Dwellings	Cost of Primary Phase Infrastructure	Cost of Secondary Phase Infrastructure
Broomhall Community and Norton Barrack	2,609	£6,627,866	£7,012,980
Temple Laughern	2,150	£6,627,866	£5,780,970
East of Swinesherd Way	300	£795,942	£852,930
Kilbury Drive	256	£707,504	£758,160
Gwilliams Farm	245	£619,066	£663,390
TOTAL WIDER WORCESTER AREA	3,594	£15,378,244	£15,068,430

5.13 Current situation: May 2016

The County Council has added places at a number of primary schools in the city over the past few years due to rising numbers from an increase in the birth rate.

Secondary numbers have been low as a natural dip in demographic numbers moves through the school system. The impact of a rising primary population is expected to be felt from September 2016 onwards. The County Council is in the process of commissioning additional places to meet the expected increase in demand. Proposed housing development will be factored in to this. At the time of writing all but one of the secondary schools in Worcester City is an academy.

5.14 The cumulative impact of the sites allocated within Worcester City could generate a need for approximately 110 additional primary school places per year group by the end of the plan period. This does not take account of existing spare capacity or any decline in the underlying birth rate.

5.15 The preferred option to meet this need will be to commission additional places from existing schools. Schools are typically arranged in forms of entry, a form being a class of 30 children per year group. Estimated costs of a typical expansion are set out below. These costs are approximate for a typical traditional brick build which is not subject to any abnormal costs:

- *Estimated Infrastructure Cost per 1 Form of Entry(FE)⁵ Expansion £2m (excl VAT)*
- *Estimated Infrastructure Cost per ½ FE Expansion £1.2m (excl VAT)*

5.16 If there is insufficient interest from existing schools then it may be necessary to commission new schools to meet the shortfall.

⁵ FE – Form of Entry typically 1 class of 30 children.

- 5.17 Due to the size of the development at Broomhall Community and Norton Barrack (Worcester South Urban Extension SWDP 45/1) and location on a green field site, a new primary school will be required. When fully occupied it is expected that the development will generate sufficient children each year to sustain a 420 place (2FE) primary school. The anticipated lead-in time to open a new primary school is three and a half years. Costs are estimated to be around £6.6m plus land for a 420 place primary school.
- 5.18 The development at Temple Laugherne (West Worcester Urban Extension 45/2) is also of a size to generate a need for at least 60 primary places per year group. When fully occupied it is expected that the development will generate sufficient children each year to sustain a 420 place (2FE) primary school. The anticipated lead-in time to open a new primary school is three and a half years. Costs are estimated to be around £6.6m plus land for a 420 place primary school.
- 5.20 The cumulative effect of the developments in and adjacent to Worcester City mean new secondary provision is needed. In total some 8-10 forms of entry are expected to be generated by the end of the plan period. Existing capacity in secondary schools will start to be taken up by the higher numbers moving through primary schools with pressure expected in September 2016 onwards. The County Council will therefore need to commission up to 300 places per year group to meet the demand created by the proposed SWDP housing development. This will be delivered by:
- Phase 1 - round of expansions commissioned from existing academies to take effect in September 2017 and 2018
Estimated infrastructure costs - £9m
 - Phase 2 - additional places to be commissioned from September 2019 onwards
Estimated Infrastructure Cost per 1FE expansion £2.25m
- 5.21 Infrastructure costs for the expansions above are expected to be met by combining contributions from multiple sites across Worcester City. These projects will be completed within the tests and pooling restrictions of regulation 122. In addition to this basic need funding may be required.
- 5.22 The County Council will continue to engage with existing schools to establish what additional capacity they are willing and able to deliver. Should there be insufficient offers of places from existing schools then the County Council will need to commission new secondary provision. The type, size and location of any new provision will be determined through consultation with stakeholders and subject to approval by County Councillors.

5.23 Malvern Hills

TABLE 5C: MALVERN HILLS EDUCATION INFRASTRUCTURE REQUIREMENTS			
Location	Proposed Dwellings	Cost of Primary Phase Infrastructure	Cost of Secondary Phase Infrastructure
Combined Malvern Town Sites	1567	£4,598,776	£4,928,040

Kempsey Sites	320	£1,061,256	£1,137,240
Powick Sites	119	£442,190	£473,850
Rushwick Sites	102	£442,190	£473,850
Lower Broadheath Sites	102	£530,628	£568,620
Tenbury Sites	162	£619,066	£663,390
Upton Sites	138	£442,190	£473,850
Welland Sites	90	£353,752	£379,080
Martley Sites	65	£265,314	£284,310
Abberley Sites	35	£265,314	£284,310
Clifton Sites	47	£176,876	£189,540
Hallow Sites	93	£442,190	£473,850
Malvern Villages Sites	231	£1,061,256	£1,137,240
Malvern windfall forecast	372	£972,818	£1,042,470
MALVERN HILLS TOTAL	3,443	£11,673,816	£12,509,640

5.24 Current situation: May 2016 – Malvern Town

- Additional primary places have been added in the Malvern area for September 2016 intake.

5.25 Total extra housing within Malvern Town totals 1567. This equates to approximately 45 additional children per year group requiring a school place. Current forecasts suggest the expansions delivered for September 2016 will meet the growth for 2016/2017 with a further 1FE expansion planned for 2017/18.

Estimated Infrastructure Cost 1FE expansion - £4m (excludes cost of land, includes abnormal site costs)⁶

5.26 There are surplus places in the secondary schools and numbers are not expected to increase significantly in the next few years. As school numbers can change, any planning applications submitted in the area will be considered individually at the point of application.

5.28 All villages within Malvern Hills District with a cumulative total of 30 or more allocated dwellings are explained in more detail below:

5.29 Kempsey

⁶ Expansion is to be built on a satellite site at Malvern Vale increasing the costs as additional facilities are required on site over and above extra classrooms.

- Kempsey has been subject to high number of housing applications. The cumulative impact of all the developments needs to be considered. The sites included total 320 dwellings. This equates to approximately 9 additional children per year group requiring a school place.
- Taking into account the development proposed and current forecasts which show a decline in the number of children resident within the Kempsey catchment area in the short term. It is anticipated that the cumulative impact of allocated housing will restore these numbers and that there may be a need to commission a modest number of additional places.
- Hanley Castle High School is currently forecast to be full for the next four years as it is popular both within its local catchment and further afield. Additional places may need to be considered as a result of the cumulative effect of allocations in the villages which feed this school.

5.30 Powick

- Sufficient primary and secondary places are in place for the next four years. As school numbers can change any application submitted in the area will be considered individually at the point of application.

5.31 Rushwick

- The total allocated dwellings for this area is 102. This equates to approximately 3 additional children per year group. Rushwick's proximity to Worcester attracts a number of pupils out from the city each year. Development in Rushwick will increase the number of local children and reduce opportunities for Worcester families to access the school, pushing children back into the city. An expansion is planned for Rushwick CE Primary School to be implemented for September 2017. This will manage local growth while also providing some scope for continued parental preference.
- Sufficient secondary places exist to accommodate the housing development in this area for the next four years.

5.32 Lower Broadheath

- The total allocated dwellings for this area is 102. This equates to approximately 3 additional children per year group. Broadheath's proximity to Worcester is similar to Rushwick and some children do attend the Broadheath CE Primary from the city. Development in Broadheath is likely to push out of catchment children back into the city.
- There is sufficient capacity in Broadheath CE Primary at the current time but numbers will be monitored and a modest expansion may be brought forward if the cumulative impact of development puts pressure on the school.
- The Chantry High School is currently forecast to be full for the next four years. The school has agreed to provide an additional 1FE from September 2018. The impact of

development will be monitored and further expansions may be brought forward if required.

5.33 Tenbury

- The total allocated dwellings for this area is 162. This equates to approximately 5 additional children per year group. Currently there are sufficient places in both the primary and secondary schools within the area to manage this impact but numbers will be monitored on an annual basis.

5.34 Upton

- The total allocated dwellings for this area is 138. This equates to approximately 4 additional children per year group. Currently with these estimated additional children added there are sufficient places in the primary school within the area. This will be monitored on an annual basis.
- Hanley Castle High School is currently forecast to be full for the next four years as it is popular both within its local catchment and further afield. Additional places may need to be considered as a result of the cumulative effect of allocations in the villages which feed this school.

5.35 Welland

- The total allocated dwellings for this area is 90. This equates to approximately 3 additional children per year group. Welland CE Primary School is popular and may not have sufficient capacity to manage the cumulative impact. Numbers will be monitored and a modest expansion may be brought forward if necessary.
- Hanley Castle High School is currently forecast to be full for the next four years as it is popular both within its local catchment and further afield. Additional places may need to be considered as a result of the cumulative effect of allocations in the villages which feed this school.

5.36 Martley

- The total allocated dwellings for this area is 65. This equates to approximately 2 additional children per year group. Currently with these estimated additional children added there are sufficient places in Martley CE Primary School.
- The Chantry High School is currently forecast to be full for the next four years. The school has agreed to provide an additional 1FE from September 2018. The impact of development will be monitored and further expansions may be brought forward if required.

5.37 Abberley

- The total allocated dwellings for this area is 35. This equates to approximately 1 additional child per year group. Currently with this additional child added there are sufficient places in the Abberley Parochial Primary School.
- The Chantry High School is currently forecast to be full for the next four years. The school has agreed to provide an additional 1FE from September 2018. The impact of

development will be monitored and further expansions may be brought forward if required.

5.38 Clifton

- The total allocated dwellings for this area is 47. This equates to approximately 2 additional children per year group. Currently with these estimated additional children added there are sufficient places in the Clifton-upon-Teme Primary School.
- The Chantry High School is currently forecast to be full for the next four years. The school has agreed to provide an additional 1FE from September 2018. The impact of development will be monitored and further expansions may be brought forward if required.

5.39 Hallow

- The total allocated dwellings for this area is 93. This equates to approximately 3 additional children per year group. Currently with these estimated additional children added there are sufficient places in the Hallow CE Primary School.
- The Chantry High School is currently forecast to be full for the next four years. The school has agreed to provide an additional 1FE from September 2018. The impact of development will be monitored and further expansions may be brought forward if required.

5.40 Remaining Allocations in Malvern

- All remaining allocations in Malvern are small enough to be accommodated within existing settings.
- As school numbers can change any application submitted in the area will be considered individually at the point of application.

5.41 Wychavon

TABLE 5D: WYCHAVON EDUCATION INFRASTRUCTURE REQUIREMENTS

Location	Proposed Dwellings	Cost of Primary Phase Infrastructure	Cost of Secondary Phase Infrastructure
Combined Total for Droitwich Town Sites	1731	£4,687,214	£5,022,810
Combined Total for Evesham Town Sites	1288	£3,625,958	£3,885,570
Combined Total for Pershore Sites	764	£2,210,950	£2,369,250
Badsey Sites	75	£353,752	£379,080

Bretforton Sites	70	£265,314	£284,310
Broadway	137	£442,190	£473,850
Drakes Broughton	129	£353,752	£379,080
Fernhill Heath	120	£353,752	£379,080
Hartlebury	92	£265,314	£284,310
Honeybourne	75	£265,314	£284,310
Inkberrow	137	£265,314	£284,310
Long Marston	380	£972,818	£1,042,470
Offenham	99	£353,752	£379,080
Omersley	59	£176,876	£189,540
Pinvin	47	£176,876	£189,540
South Littleton	50	£176,876	£189,540
Wychbold	68	£176,876	£189,540
Wychavon Village Sites	309	£2,299,388	£2,464,020
Wychavon Windfall forecast	876	£2,210,950	£2,369,250
WYCHAVON TOTAL	6,506	£19,633,236	£21,038,940

Current situation: May 2016

- The details below are a snap shot at a point in time. As school numbers can change any application placed in the area will be considered individually based on the evidence available at the point of application.

5.42 Droitwich

- The total number of extra dwellings for the town is 1731. This equates to approximately 49 additional children per year group. Pupil numbers have been relatively low in recent years for all three phases of education but the level of allocated housing is likely to put pressure on places in future years. Contributions have therefore been secured in anticipation of this need.
- Projects to cope with this demand will be considered at an appropriate time during the development schedule.

5.43 Evesham

- The total dwellings allocated for the town is 1288. This equates to approximately 37 additional children per year group.
- Due to the impact of housing growth and demographic changes the following additional places have been added:
 Bengeworth CE First +30 places for September 2014 intake.
 St Andrews CE First + 30 places for September 2015 intake.
- These additional places should provide sufficient capacity in the first schools to manage the growth but numbers will be monitored.
- There are sufficient places in; Blackminster Middle School, Bredon Hill Middle School, St Egwin's Middle School, The De Montfort School and Prince Henry's High School at the present time but numbers are expected to rise over the next few years. Numbers will be monitored to determine when and if any additional places are required.

5.44 Pershore

- The total dwellings allocated for the town is 764. This equates to approximately 22 additional children per year group. While there are sufficient first school places in the short term it may be necessary to commission a modest number of additional places and contributions will be sought to support this.
- There are sufficient middle school places to manage the projected growth.
- High school numbers are forecast to rise over the next few years and it will be necessary to commission some additional places. Contributions continue to be sought to support this.

5.45 All villages within Wychavon with a cumulative total of 30 or more dwellings are explained in more detail below:

5.46 Badsey

- The total number of extra dwellings for this area is 75. This equates to approximately 3 additional children per year group. Currently with these estimated additional children added there are sufficient places in the first, middle and secondary schools within the area. This will be monitored on annual basis.

5.47 Bretforton

- The total number of extra dwellings for this area is 75. This equates to approximately 2 additional children per year group. Currently with these estimated additional children added there are sufficient places in the first, middle and secondary schools within the area. This will be monitored on annual basis.

5.48 Broadway

- The total number of extra dwellings for this area is 137. This equates to approximately 4 additional children per year group. Currently with these estimated additional children added there are sufficient places in the first, middle and secondary schools within the area. This will be monitored on annual basis.

5.50 Drakes Broughton

- The total number of extra dwellings for this area is 129. This equates to approximately 4 additional children per year group. Currently with these estimated additional children added there are sufficient places in the first, middle and secondary schools within the area. This will be monitored on annual basis.

5.51 Fernhill Heath

- The total number of extra dwellings for this area is 120. This equates to approximately 4 additional children per year group.
- There are insufficient places in the two local schools for this increase at the present time. Options to cope with this demand will need to be considered at an appropriate time during the development schedule.
- Currently with the extra children added the high schools within the area have sufficient places. This will be monitored on annual basis.

5.52 Hartlebury

- The total number of extra dwellings for this area is 92. This equates to approximately 3 additional children per year group.
- Forecasts indicate some pressure on the local primary school and options are being explored to provide a modest number of additional places.
- Currently with the extra children added the Stourport High has sufficient places. This will be monitored on annual basis.

5.53 Honeybourne

- The total number of extra dwellings for this area is 75. This equates to approximately 2 additional children per year group. Currently with these estimated additional children added there are sufficient places in the first, middle and secondary schools within the area. This will be monitored on annual basis.

5.54 Inkberrow

- The total number of extra dwellings for this area is 137. This equates to approximately 4 additional children per year group. Forecasts suggest this will place

some pressure on the local first school and options are currently being explored to provide a small number of additional places.

- Currently with these estimated additional children added the middle and high school in the area have sufficient places. This will be monitored on annual basis.

5.55 Long Marston

- The total number of extra dwellings for this area is 380. This equates to approximately 11 additional children per year group. Currently with these estimated additional children added there are sufficient places in the first, middle and secondary schools within the area. This will be monitored on annual basis.

5.56 Offenham

- The total number of extra dwellings for this area is 99. This equates to approximately 3 additional children per year group. Currently with these estimated additional children added there are sufficient places in the first, middle and secondary schools within the area. This will be monitored on annual basis.

5.57 Ombersley

- The total number of extra dwellings for this area is 59. This equates to approximately 2 additional children per year group. Currently with these estimated additional children added there are sufficient places in the first, middle and secondary schools within the area. This will be monitored on annual basis.

5.58 Pinvin

- The total number of extra dwellings for this area is 47. This equates to approximately 1 additional child per year group. Currently with the estimated additional child added there are sufficient places in the first, middle and secondary schools within the area. This will be monitored on annual basis.

5.59 South Littleton

- The total number of extra dwellings for this area is 50. This equates to approximately 2 additional children per year group. Currently with these estimated additional children added there are sufficient places in the first, middle and secondary schools within the area. This will be monitored on annual basis.

5.60 Wychbold

- The total number of extra dwellings for this area is 68. This equates to approximately 2 additional children per year group.
- The Wychbold First & Nursery School will be expanded to offer additional places from September 2017.

- Currently with these estimated additional children added there are sufficient places in the middle and high schools within the area. This will be monitored on annual basis.

5.61 Remaining Allocations in Wychavon

- All remaining allocations in Wychavon are small enough to be accommodated within existing settings.

5.62 Total Education Infrastructure Cost

Area	Total Cost of Primary Phase Infrastructure	Total Cost of Secondary Phase Infrastructure
Worcester City	£9,816,618	£10,519,470
Wider Worcester	£15,378,244	£15,068,430
Malvern Hills	£11,673,816	£12,509,640
Wychavon	£19,633,236	£21,038,940
Total	£56,501,914	£59,136,480

- The table above shows the estimated total cost of infrastructure for all the districts.
- The infrastructure cost will be met by a combination of sources.
- S106 contributions have been sought where appropriate for sites which have already come forward and will continue to be sought on all eligible sites until such time as the CIL is adopted by the SWC as set out in the CIL charging schedule.
- The County Council receives capital grant funding from the Department for Education to address demographic growth and wherever possible will seek to align demographic growth projects with projects arising from housing growth.
- Where pupil numbers are low in an area at the point development comes forward it may be possible to absorb some or all of the impact of that development using the existing spare capacity. This spare capacity has a notional value which can be offset against the infrastructure costs set out above.
- The table below shows the current estimated contribution from S106 contributions

Expected S106 contributions at May 2016

Area	Expected Primary Phase Contribution	Expected Secondary Phase Contribution
Worcester City	£5,231,411	£6,013,550
Wider Worcester	£14,365,246	£9,722,983
Malvern Hills	£7,106,101	£6,013,550
Wychavon	£10,162,636	£7,358,244
Total	£36,865,394	£28,403,311

5.63 GENERAL METHODOLOGY

5.64 General Note on methodology of calculation of financial contributions

(Number of houses X 0.028 Number of children per year group per house generated)

X

Building Cost Multiplier (for school phase) X number of year groups in phase.

- All figures are based on 2016/17 building cost multiplier and approximate number of dwellings within the adopted SWDP. Each individual figure will be finalised when applications for development have been received and figures can be reviewed at this time.

5.65 There now follows a full list of individual costings throughout South Worcestershire:-

Schedule of individual site contributions

5.66 Individual Site Contributions

The table below shows the expected primary and secondary education contributions. Where sites have already been granted permission the contribution is the actual agreed contribution. Where sites have yet to come forward contributions are estimated based on the cost per dwelling at the date of this document. This is indicated in the status column with a value of E (Estimated contribution) or A (Agreed contribution).

Current average pupil yield shows that developments of 35 dwellings or fewer will generate on average less than 1 additional pupil per year group. Education planning obligations will only be considered for developments of 35 dwellings or fewer where there is an exceptional need to increase capacity in the related schools. It is anticipated that most exceptional cases will be in rural settlements where the local school is under pressure. This will be assessed on a case by case basis as sites come forward.

Reference	District	Settlement	Site	Dwellings	Primary Contribution to Education (£)	Secondary Contribution to Education (£)	Status
WY044	Wychavon	Long Marston	Land Adjacent to, Sims Metals UK (South West) Limited,	380	251,688.00	215,734.00	A
SWDP 43/1	Worcester	Worcester	Former Ronkswood Hospital Site	176	324,597.00	235,054.00	A
SWDP 43/1	Worcester	Worcester	Land South of Leopard Hill	100	265,314.00	284,310.00	E
SWDP 43/10	Worcester	Worcester	Dudley Close	8	-	-	E
SWDP 43/12	Worcester	Worcester	Brookthorpe Close (north and south of)	10	-	-	E
SWDP 43/16	Worcester	Worcester	Government Offices	120	269,884.00	289,286.0	E
SWDP 43/18	Worcester	Worcester	University Park, C2 apartments	100	-	-	A
SWDP 43/19	Worcester	Worcester	Blackpole Road	115	353,752.00	379,080.00	E
SWDP 43/2	Worcester	Worcester	Gregory's Bank	145	127,513.00	-	A
SWDP 43/21	Worcester	Worcester	Masonic Hall Site	30	-	-	E

Reference	District	Settlement	Site	Dwellings	Primary Contribution to Education (£)	Secondary Contribution to Education (£)	Status
SWDP 43/25	Worcester	Worcester	School of Art and Design, Barbourne (Care Home) C2 apartments	60	-	-	A
SWDP 43/29	Worcester	Worcester	Henwick Road/Chequers Lane	0	-	-	E
SWDP 43/3	Worcester	Worcester	Ribble Close and gas holder site	40	176,876.00	189,540.00	E
SWDP 43/4	Worcester	Worcester	Old Northwick Farm	52	104,168.00	74,406.00	E
SWDP 43/6	Worcester	Worcester	Land at Albert Road	20	-	-	E
SWDP 43/7	Worcester	Worcester	Swimming Pool Site, Sansome Walk	33	-	-	E
SWDP 43/8	Worcester	Worcester	Grasmere Drive / Ullswater Close	18	-	-	E
SWDP 43/9	Worcester	Worcester	Old Brewery Service Station, Barbourne Road	12	12,348.00	-	A
SWDP 43/a	Worcester	Worcester	73-77 Bromwich Road	11	9,326.00	10,078.00	A
SWDP 43/aa	Worcester	Worcester	Lowesmoor Wharf	100	265,314.00	284,310.00	E
SWDP 43/ab	Worcester	Worcester	Holy Trinity Church, Lichfield Avenue	12	-	-	E
SWDP 43/ac	Worcester	Worcester	Cavalier PH St George's Lane	11	5,087.00	5,497.00	E
SWDP 43/b	Worcester	Worcester	Martley Road	18	-	-	A
SWDP 43/c	Worcester	Worcester	Malvern Gate	45	61,000.00	61,000.00	A
SWDP 43/d	Worcester	Worcester	Land at Ambrose Close	25	-	-	E
SWDP 43/e	Worcester	Worcester	Land at Hopton Street	30	-	-	E
SWDP 43/f	Worcester	Worcester	County Council Offices, Sherwood Road	15	-	-	E
SWDP 43/g	Worcester	Worcester	County Council Offices, Bilford Road	15	-	-	E

Reference	District	Settlement	Site	Dwellings	Primary Contribution to Education (£)	Secondary Contribution to Education (£)	Status
SWDP 43/h	Worcester	Worcester	Laughern Garage, Bransford Road	10	-	-	E
SWDP 43/i	Worcester	Worcester	Crown Packaging Main Site	190	530,628.00	568,620.00	E
SWDP 43/j	Worcester	Worcester	Crown Packaging Site, Woodside Offices	40	176,876.00	189,540.00	E
SWDP 43/k	Worcester	Worcester	Bromyard Terrace	20	-	-	E
SWDP 43/l	Worcester	Worcester	Battenhall Road (Former NALGO Sports Ground)	20	-	-	E
SWDP 43/m	Worcester	Worcester	Tolladine Golf Course (Club House & Putting Green)	9	-	31,239.00	A
SWDP 43/n	Worcester	Worcester	Earls Court Farm	13	-	-	E
SWDP 43/p	Worcester	Worcester	Langdale Drive	6	-	-	E
SWDP 43/q	Worcester	Worcester	Zig Zag site, St John's	10	-	-	E
SWDP 43/r	Worcester	Worcester	The Bridge Inn, Lowesmoor Terrace	9	-	-	E
SWDP 43/s	Worcester	Worcester	Rose Avenue	8	-	-	E
SWDP 43/u	Worcester	Worcester	Royal Worcester Porcelain, gap site	8	-	-	E
SWDP 43v	Worcester	Worcester	Brickfields Road	10	-	-	E
SWDP 43w	Worcester	Worcester	23-24 Foregate Street	10	-	-	E
SWDP 43x	Worcester	Worcester	Christian Meeting Room, Diglis Lane	17	27,126.00	-	A
SWDP 43y	Worcester	Worcester	White Ladies Close, land at (C2 Apartments)	37	-	-	A
SWDP 43z	Worcester	Worcester	East Bank Drive (C2 apartments)	38	-	-	E
SWDP 44/4	Worcester	Worcester	Shrub Hill Opportunity Zone (with Sheriff Gate extension)	596	487,528.00	526,864.00	E

Reference	District	Settlement	Site	Dwellings	Primary Contribution to Education (£)	Secondary Contribution to Education (£)	Status
SWDP 44/5	Worcester	Worcester	Blockhouse/Carden Street Opportunity Zone	120	353,752.00	379,080.00	E
SWDP 45/1	Wider Worcester Area	Wider Worcester Area	Broomhall Community and Norton Barrack	2609	6,627,866.00	4,500,000.00	A
SWDP 45/2	Wider Worcester Area	Wider Worcester Area	Temple Laughern - Worcester West	2150	6,627,866.00	4,500,000.00	A
SWDP 45/3	Wider Worcester Area	Wider Worcester Area	Kilbury Drive	256	448,812.00	325,003.00	A
SWDP 45/4	Wider Worcester Area	Wider Worcester Area	Gwilliams Farm	245	292,422.00	-	A
SWDP 45/5	Wider Worcester Area	Wider Worcester Area	East of Swinesherd Way	300	368,280.00	397,980.00	A
SWDP 46/1	Wychavon	Pershore	Garage, High Street	20	-	-	E
SWDP 46/3	Wychavon	Pershore	Garage Court, St Andrews Road	8	-	-	E
SWDP 46/4	Wychavon	Pershore	Garage Court, Abbots Road	13	-	-	E
SWDP 46/5	Wychavon	Pershore	Land adj. Connisbury Drive	7	-	-	E
SWDP 46/6	Wychavon	Pershore	Land off Defford Rd	21	-	-	E
SWDP 47/1	Wychavon	Pershore	Station Road / Wyre Road	695	987,025.00	483,777.00	A
SWDP 48/1	Wychavon	Droitwich	Land off Vines Lane	100	265,314.00	284,310.00	E
SWDP 48/2	Wychavon	Droitwich	Boxing Club	10	-	-	E
SWDP 48/3	Wychavon	Droitwich	Oakhall Place	6	-	-	E
SWDP 48/4	Wychavon	Droitwich	Acre Lane	20	-	-	E
SWDP 48/5	Wychavon	Droitwich	Willow Court, Westwood	10	-	-	E

Reference	District	Settlement	Site	Dwellings	Primary Contribution to Education (£)	Secondary Contribution to Education (£)	Status
			Road				
SWDP 48/6	Wychavon	Droitwich	Canal Basin (Netherwich)	80	265,314.00	284,310.00	E
SWDP 49/1	Wychavon	Droitwich	Copcut Lane	740	672,216.00	-	A
SWDP 49/2	Wychavon	Droitwich	Yew Tree Hill	765	694,926.00	-	A
SWDP 50/2	Wychavon	Evesham	Employment site, top of Kings Rd	100	265,314.00	284,310.00	E
SWDP 50/3	Wychavon	Evesham	Nursery at Bewdley Land / Blind Lane	56	99,729.00	85,482.00	A
SWDP 50/4	Wychavon	Evesham	Land off Davies Road (former leisure centre)	36	176,876.00	189,540.00	E
SWDP 50/5	Wychavon	Evesham	Offenham Road East	15	-	-	E
SWDP 50/6	Wychavon	Evesham	Land behind Lichfield Avenue	20	-	-	E
SWDP 50/7	Wychavon	Evesham	Land off Abbey Road	200	530,628.00	568,620.00	E
SWDP 50/8	Wychavon	Evesham	Land at Aldington Lodge	60	73,668.00	-	A
SWDP 51/1	Wychavon	Evesham	Cheltenham Road	400	1,061,256.00	1,137,240.00	E
SWDP 51/2	Wychavon	Evesham	Pershore Road, Hampton	401	460,894.00	395,052.00	A
SWDP 52/1	Malvern Hills	Malvern	Walsh's Yard, Poolbrook Common Road	5	-	-	E
SWDP 52/2	Malvern Hills	Malvern	BMX Track off Mayfield Road	59	176,876.00	189,540.00	E
SWDP 52/4	Malvern Hills	Malvern	Homestead, Halfkey	5	-	-	E
SWDP 52/5	Malvern Hills	Malvern	Portland House, Church Street	15	-	-	E
SWDP 52/8	Malvern Hills	Malvern	Landsdowne Crescent (former hospital site)	15	-	-	E
SWDP 52d	Malvern Hills	Malvern	Land at Mill Lane, Poolbrook	63	80,522.00	-	A

Reference	District	Settlement	Site	Dwellings	Primary Contribution to Education (£)	Secondary Contribution to Education (£)	Status
SWDP 52f	Malvern Hills	Malvern	Pickersleigh Grove (part of Hayslan Fields)	44	-	-	E
SWDP 52i	Malvern Hills	Malvern	Land at Lower Howsell Road (former allotments)	110	353,752.00	379,080.00	E
SWDP 52m	Malvern Hills	Malvern	Former Railway Sidings, Peachfield Road	20	-	-	E
SWDP 52s	Malvern Hills	Malvern	Victoria Road Car Park	21	-	-	E
SWDP 52w	Malvern Hills	Malvern	Land off Brook Farm Drive, Poolbrook	77	265,314.00	284,310.00	E
SWDP 52y	Malvern Hills	Malvern	Broadlands Drive, Malvern	33	-	-	A
SWDP 53	Malvern Hills	Malvern	QinetiQ Site	300	795,942.00	852,930.00	E
SWDP 56	Malvern Hills	Malvern	Development at North East Malvern	800	2,034,074.00	2,179,710.00	E
SWDP 57/1	Malvern Hills	Tenbury Wells	Land opposite Morningside	43	48,587.00	35,184.00	E
SWDP 57/2	Malvern Hills	Tenbury Wells	Land at the Haven, Oldwood Road	40	176,876.00	189,540.00	E
SWDP 57a	Malvern Hills	Tenbury Wells	Land at Mistletoe Row, Oldwood Road	44	-	-	A
SWDP 57c	Malvern Hills	Tenbury Wells	Land south of the Oaklands	35	-	-	E
SWDP 58/1	Malvern Hills	Upton upon Severn	Land at Sunny Bank Meadow, Holly Green	25	-	-	E
SWDP 58c	Malvern Hills	Upton upon Severn	Land off A4104, North East of Upton Marina	70	-	-	A
SWDP 58d	Malvern Hills	Upton upon Severn	Land at Welland Road, Tunnel Hill	43	-	-	A
SWDP 59*	Malvern Hills	Lower Broadheath	Land adjacent to Henwick Mill House, Martley Road	42	79,273.00	57,406.00	A
SWDP 59/1	Malvern Hills	Abberley Common	The Orchard	6	-	-	E

Reference	District	Settlement	Site	Dwellings	Primary Contribution to Education (£)	Secondary Contribution to Education (£)	Status
SWDP 59/10	Malvern Hills	Lower Broadheath	Land at Peachley Court Farm, Peachley Lane	6	-	-	E
SWDP 59/11	Malvern Hills	Lower Broadheath	Strand Cottages, Peachley Lane	6	-	-	E
SWDP 59/12	Malvern Hills	Martley	Land Adjacent to the Crown (combined sites)	51	109,967.00	79,632.00	A
SWDP 59/13	Malvern Hills	Welland	Land adjacent to the Former Pheasant Inn	10	-	-	E
SWDP 59/14	Wychavon	Badsey	Land off Banks Road	39	176,876.00	189,540.00	E
SWDP 59/15	Wychavon	Bredon	Land to the rear of Oak Lane and Station Drive	24	-	-	E
SWDP 59/17	Wychavon	Broadway	Land to the east of Kingsdale Court	13	-	-	E
SWDP 59/18	Wychavon	Broadway	Land west of Leamington Road	59	214,500.00	-	A
SWDP 59/19	Wychavon	Broadway	Land adjacent to Station Road	65	176,876.00	189,540.00	E
SWDP 59/2	Malvern Hills	Abberley Common	Land to west of Apostle Oak Cottage	14	30,690.00	33,165.00	A
SWDP 59/20	Wychavon	Hartlebury	Land west of Worcester Road	92	207,354.00	177,732.00	A
SWDP 59/21	Wychavon	Honeybourne	Land between High Street and Weston Road	75	111,684.00	-	A
SWDP 59/22	Wychavon	Inkberrow	Land off Stonepit Lane / Withybed Lane	137	113,550.00	-	A
SWDP 59/23	Wychavon	Offenham	Land off Main Street	30	-	-	E
SWDP 59/24	Wychavon	Offenham	Laurels Avenue	19	-	-	E
SWDP 59/25	Wychavon	Ombersley	The Racks	34	-	-	E

Reference	District	Settlement	Site	Dwellings	Primary Contribution to Education (£)	Secondary Contribution to Education (£)	Status
SWDP 59/26	Wychavon	Ombersley	Land north of Woodhall Lane	25	-	-	E
SWDP 59/27	Wychavon	Wychbold	Land off Crown Lane	68	83,270.00	-	A
SWDP 59/3	Malvern Hills	Clifton upon Teme	Land at Hope Lane	30	33,205.00	24,045.00	A
SWDP 59/4	Malvern Hills	Great Witley	Land adjacent to the Primary School	27	101,651.00	-	A
SWDP 59/5	Malvern Hills	Hallow	Land north of Orchard Close	46	78,771.00	85,130.00	E
SWDP 59/6	Malvern Hills	Hanley Swan	Land between the School and Westmere	20	-	-	E
SWDP 59/8	Malvern Hills	Kempsey	Land adjacent to the Lawns including Bight Farm (Part 1)	110	404,681.00	-	A
SWDP 59/8a	Malvern Hills	Kempsey	Land adjacent to the Lawns including Bight Farm (Part 2)	80	306,577.00	-	A
SWDP 59/9	Malvern Hills	Lower Broadheath	Land to the north of Bell Lane / south of Martley Road	48	97,179.00	70,372.00	A
SWDP 59a	Malvern Hills	Abberley Common	Walshes Farm	15	30,688.00	22,224.00	A
SWDP 59b	Malvern Hills	Clifton upon Teme	Land at Church House Farm	17	-	-	E
SWDP 59d	Malvern Hills	Hallow	Land at Braithwaite's Yard, Main Road	9	-	-	A
SWDP 59e	Malvern Hills	Kempsey	123a Main Road	10	-	-	E
SWDP 59f	Malvern Hills	Kempsey	Land north of Brookend Lane (adjacent to The Limes)	120	177,996.00	234,020.00	A

Reference	District	Settlement	Site	Dwellings	Primary Contribution to Education (£)	Secondary Contribution to Education (£)	Status
SWDP 59k	Malvern Hills	Martley	Land adjacent to the Primary School	14	31,446.00	31,446.00	A
SWDP 59l	Malvern Hills	Welland	Land at Lawn Farm, Drake Street	50	61,380.00	-	E
SWDP 59x	Wychavon	Badsey	Land opposite Horsebridge Avenue	36	176,876.00	189,540.00	E
SWDP 59x	Wychavon	Offenham	Land between Leasowes Road and Laurels Road	50	62,252.00	-	E
SWDP 59zk	Malvern Hills	Hallow	Former Royal Oak Public House, Main Road	8	-	-	A
SWDP 59zl	Malvern Hills	Welland	Land between Old Post Office and Church Farm, Drake Street	30	47,676.00	40,614.00	E
SWDP 59zzi	Malvern Hills	Hallow	Land south of Greenhill Lane	30	-	-	E
SWDP 60/1	Malvern Hills	Bayton	Land adjoining Severne Green	5	-	-	E
SWDP 60/10	Wychavon	Ashton under Hill	Elmley Road	12	-	-	E
SWDP 60/11	Wychavon	Bretforton	Land North of Station Road	48	176,876.00	189,540.00	E
SWDP 60/12	Wychavon	Bretforton	Ivy Lane	22	88,438.00	94,770.00	E
SWDP 60/13	Wychavon	Crothorne	Land off Field Barn Lane	6	-	-	E
SWDP 60/14	Wychavon	Drakes Broughton	Land south of B4084	90	78,894.00	-	A
SWDP 60/15	Wychavon	Eckington	Land off Roman Meadow, Pershore Road	20	-	-	E
SWDP 60/16	Wychavon	Fernhill Heath	Dilmore Lane /Station Road	120	317,449.00	-	A
SWDP 60/17	Wychavon	Fladbury	Land off Broadway Lane, adjacent Grey Lyn	18	-	-	E

Reference	District	Settlement	Site	Dwellings	Primary Contribution to Education (£)	Secondary Contribution to Education (£)	Status
SWDP 60/18	Wychavon	Flyford Flavell	Land east of Boot Inn, Radford Road	16	34,949.00	29,957.68	A
SWDP 60/19	Wychavon	Harvington	Land adjacent Crest Hill	9	-	-	E
SWDP 60/2	Malvern Hills	Broadwas	Land adjacent to the school	10	26,852.00	19,446.00	A
SWDP 60/20	Wychavon	Overbury	Land Adjacent Nine Acres	8	-	-	E
SWDP 60/22	Wychavon	Pinvin	Land Adjacent The Workshop and Uplands	14	-	-	E
SWDP 60/23	Wychavon	Pinvin	Land north of The Green	33	-	-	E
SWDP 60/24	Wychavon	Sedgeberrow	Land off Main Street	20	-	-	E
SWDP 60/25	Wychavon	Sedgeberrow	Winchcombe Road	8	-	-	E
SWDP 60/26	Wychavon	South Littleton	Land between Long Hyde Road and Station Road	20	-	-	E
SWDP 60/27	Wychavon	South Littleton	Land at Shinehill Lane	30	-	-	E
SWDP 60/28	Wychavon	Upton Snodsbury	Garage site off A422 Worcester Road and land to the rear.	16	-	-	E
SWDP 60/3	Malvern Hills	Callow End	Wheatfield Court	15	-	-	E
SWDP 60/4	Malvern Hills	Clows Top	Land adjacent to Highbrae	17	-	-	E
SWDP 60/5	Malvern Hills	Powick and Collett's Green	Former allotments, Winsmore	35	88,438.00	94,770.00	E
SWDP 60/6	Malvern Hills	Rushwick	Land at Claphill lane	28	52,983.00	-	A
SWDP 60/7	Malvern Hills	Rushwick	Land at Old Bransford Road	18	26,958.00	-	E
SWDP 60/8	Malvern Hills	Rushwick	Land adjacent to Upper Wick Lane	15	20,460.00	-	E
SWDP 60/9	Wychavon	Ashton under Hill	Station Road	6	-	-	E
SWDP 60a	Malvern Hills	Broadwas	Land at Stoney Lea	8	10,080.00	-	A
SWDP 60b	Malvern Hills	Powick and	Land adjacent to the Crown	45	86,054.00	-	A

Reference	District	Settlement	Site	Dwellings	Primary Contribution to Education (£)	Secondary Contribution to Education (£)	Status
		Collett's Green	Public House				
SWDP 60c	Malvern Hills	Powick and Collett's Green	Land south of Sparrowhall Lane	39	63,570.00	-	A
SWDP 60d	Malvern Hills	Leigh Sinton	Kiln Lane	53	67,808.00	-	A
SWDP 60t	Malvern Hills	Rushwick	Land off Bransford Road	41	51,150.00	-	E
SWDP 60x	Wychavon	Crothorne	Land between Pentalow and Berrycroft, Blacksmiths Lane	8	-	-	E
SWDP 60x	Wychavon	Drakes Broughton	Land west of Stonebow Road	39	33,603.00	-	E
SWDP 61/*	Malvern Hills	Stourport	Land off Pearl Lane, Astley Cross	62	94,617.00	68,516.00	E
SWDP 61/1	Malvern Hills	Alfrick	East of Chapel Meadow	14	21,190.00	-	E
SWDP 61/10	Wychavon	Kemerton	Land at Parks Farm, Jobs Lane	9	-	-	E
SWDP 61/11	Wychavon	Lower Moor	Land south of Blacksmith Lane	10	-	-	E
SWDP 61/13	Wychavon	Pebworth	Honeybourne Road	13	-	-	E
SWDP 61/15	Wychavon	Tibberton	Land to the rear of Hawthorn Rise	15	-	-	E
SWDP 61/16	Wychavon	Whittington	Land at Walkers Lane	17	59,524.00	-	A
SWDP 61/2	Wychavon	Bishampton	Land west of Main Street	12	-	-	E
SWDP 61/3	Wychavon	Conderton	Land at Conderton Close	6	-	-	E
SWDP 61/4	Wychavon	Crowle	Land opposite village Hall on Church Road	25	33,867.83	-	A
SWDP 61/5	Wychavon	Defford	Land off Harply Road	5	-	-	E
SWDP 61/6	Wychavon	Defford	Upper Street	6	-	-	E
SWDP 61/7	Wychavon	Defford	Adjacent to Defford First School, Church Lane	5	-	-	E

Reference	District	Settlement	Site	Dwellings	Primary Contribution to Education (£)	Secondary Contribution to Education (£)	Status
SWDP 61/8	Wychavon	Hanbury	Site between Pavement Cottage and Nightingales on B4090	9	-	-	E
SWDP 61/9	Wychavon	Himbleton	Harrow Lane	6	-	-	E
Windfall	Malvern Hills	Windfall	Windfall	372	972,818.00	1,042,470.00	E
Windfall	Worcester	Windfall	Windfall	644	1,680,322.00	1,800,630.00	E
Windfall	Wychavon	Windfall	Windfall	876	2,210,950.00	2,369,250.00	E

5.67 EARLY YEARS

- The County Council has a statutory duty to ensure sufficiency of pre-school provision to allow all eligible 2, 3 and 4 year olds resident in Worcestershire to access their free entitlement to early education.
- Where new schools are created to serve new development, it is likely that some form of pre-school provision will be established and this will be decided on a case by case basis.

5.68 SPECIAL EDUCATIONAL NEEDS

- The County council has a statutory duty to ensure sufficiency of Special Educational Needs (SEN) provision to allow for all those who require a place in Worcestershire. SEN place requirements are forecasted on annual basis and places are adjusted as appropriate. On average just over 1% of the total mainstream school pupils require access to an SEN place. The proposed additional housing will increase the number of SEN places required. The change will be incremental over the course of the plan period and will allow places to be added in a timely manner where appropriate.

5.69 POST-16 EDUCATION AND TRAINING

- Young people have to remain at school until the end of June of the school year in which they become 16. This is the upper limit of statutory school age. All young people are now required by law to stay in education or training until their 18th birthday. This does not have to take place at a school and can be accessed through a range of different providers and employers.
- The Education Funding Agency funds post-16 education. The County Council has a statutory responsibility to secure sufficient, suitable post-16 education and training to meet the reasonable needs of all young people in Worcestershire. The County Council does not fund school sixth forms or other post-16 education or training but the ongoing strategic planning of post-16 requirements will be undertaken by the County Council to ensure sufficiency of education and training opportunities in terms of volume, mix and balance, location, meeting economic and community need and quality of provision.

5.70 HIGHER EDUCATION

- The University of Worcester is the County's only university and is one of the growing universities in the country combining excellent academic quality with strong links with businesses, hospitals, schools and other public, private and community organisations. The student numbers currently stand at around 10,500 students with 95% retention rates. The University has a fully funded £100m. Investment programme to provide for new, improved and refurbished facilities. Recently completed projects include the new City Campus. The restored infirmary is a focal point for excellent education, a centre for the arts, a resource for businesses and a dramatic fusion of old and new architecture.
- Worcestershire County Council and the University of Worcester have worked together to create a new multi million pound City Centre library, history and customer centre for students and the public. The Hive was opened in July 2012 and is already a winner of two international awards for the building's

design and sustainability and is the first of its kind in Europe. It is home to 12 miles of archive collections, a quarter of a million books, 800 study stations and has acted as a regeneration catalyst for the City.

- The University has produced its Strategic plan for 2013-18 in which it sets out its mission statement.
- Planning permission was granted on 31 October 2012 for mixed use development of the site (P11K0588), which allows for a new University campus, business (use class B1), hotel (use class D1), care home / extra care (use class C2), crèche and nursery (use class D1), health and fitness (use class D2) and retail (use class A1).
- A further meeting between the south Worcestershire councils, Worcestershire County Council and the University is anticipated to take place during summer/autumn of 2016, in order to gain an up to date perspective on the infrastructure needs of the University. It is anticipated that the SWIDP will again be updated later in 2016 to reflect the outcome of this meeting.

B) HEALTH AND PUBLIC HEALTH

- 5.71 It is important that health and development planning are fully integrated and it is a NPPF requirement that planners promote healthy communities. There are a number of on-going significant reforms within the planning and public health arenas and these strengthen the case for recognising and valuing the influence that planning, housing and environmental functions have on improving health and well being and reducing health inequalities.
- 5.72 The base position is set out in Chapter 9 of the Needs & issues Paper (June 2012) which was the evidence base of the emerging Worcestershire Infrastructure Strategy.
- 5.73 The NHS was re-structured on 1st April 2013 as a result of the Health & Social Care Act 2012. NHS England is the responsible body for commissioning primary health care services and South Worcestershire Clinical Commissioning Group is the body responsible for commissioning community, secondary and mental health services.
- 5.74 NHS secondary care Services are currently provided by the Worcestershire Acute Hospitals NHS Trust, including the Worcestershire Royal Hospital; community and mental health services were provided by the Worcestershire Health and Care NHS Trust.
- 5.75 An important meeting took place on 05/04/12 between the County Council, SWC, with the providers of acute, secondary and community health services. At that meeting, it was explained that both the Acute Hospital Trust (WAHT) and the Worcestershire Health and Care Trust (WHCT) were in the process of developing new estate strategies as a result of the changing needs of the population and the need to make efficiency savings of around 20%.
- 5.76 The WHCT has a clear vision for the future, developing a hub and spoke model in order to ensure that they operate from high quality fit-for-purpose buildings located in the right place. The WAHT are in the process of a wider "Future of Worcestershire Acute Hospitals" project, the outcome of which will determine how best to deliver services in the future.
- 5.77 These initial discussions all suggest that there is unlikely to be any new capital investment in new infrastructure in the short term. The focus is likely to be on refurbishment or expansion of the existing estate. This is partly driven by sustainability considerations and the need to reduce the estate's carbon footprint.
- 5.78 These same organisations were consulted regarding the SWIDP in summer 2012 and again on the SWIDP in early 2013.
- 5.79 A further meeting with the NHS took place on 05/03/14 involving representatives from Property Services NHS England and the County Council. There was further engagement with the health industry in summer 2014.
- 5.80 Worcestershire Acute Hospitals Trust advise that the timescales for concluding the Future of Worcestershire Acute Hospitals project are such that the results will not be known for this version of the SWIDP.
- 5.81 It then goes on to comment:
- " Perhaps more significant is the projected population growth across the County, particularly that in South Worcestershire, which will inevitably lead to increased

demand for healthcare including acute hospital services. Whilst more intensive use of facilities can absorb some increased demand this is inevitably at the margins and as with the education sector the healthcare sector may have to look to CIL and developer contributions to support the provision of additional health provision whenever major housing developments are undertaken,. Services provided by the Acute Trust are funded via Commissioners and the payment by results mechanism. Therefore, any projected increased health demands as a result of development growth will need to be discussed with the new CCGs and other Commissioners who would be required to fund such services and the associated capital and health infrastructure requirements.

Worcestershire Royal Hospital would be required to receive the majority of increased demand for acute hospital in patient, out patient and day case services from developments in South Worcestershire. Those towns with a community hospital such as Evesham, Pershore, Malvern and Tenbury may be able to accommodate some limited demand locally whereas in Worcester and Droitwich all new residents will look towards Worcestershire Royal Hospital for all their in-patient and out-patient care.

Inevitably, all these patient numbers will rise as the population grows as a result of development within South Worcestershire which will have a significant impact upon services and facilities at Royal Worcestershire Hospital and the resultant hospital infrastructure improvements which will be required.”

- 5.82 The Worcestershire Health & Care NHS Trust was supportive of the proposals in the SWDP and the SWIDP. It stated;-

“We need to be sure that the governance arrangements put in place are able to wire into other local strategies. For example, if the accident & emergency services are consolidated at the (Worcestershire) Acute Royal what implications does this have for local routes and the need to get patients from longer distances into the Royal site as soon as possible.”

- 5.83 Key points from the evidence base of the WIS include:-

The commissioning architecture has been completely reformed. From April 2013 the Worcestershire PCT was abolished and its functions transferred to:

- a) Clinical Commissioning Groups (CCGs), including one for South Worcestershire.
- b) NHS England, which has 27 Area Teams, including one covering Worcestershire, Herefordshire, Warwickshire & Coventry.
- c) Some services will be commissioned by a revamped Public Health Arrangement involving the local authorities with the County Council having a new function to improve population health.

- 5.84 Existing assets are reviewed in the evidence base. Reference is made to recent investment in community facilities including new community hospitals in Pershore and Malvern and new GP premises in Malvern.

- 5.85 Reference is made to the Baker Associates Study in assessing the capacity of existing assets. There are some pragmatic rules of thumb in terms of future provision. Thus, an additional GP is needed for an extra 1,500 people whilst an extra dentist is needed for an extra 2,000 people. (However, it should be noted that the national figure used for planning purpose is one GP per 1,750 patients, based on national average list size.)

- 5.86 In terms of future provision, there will be an important strategic role for the County Council in preparing a Joint Strategic Assessment which will set the context for commissioning by the CCGs and other commissioning bodies. This will be kept under review by a Worcestershire Health and Well-being Board.
- 5.87 It is important to remember that any assessment of future need and provision for capital infrastructure is being undertaken during a time of major structural reform and financial pressure in the NHS. The 2012 Health and Social Care Act created a new market in health provision and it is not yet clear what the consequences of this might be for health infrastructure planning.
- 5.88 The new Chief Executive of the NHS has recently set out plans to improve Community Health Services as a means of relieving pressure on mainstream A&E services and providing health services closer to patients homes. In Worcestershire, in addition to the main A&E hospitals (Worcester Royal and Alexandra, Redditch) the county has Community Hospitals in Evesham, Bromsgrove, Pershore, Malvern and Tenbury Wells. There is also a General Hospital in Kidderminster. It is important any further infrastructure and transport changes take account of the need to both protect and improve accessibility to these hospitals.
- 5.89 It will be important to continue to work with the County Council and the health infrastructure providers to continue to update this position for future versions of the SWIDP. This is particularly important in respect of the impact of those changes which have become operational from April 2013, especially the role of the Clinical Commissioning Group NHS South Worcestershire.
- 5.90 A meeting took place with the NHS England Area Team and Public Health Worcestershire on 5th March 2014. NHS England has undertaken a review of GP premises capacity and infrastructure requirements which has shown the most significant requirement to be for the equivalent of a 3 GP surgery on the Worcester South Urban Extension. NHS England has therefore requested a capital contribution of £1,719,673.20 and an appropriate site to be allocated under Section 106 for this requirement.
- 5.91 In addition, NHS England has indicated that capital contributions may be required in respect of the currently unspecified development sites in Malvern Hills and Wychavon.
- 5.92 The impact of the growth outlined in the revised South Worcestershire Infrastructure Development Plan (SWDP) site allocations on the delivery of primary health care has been assessed by the Arden, Herefordshire & Worcestershire Area Team of NHS England. This takes account of the utilisation of practice premises and the feasibility of premises development as well as the number of patients and wte GPs for each practice. The following locations have been identified by this analysis as needing additional infrastructure to accommodate increases in the primary care workforce to provide services to the residents of these new housing developments.

Wider Worcester area

- 5.93 The Worcester South Urban Extension (2,450 homes) and Worcester West Urban Extension (2,150 homes) are both large enough to warrant new GP practices.
- 5.94 It is understood that a site has been identified on the Worcester South urban extension for a GP facility. Given the additional housing allocation east of Swinesherd

Way (300 homes) this site will need to be 0.42 acres to be able to accommodate a 4 GP facility, the total gross construction cost of which is £2,216,978

- 5.95 The uplift in the size of the Worcester West urban extension to 2,150 homes means that a site of 0.31 acres will need to be identified on this development for a 3 GP facility which will have a total gross construction cost of £1,719,745.

Kempsey

- 5.96 A total of 320 houses are planned to be built in Kempsey which will result in an additional 768 residents. Kempsey surgery, which is a branch surgery of Haresfield surgery in Worcester, does not have capacity or accommodation to accept these patients and has stated that it would be feasible to create extra space by structural alteration. Additional infrastructure will therefore be required to accommodate GP, nursing and administrative staff at an estimated cost of £54,820 excluding externals, furniture & equipment, telephones/data, fees and VAT.

Malvern Hills District: Unspecified Development Sites

- 5.97 A total of 912 houses are proposed by bringing empty homes into use, homes released by residents moving into extra care and windfall allowances. It is not specified where in the District these sites will be located so it is not possible to specify infrastructure requirements at this stage. In total these additional houses will result in an increased 2,189 residents. The maximum requirement would therefore be 2 clinical rooms at an estimated cost of £109,638 excluding externals, furniture & equipment, telephones/data, fees and VAT. The need for and use of this funding will be specified when the locations of these houses are identified.

Wychavon District: Unspecified Development Sites

- 5.98 A total of 1,640 houses are proposed by bringing empty homes into use, homes released by residents moving into extra care, windfall allowances and other unspecified developments with planning permission outstanding. It is not specified where in the District these sites will be located so it is not possible to specify infrastructure requirements at this stage. In total these additional houses will result in an increased 3,936 residents. The maximum requirement would therefore be 4 clinical rooms at an estimated cost of £219,276 excluding externals, furniture & equipment, telephones/data, fees and VAT. The need for and use of this funding will be specified when the locations of these houses are identified.
- 5.99 A further meeting between the south Worcestershire councils, Worcestershire County Council and the health bodies is scheduled to take place during summer/autumn of 2016, in order to gain an up to date perspective on the infrastructure needs of the health industry in the sub-region. It is anticipated that the SWIDP will again be updated later in 2016 to reflect the outcome of this meeting.

C) SOCIAL CARE

- 5.100 The position is set out in the Chapter 9 of the Needs & Issues Paper (June 2012) evidence base of the emerging Worcestershire Infrastructure Strategy. However, the provision of social care infrastructure is not considered strategic by the County Council in the context of the infrastructure strategy, which is why it did not form part of the emerging WIS.
- 5.101 The evidence base states that the County Council has a responsibility to support, care and protect people in the community; there are a wide range of social care needs from the very young to the elderly. Infrastructure will be required to support these people as a result of population growth. This covers a wide range of infrastructure types from residential homes to children's centres.
- 5.102 The evidence base lists out the range of facilities available in Worcestershire.
- 5.103 The County evidence base goes on to consider the pressure on existing assets. It states that the changing needs of the population (e.g. ageing population) and the changing nature of delivery (e.g. improvements in medical procedures, the move to independent living, the move to personalised budgets) have meant that there is a move away from the need for larger facilities and this will increase in the future. Instead, there is an increasing drive to deliver services closer to patients, in community facilities or in the patient's home. Changes to service delivery and disability standards could result in different requirements for property; making some properties redundant and need for more buildings/facilities in different locations as services move.
- 5.104 A number of other impacts could flow from the demographic change and the shifting pattern to more localised independent living solutions, an increase in adaptive technology and the increase in care in the community:-
- Increased need for a percentage of adapted housing stock
 - A move to flexible life time housing allowing easy adaptation from single to married to single occupation.
 - A reduction in churn of the associated housing stock where there is a concentration of older residents.
- 5.105 The JSNA (Joint Strategic Needs & Assessment) for Worcestershire Adult Health and Well Being has given an indication of how the supply of specialised housing for older people in Worcestershire may need to change in future, as set out below. This is based on the projected demographic changes, shifts in policy and older people's expectations:
- | | |
|---|------------------------|
| • Sheltered housing to rent | 1,171 fewer properties |
| • Sheltered housing for sale | 4,636 more properties |
| • Enhanced sheltered housing for rent or sale | 1,610 more properties |
| • Extra care housing for rent or sale | 1,938 more properties |
| • Housing based provision for dementia | 838 more places |
| • Residential care places | 3,068 more places |
| • Nursing care places | 1,069 more places |
- 5.106 This schedule has implications for the County in terms of duty of care that will be extrapolated down to the District authorities through assessment of SHMAs and Housing Strategies. There is the additional need to identify providers of such services i.e. local authority or private sector.

- 5.107 The position on social care provided in the October 2014 SWIDP was prepared with the information made available by the County Council in 2012 and, whilst no update has been received in July 2014 or June 2016, it would be sensible to refine this section of the SWIDP in due course.

D) COMMUNITY FACILITIES

- 5.108 As of June 2016, the position outlined in the October 2014 SWIDP by Worcestershire County Council has not changed and the County Council is reviewing its property portfolio with a view to refining its stock, and collecting services to bring benefits to the community and services where possible.

LIBRARIES

- 5.109 The County Council has a statutory duty under the 1964 Act to provide a comprehensive public library service for all who live and work in Worcestershire who wish to use it.
- 5.110 There are currently 21 public libraries in Worcestershire. In Worcester City, these are in St Johns, Warndon and The Hive in Worcester. In Malvern Hills, these are in Malvern, Tenbury Wells, and Upton-upon-Severn. In Wychavon, the libraries are in Broadway, Droitwich Spa, Evesham and Pershore. Martley, Welland both have local "library links", run by volunteers supported by stock and staff at a nearby library.
- 5.111 The County Council has assessed each library individually in order to take an individual approach to reform of the service taking into account the needs of each individual community. The Council has engaged with individuals, local communities and other partners including local councils and the third sector to develop a sustainable model for the local library. This is to ensure that the County Council working with communities and local Members can deliver a service which meets the needs of the local community, whilst providing a sustainable and efficient service. The County Council remains keen to talk to any group in a local community about their ideas for improving library provision in their local area.
- 5.112 The Hive, a multi-million pound joint public and university library, opened in 2012. In addition to the multi award winning library, The Hive houses the County's Archaeology and Archive service and the Worcestershire Hub customer contact centre. The Hive continues to attract well over 2000 visitors a day. (For more details see section 5A – item 5.70).

FAITH BUILDINGS / COMMUNITY CENTRES / VILLAGE HALLS / CHURCH HALLS

5.113 The October 2014 version of the SWIDP gave an overview of faith buildings, including information provided through discussions with the Worcester Diocesan Board of Finance Ltd. The following information was also provided by the County Council in 2012, on community facilities provision throughout south Worcestershire:

5.114 WORCESTER

Worcester City Council's PPG17 Open Spaces Indoor Sports and Community Recreation Assessment was carried out in 2006. In terms of community provision, the audit focused on the extent and location of existing provision, rather than the quality.

The Assessment highlighted City and Council Community provision. Subsequently these have been transferred over to Worcester Community Trust (WCT) and other local organisations as stated.

Centre and Ward	Provision	Current arrangements
Dines Green, St Johns	Youth Club Community Centre (two separate buildings)	Transferred to WCT (28 year lease)
Ronkswood, Nunnery	Community centre (one building)	Transferred to WCT (28 year lease)
City Centre, Cathedral	Youth Club Community Centre (two separate buildings)	Transferred to WCT (28 year lease)
Tolladine, Gorse Hill	Community centre (one building)	Transferred to WCT (28 year lease)
Old Warndon, Warndon	Youth Club Community Centre (two separate buildings)	Transferred to WCT (28 year lease)
St John's, St John's	Youth Club (County Council)	Transferred to WCT (3 year lease)
Lyppard Grange, Warndon Parish Council	Community Centre	Transferred to local organisation
St Peter's, St Peter's	Community Centre	Leased by local Parish Council, WCT assist in management.

The 2006 PPG17 Assessment audit highlighted the following private provision:

Private Community Recreation Provision

Ward	Provision Details	Total
Arboretum	2 Church halls 2 Private Community	4
Battenhall	2 Church halls 2 Private Community 1 Youth Centre	5
Bedwardine	2 Church halls	2
Cathedral	10 Church halls 7 Private Community 3 Youth Facilities	20
Claines	4 Church halls 1 Private Community 2 Youth Facilities	7
Gorse Hill	2 Private Community	2
Nunnery	2 Church halls 2 Private Community	4
Rainbow Hill	3 Church halls 1 Private Community 1 Youth Facility	7
St Clement	1 Private Community	1
St John's	5 Church halls 2 Private Community 2 Youth Facilities	9
St Peter's Parish	1 Community Facility 1 Youth Facility	2
St Stephens	1 Community Facility	1
Warndon	2 Church Hall	2
Warndon Parish North	2 Church Hall	2
Warndon Parish South	2 Community Facilities	2

5.115 WYCHAVON

The last full survey was carried out in 2007 and updated in 2013/4. Community buildings in Wychavon are a mix of Parish Council provision, Church provision and the VCS (Voluntary and Community Sector). The list also contains 4 dedicated youth facilities run by the voluntary and community sector.

Community Building	Address	Condition Summary
Abbots Morton Village Hall	Abbots Morton Road, Abbots Morton, WR7 4NA	Good

Ashton Community Centre	Elmley Road, Ashton Under Hill, WR11 7SW	Good
Aston Somerville Village Hall	School Lane, Aston Somerville, Broadway, WR12 7JD	Good
Badsey Remembrance Hall	Horsebridge Avenue, Badsey, WR11 7XD	Excellent
Bengeworth Church House	Broadway Road Evesham, WR111BH	Good
Beckford Village Hall	Beckford, Tewkesbury, GL20 7AA	Inadequate – require total rebuild
Besford Court Community Centre	Besford Court, Besford, WR8 9LZ	Satisfactory
Birlingham Parish Hall	The Avenue, Birlingham, WR10 3AB	Good
Bishampton Village Hall	Broad Lane, Bishampton, WR10 2LY	Good
Bradley Green Village Hall	Church Road, Bradley Green, Redditch, B96 6RG	Good
Bredon Village Hall	Main Street, Bredon, Tewkesbury, GL20 7QN	Good – some capacity issues
Bredons Norton Village Hall	Bredons Norton, Tewkesbury, GL20 7HB	Good
Bretforton Memorial Hall	Main Street, Bretforton, Evesham, WR11 7JH	Inadequate – dedicated playgroup with limited space
Broadway Lifford Hall	Lower Green, Broadway, WR12 7BU	Good – capacity issues
Charlton Village Hall	Ryden Lane, Charlton, Pershore, WR10 3LQ	Dedicated pre-school – has capacity issues
Chawson Barns Community Centre	Old Chawson Lane, Droitwich Spa, WR9 0AQ	Satisfactory – in need of refurbishment (£30k)
Childswickham Memorial Hall	Atkinson Street, Childswickham, Broadway, WR12 7HF	Satisfactory in need of refurbishment

Church Lench Village Hall	Main Street, Church Lench, Evesham, WR11 4UQ	Good – some capacity issues
Cleeve Prior Memorial Hall	Main Street, Cleeve Prior, Evesham, WR11 8LE	Good – does have capacity issues with no scope for extension
Cookhill Village Hall	Evesham Road, Cookhill, Alcester, B49 5LR	Unsatisfactory in need of refurbishment (£45K)
Cropthorne & Charlton Village Hall	Main Street, Cropthorne, Pershore, WR10 3NH	Good
Crowle Parish Hall	Church Road, Crowle, Worcester, WR7 4AX	Good
Cutnall Green District & Memorial Hall	Addis Lane, Cutnall Green, Droitwich Spa, WR9 0NB	Good
Defford cum Besford Village Hall	Harpley Road, Defford, Pershore, Worcs, WR8 9BL	Good
Drakes Broughton Village Hall	Walcot Lane, Drakes Broughton, Pershore, WR10 2AJ	Satisfactory has capacity issues
Droitwich Spa Community Hall	Nine Foot Way, Droitwich Spa, WR9 8RF	Good
Droitwich Spa Baptist Church	Ombersley Street East, Droitwich Spa WR98DE	Good
Eckington Village Hall	School Lane, Eckington, Pershore, WR10 3BH	Some capacity issues in need of major refurbishment (£70K)
Elmbridge Village Hall	Elmbridge, WR9 0DA	Good
Evesham Methodist Church	71, Bridge Street Evesham, Evesham, WR11 4SF	Good
Elmley Castle & Bricklehampton Village Hall	Main Street, Elmley Castle, WR10 3HS	Good
Fernhill Heath Memorial Hall	73, Droitwich Road, Fernhill Heath, WR3 8RJ	Inadequate – capacity issues and in need of modernisation (£50K)
Fladbury Village Hall	Church Street, Fladbury, Pershore, WR10 2QB	Good
Grafton Flyford	Grafton Flyford,	Good in need of further modernisation (£40K)

Three Parishes Village Hall	Worcester, WR7 4PG	
Great Comberton Village Hall	Great Comberton, Pershore, WR10 3DP	Good
Hadzor with Oddingley Church Hall	Trench Lane, Oddingley, Droitwich Spa, WR9 7NB	Inadequate – capacity issues
Hanbury Village Hall	Hanbury Road, Hanbury, Bromsgrove B60 4BY	Adequate – capacity issues
Hampton Lovett & Westwood Parish Hall	The Forest, Hampton Lovett, Droitwich, WR9 0LU	Adequate – capacity issues
Hartlebury Parish Hall	Waresley Court Road, Hartlebury, DY11 7TG	In need of major refurbishment and modernisation (£400K)
Harvington Village Hall	41 Village Street, Harvington, Evesham, WR11 8NJ	Good
Himbleton Village Hall	Church Lane, Himbleton, Droitwich, WR9 7LG	Poor capacity issues – rebuild most economic
Honeybourne Village Hall	High Street, Honeybourne, Evesham, WR11 7PQ	Poor-requires complete rebuild (£1.2m) new site identified
Inkberrow Village Hall	Sands Road, Inkberrow, Worcs, WR7 4HJ	Good, capacity issues, new toilets required £30K
Kemerton Victoria Hall	High Street, Kemerton, Tewkesbury, GL20 7JE	Adequate, capacity issues especially day use (pre-school)
Kington & Dormston Village Hall	Cockshot Lane, Dormston, Worcester, WR7 4LB	Inadequate – rebuild most economic
Little Comberton Village Hall	Pershore Road, Little Comberton, Pershore, WR10 3EP	Good
Littleton Village Hall	School Lane, Middle Littleton, Evesham, WR11 8LJ	Good – capacity issues
Lower Moor Parish Hall	Cherry Orchard Road, Lower Moor, Pershore, WR10 2PN	Good, capacity issues
Norton and Littleworth Parish Hall	Wadborough Road, Littleworth, Worcester, WR5 2QN	Good – in need of minor refurbishment (windows and heating £30K)
Norton and	Kings	Good some capacity issues

Lenchwick Village Hall	Lane, Norton, Evesham, WR11 4TJ	
Offenham Village Hall	Main Street, Offenham, Evesham, WR11 5RL	Good, needs minor works (toilets, etc £30K)
Ombersley Memorial Hall	11, Sandys Road, Ombersley, WR9 0DT	Good – but in need of modernisation (£50K)
Overbury Village Hall	Hill Road, Overbury, Tewkesbury, GL20 7NT	Good, capacity issues
Pebworth Village Hall	Chapel Road, Pebworth, Stratford-upon-Avon, CV37 8XJ	Inadequate – has capacity and condition issues (£200K)
Peopleton Village Hall	Main Street, Peopleton, Pershore, WR10 2EG	Excellent
Pershore St. Andrews Parish Centre	Church Street, Pershore, WR10 1DT	Inadequate – requires minor refurbishment (£25K)
Pinvin Memorial Hall	Main Street, Pinvin, Pershore, WR10 2ER	Poor and capacity issues
Rotary House	Corbet Avenue, Droitwich	Good
Rous Lench & Radford Village Hall	The Green, Rous Lench, Evesham, WR11 4UW	Adequate
Salwarpe Village Hall	Salwarpe, Droitwich, WR9 7JB	Good
Sedgeberrow Village Hall & Betteridge Room	Main Street, Sedgeberrow, Evesham, WR11 7UE	Only a meeting room, school hall acts as community venue outside school hours.
Spetchley Hall	The Old School, Spetchley, Worcs, WR5 1RS	Poor – needs major refurbishment (including heating)
Stoulton Village Hall	Church Lane, Stoulton, Worcs, WR7 4RE	Good – has capacity issues and in need of minor refurbishment (£25K)
Strensham Village Hall	Hill View Road, Strensham, Worcs, WR8 9LJ	Inadequate – limited capacity and in need of refurbishment (£30K)
Sytchampton	Cow Lane,	Good – capacity issues used by the school for PE

Community centre	Sytchampton, Ombersley, DY13 9SY	lessons
Tibberton Parish Hall	Plough Road, Tibberton, Droitwich Spa, WR9 7NQ	Poor-requires complete rebuild (£1.2m) new site identified
Westlands Community Hall	Community Hall, Farmers Way, WR9 9EQ	Good – but in need of minor works (£25K)
Upton Snodsbury Village Hall	Church Road, Upton Snodsbury, Worcs, WR7 4NZ	Poor capacity issues, no parking in need of minor refurbishment (£25K)
Wickhamford Memorial Hall	Manor Rd, Wickhamford, Evesham, WR11 7SA	Inadequate, major refurbishment (£100K)
Whittington Village Hall	Church Lane, Whittington, Worcs, WR5 2RQ	Poor-requires complete rebuild (£1.2m) new site identified
Wychbold Village Hall	School Road, Wychbold, Droitwich Spa, WR9 7PU	Good – has capacity
Wyre Piddle Village Hall	Worcester Road, Wyre Piddle, Pershore, WR10 2JB	Average

Youth Building	Address	Condition Summary
Broadway Youth Club (Ourside)	Ourside Youth Centre, Broadway Road, Evesham, Worcestershire, WR11 1BH	Good – in need of minor refurbishment (£30K)
Pershore Riverside Centre	Pershore Riverside Youth Centre, King Georges Way, Pershore, Worcestershire, WR10 1QU	Good – major refurbishment planned due to capacity issues (£850K)
Wallace House	Oat St, Evesham, Worcestershire, WR11 4PJ	In need of major refurbishment (£1.4m)
Evesham Adventure Playground		Good in need of minor refurbishment (£40K)

5.116 MALVERN HILLS

The Malvern Hills District Council Open Space, Sport and Recreation Study (2007) identified 46 village, church and community halls in the District. No shortfall in provision was identified at the time of the Study but this will need to be reviewed in the light of the planned housing development during the Plan period; however, there is a specific requirement for a community hall as part of the North East Malvern urban extension (SWDP 56) and the South Worcester Urban extension (SWDP 45/1) and the West Worcester Urban Extension.

5.117 As part of this 2016 SWIDP update, notwithstanding the community buildings included in the tables above, as identified under paragraphs 5.81-5.83, the Diocese of Worcester are committed to the principle to open up and develop their church buildings to be developed for wider community use wherever needed and possible.

SPORTS AND RECREATIONAL FACILITIES

5.118 Sport and recreation are important contributors to the health and economy of local communities. This section includes the full range of sports and recreational facilities, including Built Leisure. Built leisure includes infrastructure such as swimming pools, sports and leisure centres, and sports specific facilities, such as tennis clubs.

5.119 Further information on the approach to this section is detailed in section 5 of the previous October 2014 version of the IDP.

5.120 The main evidence base was the July 2010 Nortoft Study on Sports Facilities Framework, which covers the time period up to 2026. There had been a representation from Sport England concerning the methodology used in the evidence base and subsequent to the 2010 Nortoft Study, a new Playing Pitch Strategy (PPS) has been undertaken and published in 2015. However, at the time of this 2016 update, the findings from the 2010 study are still being used, as the PPS is still the subject to discussions with Sport England.

5.121 The SWIDPIS contained a schedule on the capital cost of built leisure facilities. This was updated by the three SWC Councils in autumn 2012 with further refinements in May 2013 and April 2014. No further significant updates or refinements were available for the September 2014 version of the SWIDP or this 2016 update.

Summary of Schedule

- University of Worcester Sports Arena: £10m.
- New Swimming Pool Worcester c. £10.5m
- 4 court Sports Hall (linked to Worcester West Plus full size synthetic turf pitch and tennis courts
- 4 court Sports Hall plus outdoor tennis court, (linked to Worcester South):.
- Full size 3G football STP, Worcester

- 4 court indoor tennis centre, Worcester
- 2 MUGA (Multi Use Games Areas), Worcester
- 8 Lane synthetic athletics track, Malvern Hills: Malvern College
- 5 court Sports Hall (indoor cricket), Wychavon:
- 8 court Sports Hall, Droitwich or Evesham, Wychavon:.
- 4 court Sports Hall (expansion of existing facility) and 2 court sports hall, Wychavon:
- 4 court Sports Hall, Wychavon
- Outdoor athletics training facility, school site, Wychavon Evesham
- Outdoor athletics training facility, school site, Wychavon Pershore
- 2 Full size 3G Football Synthetic Turf Pitch (STP), Wychavon
- Full size sand filled STP

PLAYING FIELDS IN SOUTH WORCESTERSHIRE

- 5.122 The March 2012 County evidence base makes extensive reference to the South Worcestershire Sports Facilities Framework (SWSFF), together with the Herefordshire and Worcestershire Sports Facilities Framework and the three District Playing Pitch Strategies. Section 5 of the October 2014 version of the SWIDP provides further information on the SWSFF.
- 5.123 No further updates or refinements were available for the September 2014 version of the SWIDP. A new Playing Pitch Strategy (PPS) for south Worcestershire has since been undertaken and published in 2015. However, at the time of this 2016 update, the findings from the 2010 study are still being used, as the PPS is still the subject to discussion with Sport England.
- 5.124 Consequently, no further significant updates or refinements are suggested for this version of the SWIDP or this 2016 update.
- 5.125 Playing field need in south Worcestershire
- Worcester East (location tbc but separate from cricket site in East): 6.9 ha for football: 2016-2021.
 - Worcester West SUE: 6.5 ha for football: 2016-2021.
 - Worcester South SUE: 6.4 ha. for football: 2016-2021.
 - Worcester East (location tbc but separate from football site in the East): 4 ha. for cricket : 2016-2021.

- Worcester West SUE: 4 ha. for cricket : 2016-2021
- Worcester South SUE : 2 ha. for cricket : 2021-2026.
- Worcester South SUE (or possibly Worcester West) : 7 ha. for rugby: 2016-2021.
- Malvern Town: 6 ha. for football: 2016-2021 & 2021-2026.
- Malvern Town/ Malvern Town East): 2 ha. for cricket : 2016-2021 & 2021-2026.
- Evesham SUE (Hampton /Persore Lane or Cheltenham Road): 6 ha. for football : 2011-2016 & 2016-2021.
- Evesham North SUE (Offenham Lane): 6 ha. for football: 2011-2016.
- Evesham South or SW SUE (Hampton/Persore Lane or Cheltenham Road): 2 or 4 ha. for cricket : 2011-2016 & 2016-2021.
- Evesham North SUE (Offenham Lane): 2 ha. for cricket: 2011-2016.
- Droitwich Spa SUE (north of Pulley Lane preferably or possibly Copcut Lane): 2 ha. for cricket.

Notes:

Playing fields are to be developed as and when the new housing developments are commenced.

SUE = Sustainable Urban Extension

- 5.126 The County Council March 2012 evidence base states that the contributions sought are based on the capital costs of providing a typical facility. The calculation includes basic building costs, landscaping and external works, professional fees and initial equipment costs.
- 5.127 It states in the evidence base that the SWSFF has calculated that the total future need for playing fields is 60.45 ha. Costing has been calculated at £125,000 based on:-
£80k.per 6400 sq.m. (Sport England : 2010) = £125,000.
- 5.128 Therefore, total contributions for South Worcestershire are estimated at over £9.5m.
- 5.129 On smaller developments, off-site contributions will be sought to support nearby existing or new sites and/or for identified, more strategic sites, such as larger, high quality, multi-pitch and multi-sport sites serving more than the local need.

E) EMERGENCY FACILITIES

- 5.130 The current position is set out in this section of the SWIDP, which has been produced in partnership with the emergency services.
- 5.131 Evidence prior to this includes the 2013 draft of the Worcestershire Infrastructure Strategy (WIS), which was published for public consultation in January 2013. The evidence supporting the WIS comprises chapter 11 of the Needs & Issues Paper

(June 2012), which is the evidence base of the emerging Worcestershire Infrastructure Strategy. Worcestershire County Council is working in partnership with the Emergency Services with respect to the WIS on an on-going basis, where appropriate. However, it is recognised that the majority of emergency services infrastructure requirements are local in nature and therefore best considered at a local level. The County Council will continue to work with Emergency Services around specific larger scale infrastructure requirements, and also through the Capital Asset Partnership.

- 5.132 The Emergency Services were consulted on the SWIDPIPS in summer 2012 and the SWIDP in early 2013 and the responses on behalf of West Mercia Police were assessed and have been discussed with their consultant and the SWIDP amended accordingly. Further consultations have taken place in summer 2014.
- 5.133 Emergency services infrastructure includes the requirements of West Mercia Police (WMP), Hereford & Worcester Fire and Rescue Service (HWFRS) and the West Midlands Ambulance Service (WMAS)
- 5.134 All three emergency services are currently in the process of adapting themselves to the austerity measures and Government financial plans for the public sector. In relation to HWFRS and WMAS, the impact of this is not yet fully understood. As information becomes available the SWIDP will be updated. In relation to WMP however, the impacts are becoming clearer.

Police and Security

- 5.135 WMP is required to identify £20million in savings by 2015. This is mainly due to cuts in Government funding, but also resulting from a freeze in the Council Tax precept for policing for 2013/14.
- 5.136 Key to meeting the tough financial challenge has been the establishment of a 'Strategic Alliance' between WMP and Warwickshire Police. This involves both Forces sharing assets as much as possible, to ensure that services can be delivered in the most effective way.
- 5.137 In addition to the above, a review of WMP's estate and all its premises has taken place, to ensure that it continues to be fit for purpose whilst delivering savings of £1.5million. This will involve closing some sites and subsequent relocation to alternative premises. However, service delivery to the public will be maintained at present levels.
- 5.138 Proposals for implementing the above in terms of closures and relocations to alternative premises are being finalised. The three SWC Councils will work with WMP closely and update the SWIDP, as and when appropriate.
- 5.139 The key point to highlight is that the cost savings and associated changes being made by WMP are all related to maintaining WMP's existing capacity and capability to deal with the current level of development and population across South Worcestershire and to address existing deficiencies.
- 5.140 WMP consequently has no resources at all to enable the provision of the additional infrastructure that will be required to address the demands arising as a result of the future development and population growth proposed in the SWDP.

5.141 With all three emergency services, the impact of development growth relates to two main issues. Firstly, increased development and associated population growth leads to an increased number of incidents which require an emergency response. Secondly, there will be a significant impact on response times and delivery of day-to-day services. New developments provide new destinations to be serviced and therefore will require additional emergency services infrastructure to be provided, if response times and services cannot be acceptably delivered using existing infrastructure. Additional funding and/or in-kind contributions will consequently need to be secured to provide an acceptable level of emergency services cover commensurate with development and associated population growth.

5.142 WMP and HWFRS are working together on infrastructure planning as part of wider work under the Worcestershire Capital & Asset Pathfinder initiative. WMP and HWFRS in turn regularly consult with WMAS to ensure that all three emergency services coordinate their infrastructure planning for future development and population growth.

5.143 The evidence base that examines and calculates the infrastructure required by the emergency services to accommodate the additional demands that will arise from the delivery of planned development and population growth is, as of summer 2014, provided by the following sources:-

- Planning for Infrastructure in Worcestershire – Worcestershire Infrastructure Strategy – January 2013.
- Planning for Infrastructure in Worcestershire – Consultation on Strategic Options to inform Preparation of Strategy – June 2012.
- Planning for infrastructure Needs & Issues Research Paper – Update – June 2012.
- West Mercia Police and WYG – South Worcestershire Strategic Infrastructure Assessment – Addendum Letter – July 2014
- West Mercia Police and WYG – South Worcestershire Strategic Infrastructure Assessment – Addendum Note – February 2013.
- West Mercia Police and WYG – South Worcestershire Strategic Infrastructure Assessment – Addendum Note – September 2012.
- West Mercia Police and WYG – South Worcestershire Strategic Infrastructure Assessment – November 2011.

5.144 The above evidence base explains the impact of the autumn 2010 Comprehensive Spending Review and the tough funding formulae for grant for emergency services mean that only revenue costs are funded. Revenue funding is being squeezed as for other infrastructure providers. The emergency services will struggle to find capital for infrastructure and are, therefore, seeking developer contributions to maintain an acceptable level of service delivery, as detailed above.

5.145 Key points from the evidence base regarding WMP requirements are as follows:-

WMP commissioned WYG to undertake a Strategic Infrastructure Assessment (SIA). The SIA examined and calculated the infrastructure the police will require to accommodate the demands arising from the delivery of planned development and associated population growth. Infrastructure requirements include buildings, personnel (comprising both operational and support staff), vehicles and operational equipment that would be required to support the growth proposals of the SWDP.

5.146 The SIA which was originally submitted to SWC in November 2011 and, its findings were based on the Preferred Options SWDP. It is intended that the SIA will be updated once the Inspector's conclusions on the SWDP incorporating the Proposed Modifications arising as a result of the Examination process are known. In the interim, WYG have produced updated information regarding WMP's infrastructure requirements based on the increased housing numbers that the Inspector considers are necessary to meet objectively assessed housing needs of the three authorities. It is also based on recent operational and other changes within WMP that have an impact on premises and other infrastructure. The information below should be regarded as the interim position and subject to review in the updated SIA in due course.

- a) Worcester South- Police Post - £159,000 - £450,000-
 - b) Worcester South – ANPR cameras - £166,000
 - c) Worcester West- Police Post - £159,000 - £450,000-
 - d) Worcester West – ANPR cameras - £52,034
 - e) Worcester North and East Urban Extensions- Two Police posts- £159,000 - £450,000 each.
 - f) Extension to Evesham Police Station- £1,420,000
 - g) Three new police posts: Droitwich Spa, Hartlebury and Newland, (NE Malvern.) Each of which will cost £159,000 - £450,000.
 - h) Custody facilities expansion 4cells) –Worcester - £212,000.
 - i) Total capital infrastructure cost; £2,963,034 - £5,000,034 (excluding land cost). It should be noted that the costs of police posts will vary according to the number of officers and staff that will need to be accommodated.
 - j) Additional officers (set-up costs for 80 no. officers) - £305,018
 - k) Additional vehicles and other operational equipment - £708,206l) Additional central support staff (set up costs for 40no. support staff) - £108,080
- It should be noted that items j), k) and l) are the capital costs attributable to total growth across the SWDP area. These will be apportioned to the individual urban extensions and other proposed developments in proportion to the scale of growth proposed in each.

The total costs for the above are £4.084M - £6.121M (rounded)

- As the above requirements result from the delivery of planned development and associated population growth, WMP considers that the majority of these costs will need to be funded through the planning system. At the present time, this will be through the mechanism of s106 contributions. In the future contributions are also expected to be through CIL.
- The SIA explains in detail why the majority of the costs associated with meeting the infrastructure demands of development and population growth cannot be met through the police's own funding mechanisms.
- The evidence base more generally contains information on those significant development proposals that have come forward, as of autumn 2012, and WMP's responses to them.
- WMP have also made site specific submissions in relation to their Hindlip Park HQ. The SWDP proposes that Hindlip Park be designated as a Major Development Site (MDS) in the Green Belt which, if confirmed, would allow appropriate development within the MDS boundary.

5.147 Members of the SWC Councils are supportive of WMP and understanding of their budget situation. However, in view of the scale of police requirements, questions have been asked of the prioritisation of police requirements. This has been raised with WMP and the answer is that the timing of WMP infrastructure will be determined by the phasing of specific development proposals. For example, if major development proposed for Evesham comes forward ahead of a proposal, say an urban extension for Worcester, the extension to Evesham Police Station will be required in advance of the infrastructure needed in relation to the urban extension. If two major development proposals come forward simultaneously, clearly each will require the appropriate infrastructure provision simultaneously in order for WMP to be able to comply with its statutory duty to maintain effective policing. Conversely, if developments proposed in the SWDP do not proceed, there will be no requirement for the additional directly related infrastructure provision.

Fire and Rescue Service

5.148 Turning to the HWFRS, a review of the evidence base reveals that their capital infrastructure in South Worcestershire consists of the following:

- a) 1 whole time fire station in Worcester
- b) 3 day-crewed stations in Malvern, Droitwich and Evesham and
- c) 5 retained duty stations in Pershore, Broadway, Pebworth, Tenbury Wells and Upton-upon-Severn.

5.149 Having analysed the capacity of these stations relative to the development proposals within the SWDP, HWFRS has concluded that they do not require additional capital infrastructure. Instead HWFRS (with the support of WMP and WMAS) are advising developers to incorporate the following within their proposed schemes:

- a) Adequate water supplies for effective fire fighting , as existing HWFRS funding is insufficient to meet the costs of providing fire hydrants in all new developments across South Worcestershire.
- b) The installation of automatic water suppression systems in all new housing and other developments. This is because these systems are proven to reduce significantly fire deaths, injuries and property damage as a consequence of fire. This is because they control fires with minimal water and reduce the toxic smoke plume fall out, as well as reducing the contaminated water run off from fire.
- c) The design of new housing and other developments must ensure that the emergency services can access all areas and buildings. Ideally, there should be a dedicated access road that connects with the surrounding highway network. In addition, proposals involving on-street car parking within developments must not hinder emergency service access.

Ambulance

5.150 Turning to WMAS, it is their intention to consolidate their estate into centralised hubs supported by a network of Community Ambulance Stations. This will drive down costs by reducing occupied floor area. Surplus estate will be disposed of to enable maximum efficiency savings which will be redeployed to provide enhanced patient care.

5.151 The above process will thereby ensure that fit for purpose accommodation is located in the best locations to support its new operating model, termed “Make Ready”, in order to address the following issues:

- Poor location factors.

- An aged estate in poor condition with escalating maintenance costs.
- Reduce occupied floor area and
- Reduce annual running costs.

5.152 It is anticipated that the cost of creating a central hub in Worcester will be £0.4m, with the total being met through capital receipts raised from the disposal of former ambulance stations.

Partnerships

5.153 Alongside all of the above, the three emergency services continue to work actively with partners to determine where further efficiencies and savings can be achieved. A key example of this is the “Strategic Alliance” between WMP and Warwickshire Police. In addition, WMP and HWFRS are working closely to identify opportunities to share buildings. The aim of both these areas of work is to deliver services in a way that achieves greater operational and organisational resilience for the parties involved.

Development Contributions

5.154 In view of the above and the specified infrastructure requirements to respond to the demands arising from development and associated population growth, it is reasonable to expect new developments to contribute towards the cost of new emergency services infrastructure.

5.155 In this respect, WMP has negotiated successfully contributions from a number of developers on sites in South Worcestershire. However, it is becoming increasingly apparent that development schemes are progressing ahead of the adoption date of the SWDP. This in turn means that limited contributions are being received, as negotiation of contributions towards police and emergency services infrastructure needs is taking place with reference to currently adopted local planning policies, which for the most part did not include reference to contributions to this type of infrastructure.

5.156 All of the emergency services recognise that further detailed infrastructure planning work will be required as the SWDP and its associated SWIDP progress. This is already underway through proactive partnership working.

5.157 Additional information was received from the emergency services in May 2016 as part of the targeted consultation for this 2016 update of the SWIDP. However, as this information contained substantive updates on infrastructure requirements, it is recommended that a further meeting with the emergency services is scheduled during summer/autumn 2016. The SWIDP will therefore be updated again later in 2016 to reflect this updated position.

SECTION SIX: GREEN INFRASTRUCTURE

A) INTRODUCTION

- 6.1 This section of this document is written not only in support of Policy SWDP 7 on Infrastructure but also Policy SWDP 5 on Green Infrastructure.
- 6.2 Reference should be made to SWDP 5 and the supporting reasoned justification. SWDP 5 sets out, inter alia, the requirements for development to make provision for green infrastructure.
- 6.3 The green infrastructure information outlined in the SWIDP has been informed by the evidence base prepared by the Green Infrastructure Partnership (GI Partnership) consisting of representatives from the County Council, the six district councils, Defra agencies and the third sector including Worcestershire Wildlife Trust. There has been on-going consultation with the various GI Partnership organisations including the County Council and Natural England. These discussions have been reflected in this current version of the SWIDP.
- 6.4 Green infrastructure has been defined by the Worcestershire Green Infrastructure Partnership as “the network of green spaces and natural elements that intersperse our cities, towns and villages. It is the open spaces, waterways, gardens, woodlands, green corridors, wildlife habitats, street trees, natural heritage and open countryside. Green infrastructure provides multiple benefits for the economy, the environment and people”. This is in accordance with a standard West Midlands definition, as first set out in the West Midlands Green Infrastructure Prospectus in 2007/2008.
- 6.5 As explained in the evidence base, green infrastructure considers both public and private assets in both a spatial dimension (e.g. areas or corridors) or as theme running through the various forms of infrastructure provision. The multi-functional nature of green infrastructure means that it performs a number of roles, delivering ecosystem services, which can include provisioning, cultural, regulating and supporting services. These include biodiversity, landscape, physical and mental health and well-being, contributing to flood attenuation, climate change mitigation etc. and, providing a setting for the growth and development of a sustainable economy.
- 6.6 In considering future need, provision and funding of green infrastructure, it is important to recognise the multi-functional role of such space and the different delivery tools for its planning and provision and future management.

Examples of green infrastructure given in the evidence base include:

- Sites protected for their historic or nature conservation value.
- Management of surface water through SuDS (sustainable drainage systems) in new development.
- Sustainable transport solutions, such as footpaths or cycle ways within new or existing development.
- Creation of parks and open space in both new residential and commercial development.
- Regeneration of or improvements to public space.
- Flood defence schemes
- Innovative building design e.g. green roofs.

- Wider landscape enhancements through countryside stewardship Formal and informal open space and playing pitch provision, including informal kickabouts etc.
- 6.7 There has been increased national recognition in recent years of the continuing importance of parks and green spaces. This was included the PPG17: Planning for Open Space, Sport & Recreation. This is replaced by the NPPF which emphasises the importance of open space although does not define a standard approach. PPG17 Planning for Open Space, Sport and Recreation remains a valid document in so far as it prescribes good practice. The PPS1 Ecotowns supplement also emphasised the need for green infrastructure, placing a requirement for 40% green infrastructure on development. These have now been superseded by the NPPF and PPG, both of which provide strong policy support for green infrastructure.
- 6.8 Other aspects of green infrastructure include the protection and potential enhancement of existing green infrastructure and environmental assets and public rights of way. This promotes informal recreation and other safe walking and cycling routes as part of healthy lifestyles.

B) STRATEGIC ASSESSMENT OF GREEN INFRASTRUCTURE

- 6.9 The GI Partnership evidence base explains that a baseline assessment of the green infrastructure themes for biodiversity, landscape, blue infrastructure and historic environment has facilitated the development of an Environmental Character Areas map for Worcestershire, as part of the Worcestershire Green Infrastructure Strategy GI Strategy.
- 6.10 This combined assessment has been undertaken to give a high level analysis of the overarching quality of green infrastructure within each character area in Worcestershire. This is accompanied by a series of objective tables which highlight the issues and priorities for each of the character areas providing the focus for intervention.
- 6.11 The map identifies areas of strategic intervention based on the existing green infrastructure quality and the broad strategic approach to be taken i.e. protection, enhancement of existing assets or creation of new assets (see Green Infrastructure Framework Document 2).
- 6.12 The work on the GI Strategy by the Partnership has been a broadly parallel but not identical course to the emerging SWIDP. The draft GI Strategy was available at the end of December 2012 for comments and initial endorsement by the GI Partnership members. The GI Strategy was subject to public consultation in May/June 2013 and was published later that year. Since then, the GI Strategy have been adopted or endorsed by the GI Partnership member organisations including the South Worcestershire Councils.
- 6.13 The purpose of the GI Strategy is to co-ordinate and plan green infrastructure across Worcestershire arising from both new development and to supplement and enhance existing green infrastructure provision and functionality. The GI Strategy will “provide guidance on maximising the functionality of green infrastructure using an ecosystems services approach and working through the Green Infrastructure Partnership to influence and inform their investment decisions which will both impact on and assist the delivery of green infrastructure in the County”. The GI Strategy established spatial priorities for green infrastructure in Worcestershire. Quality of the natural and historic

environment and socio-economic status has been taken into account to identify high-level priorities to inform the Partnership's approach to green infrastructure in different areas of the county (see Section 4, GI Strategy).

- 6.14 An implementation plan has also been developed by the GI Partnership in 2015. The plan aims to guide delivery of green infrastructure and assist partners in aligning future delivery projects and their funding streams.
- 6.15 Four evidence papers to support the GI Strategy. They are:
- Green Infrastructure Framework document 1 - provides a basic summary of the green infrastructure concept and signposts stakeholders to evidence that the County Council officers can provide to support its planning.
 - Green Infrastructure Framework document 2 - includes a review of the baseline data for biodiversity, landscape and the historic environment and develops a combined approach to existing green infrastructure within the county, through the GI Environmental Character Areas. The GI Environmental Character Areas are classified according to the strategic intervention required, based on the existing GI assets and strategic analysis. A series of high-level objectives are set out for each of the character areas, based on the key green infrastructure themes.
 - Green Infrastructure Framework document 3 - assesses informal recreation provision in the county and its contribution to green infrastructure. It identifies the location, extent, and functionality of strategic recreational assets in Worcestershire. It also explores the potential need for new recreational assets and identifies areas of search and potential funding mechanisms for new facilities.
 - Green Infrastructure Framework document 4 - explores how multifunctional green infrastructure solutions can provide economic and health benefits, as well as contributing to climate change mitigation and adaptation.
- 6.16 The GI Strategy is complemented by Concept Plans and Statements, which support the delivery of green infrastructure on individual strategic development sites. These undertake an assessment of the individual strategic development sites to support and deliver green infrastructure based on an assessment of the individual green infrastructure themes and the priority issues for the sites. This approach has been used in relation to a number of SWDP Sites, including Worcester South, North East Malvern, Worcester West and Station Road, Pershore.
- 6.17 Significant progress has already been made in the assessment of assets across Worcestershire. The typology of green infrastructure assets is varied recognising its multifunctional role. Key assets could be seen to include the woodlands, river and canal corridors, country parks, formal parks, allotments, footpaths, cycle ways and SuDS.
- 6.18 The Green Infrastructure Framework document 3 which have been informed by the work completed includes the following summary of sub-regional Green Infrastructure recreational assets in South Worcestershire.

Primary assets:

○ Malvern Hills	1,373.3 ha.
○ River Avon	415.9 ha.
○ River Severn	374.7 ha.
○ River Teme	305.7 ha.
○ Shrawley Wood	157.9 ha.

- Kempsey Common . 103.3 ha.
- Worcester Woods 33.8 ha.
- Worcester Riverside 6.3 ha.
- Evesham Country Park 39.8 ha.

Linear Assets:

- Droitwich Canals 11.4 km.
- Staffordshire. & Worcestershire Canal 31.8 km
- Worcester & Birmingham Canal 44.3 km.
- Stratford Canal 0.73 km.
- River Avon 72.4 km.
- River Lugg 20.7 km.
- River Severn 96.7 km.
- National Sustrans cycle route 41 19.4 km. (Bristol to Rugby via Evesham)
- National Sustrans cycle route 46 22.3 km. (Droitwich Spa to South Wales via Worcester & Malvern)
- National Sustrans cycle route 45 106.9 km. (Salisbury to Chester via Worcester & Droitwich)
- Sustrans Regional Cycle Route 44 13.5 km (Persore to Worcester Cycle Route)

6.19 This same assessment report establishes a clear pattern of assets that run through the central north–south corridor of Worcestershire close to the centres of population coming under most pressure. The majority of assets are at risk from increased visitor pressure from planned development both within and outside Worcestershire. Future development largely reinforces the pattern of current visitor pressure on assets with the central north-south corridor coming under pressure as the population increases in places like Worcester and Kidderminster.

6.20 Given the limited opportunity to expand existing informal recreation sites the GI Framework 3 document identified areas of search for new recreation sites in Worcestershire. The areas of search were selected due their proximity to areas of expected population growth and existing recreational pressure; proximity to areas of recreational interest and proximity to a major transport link such as a road. The study established only indicative areas with broad geographical locations. It may be appropriate to undertake further detailed work at the local level to either identify potential recreational sites, or to remove them from further consideration if deemed unsuitable. Three of these areas fall within South Worcestershire:

- Worcester/Droitwich Park; canal ring centred on Hindlip and extending south to junction 6 of the M5
- Hallow Riverside Park : Grimley South to Northwick and Eastbury along both sides of the river
- Sandford (Clifton) Water Park: south of Draycott and extending south to the base of Knight Hill.

C) CALCULATING GREEN INFRASTRUCTURE REQUIREMENTS AND COSTS

6.21 SWDP 5 sets a policy requirement of:

1. 40% green infrastructure on sites of 1 ha or more
2. On sites less than 1ha but more than 0.2ha 20% green infrastructure

3. On brownfield sites, no specific green infrastructure requirements
- 6.22 Green infrastructure provision on a site will be made up of number of elements, which together form the green infrastructure framework for the site. For example, an informal kick about area will have an informal recreation function, but may form a part of the surface water drainage system for a severe rainfall event.
- 6.23 However, the PPG17 audits will form part of this and will be considered to be green infrastructure assets when they deliver more than one benefit, such as open space and recreation provision for residents. It needs consideration of issues such as the quality of biodiversity or the impact of flooding. The GI Partnership members encourage local planning authorities to produce Green Infrastructure Studies and Strategies which should establish green infrastructure provision at a local scale.
- 6.24 The GI Partnership proposes that strategic assessments should be informed by the Worcestershire AIRS (Access & Informal Recreation Strategy) and by Strategic Plans such as Local Transport Plans and Management Plans for AONBs.
- 6.25 In assessing green infrastructure provision, it is important to recognise that the distribution of provision by topology may vary significantly across a District. This can bring a significant disparity between total provision across a District, which may even have a surplus, and provision at a local scale, whilst at ward level there may be significant deficiencies.
- 6.26 Access to natural greenspace has been evaluated across Worcestershire using a methodology called ANGst, which has been developed by Natural England. This standard measures a distance/size threshold between different sites. Further information is available in the GI Framework document 3.
- 6.27 Ultimately, the future provision of green infrastructure will need to be assessed on an individual site basis based on a site's characteristics and those of surrounding neighbourhoods. The general principles of viability, funding and costing of green infrastructure are described in the evidence base guidance notes produced by the GI Partnership in 2016.
- 6.28 There is wide variation in the cost of green space provision identified across existing evidence. This reflects the differing experiences across the authorities and the varying costs of provision of different typologies and designs.
- 6.29 Green infrastructure is a multifunctional asset and will be influenced by the plans and delivery mechanisms from a number of cross cutting areas. In order to avoid double counting, the analysis of cost (where available) has centred on the provision of green space rather than other assets such as sustainable transport infrastructure or SuDS though these will need to be picked up elsewhere in the overall analysis.
- 6.30 Green Infrastructure will come forward through a number of routes including:-
- Allocations of housing and employment land.
 - New sustainable transport infrastructure as part of
 - Local Transport Plan 3/4
 - SuDS on development sites or retrofitted into existing development
 - Renewable energy schemes

6.31 Indicative costs quoted in the evidence base include :

- Restoration of species-rich, semi-natural grassland: £200 per ha.
- Standard parkland tree/hedgerow tree and planting: £7.50 per tree
- Swales: £10-15 per m²
- Detention basin: £ 15 – 20 per m³ detention volume.

Nevertheless, funding will be required for the provision and enhancement of green infrastructure assets. Green infrastructure funding will come from a variety of sources due to its cross boundary nature within other infrastructure themes and the volume of development being delivered.

6.32 Many green infrastructure projects will be funded directly through housing and employment and development sites through direct on site delivery (planning conditions) and developer contributions.

6.33 Green infrastructure can have a positive effect on site viability by adding value to the development in the long term or short term through, for example, increased sales or rental receipts. Similarly, it can help in meeting multiple requirements imposed on the developments such as habitat protection, landscape enhancements or flood risk mitigation which can be met by provision of green infrastructure on a single piece of land.

6.34 The positive effects of green infrastructure on the development viability and cost reduction can be ensured by :

- Early assessment and incorporation of green infrastructure into master planning as retrofitting at a later stage is more costly.
- Carefully designed and sensitive to the quality of green infrastructure assets master planning can create multi use themes such a grass bank providing a drainage channel for example.
- Viability testing should include the current and future value of the green infrastructure assets
- Ensure accurate costing when master planning to ensure no under or over provision occurs.
- Costing of multiple use assets once to avoid additional upfront costs.

6.35 Direct on site delivery is the most frequent method to deliver green infrastructure on new development. The exact design, function, costs of the green infrastructure is negotiated as part of the planning application process. Typically a phased plan for landscaping and other green infrastructure elements is usually submitted with planning applications.

6.36 Developer contributions in the form of section 106 agreements may also be used to fund green infrastructure projects directly related to a site.

6.37 CIL contributions could also be used to fund strategic off site projects which could have a wider county and district benefit. CIL contributions can also be used as revenue funding for enhancement and or modification of existing green infrastructure features. In order for CIL contributions to be used for green infrastructure projects it will need to be named as project area on the regulation 123 list.

- 6.38 Other funding streams do exist for green infrastructure projects. For those projects related to new development they can include hypothecated taxes or endowments from development.
- 6.39 The approach to delivery, funding and valuation of green infrastructure for projects outside of the planning process will vary. Depending on the type of the projects, funding for enhancement and maintenance of green infrastructure could come from, for example, the National Lottery funding or Countryside Stewardship.

SPORTS & RECREATIONAL FACILITIES

- 6.40 It is recognised that sports and recreational facilities can play an important role within the functioning of the Green Infrastructure network even though these are not, strictly speaking, Green Infrastructure. On balance and following a positive dialogue with the County Council on this matter, the section on Sports and Recreational Facilities, which was contained in section 6 of the SWIDPIPS has now been included in the relevant part of Section 5D of this SWIDP.
- 6.41 All of this Green Infrastructure section relates to the latest position from the County Council as of September 2014. It would also be sensible in future versions of the SWIDP to consider the more local aspects of green infrastructure which are also important in making developments more sustainable.

BLUE INFRASTRUCTURE

- 6.42 The Canal & Rivers Trust own and manage the Droitwich and Worcester & Birmingham Canal and the Trust acts as Navigation Authority for the River Severn.
- 6.43 Apart from their traditional role as a system of travel or transport the waterways serve in a variety of roles, including: an agent of or catalyst for regeneration; a contributor to water supply and transfer, drainage and flood management; a tourism, cultural, sport, leisure and recreation resource; a heritage landscape, open space and ecological resource; sustainable modes of transport; and routes for telecommunication. The Canals and river contribute to the County's outstanding heritage and character and play an important part of the culture and built heritage places within the County.
- 6.44 The Canals and Waterways offer opportunities for leisure, recreation and sporting activities as part of the 'natural health service', acting as 'blue gyms' and supporting physical and healthy outdoor activity.
- 6.45 The waterways are also supporting climate change, carbon reduction and environmental sustainability initiatives by assisting in the mitigation of flood risk, playing a role in urban cooling, providing sustainable means of transport, supporting biodiversity and forming ecological corridors and contributing to local renewable energy targets through the use of canal water for the heating and cooling of buildings.
- 6.46 The Canal & River Trust (the Trust) welcome the opportunity to liaise with the South Worcestershire Authorities in identifying priorities for the waterways to form part of the

Green Infrastructure assets in the area and will assist where possible in the in the delivery of projects. At present we are aware of and promoting the following projects.

Worcestershire Arts Ring

- 6.47 Worcester Arts Ring project led by the Arts Council, CRT and the various local Authorities based on the Severn, Droitwich and Worcester & Birmingham canal.

The first two of the five art installations is to be delivered in 2016-17 with a budget of £180,000.

Diglis

- 6.48 The Canal & River Trust is working with partners, including the Worcester City Council to create a Water Space Strategy for the Diglis Oil Basin and find a new use for the building on the Lock Island.

Worcester Riverside Park

- 6.49 The Trust will be a main stakeholder in the Worcester Riverside Park project which will include the improvement/creation of open space alongside the River Severn between the Race course and Diglis Bridge. Cycling accessibility improvements bring led by the County Council may require the replacement of Bridge 1 on the Worcester & Birmingham Canal and towpath improvements northwards.

Various locations, River Severn

- 6.50 The Canal & River Trust is working on a fish pass project between Tewkesbury and Stourport on the River Severn to enable fish to bypass the weirs at the various lock islands. This is a 5 year, £18 million project programmed for 2017-2022 and provided by the Environment Agency, Natural England and the Canal & River Trust.

SECTION SEVEN: DELIVERY OF INFRASTRUCTURE: FUNDING MECHANISMS

FUNDING SOURCES

- 7.1 This section explains funding streams currently available to South Worcestershire Councils and Worcestershire County Council for the delivery of infrastructure across South Worcestershire. It is clear funding sources available to South Worcestershire Councils and Worcestershire County Council can change over time. Table 7A below describes the potential current funding sources available in July 2016. This list is not exhaustive and some smaller funding streams may also be available.

Table 7A Main Infrastructure Funding Sources

Types of Funding	Infrastructure Themes it could fund	Notes
Community Infrastructure Levy (CIL)	Education Transport Open Space / Green Infrastructure Sports and Recreation Flood Mitigation Methods Community and Cultural Facilities Emergency Services Health Facilities	Expected introduction early 2017, funding subject to a bidding process. Funding will be split using an application process across South Worcestershire Councils, Worcestershire County Council and 3 rd party projects. Spending areas are defined within the Regulation 123 list ⁷ .
Planning Obligations	Education Transport Open Space / Green Infrastructure Sports and Recreation Flood Mitigation Methods Community and Cultural Facilities Emergency Services Health Facilities	Section 106 Agreements are intended to be scaled back once the introduction of CIL has taken place. They will still be used for specific on site projects and related projects as defined with in the Regulation 123 list Appendix A ⁸ .
New Homes Bonus (NHB)	Education Transport Open Space / Green Infrastructure Sports and Recreation Flood Mitigation Methods	Uncertain funding stream linked to building of new homes with 80% of the funding going to appropriate district council and 20% for Worcestershire County Council. NHB could be used to fund infrastructure.

⁷ Available at: http://www.swdevelopmentplan.org/?page_id=12207

⁸ Available at: http://www.swdevelopmentplan.org/?page_id=12207

	Community and Cultural Facilities Emergency Services Health Facilities	
Transport Local Funding	Transport	Typically used for medium sized schemes under £5m and accessed through the local growth fund administered by Worcestershire Local Enterprise Partnership.
Transport National Funding	Transport	Typically used for large scale schemes such as Southern Link Phase 4 as described in 7.13 below.
Flood Defence Grant in Aid (FDGIA)	Flooding	Funding for flood risk management schemes,
European Funding	Education Transport Open Space / Green Infrastructure Sports and Recreation Flood Mitigation Methods Community and Cultural Facilities Emergency Services Health Facilities	Includes; European Regional Development Fund (ERDF), European Local Energy Assistance (Elena), the Rural Development Programme for England (RDPE), Rural Enterprise Grant Scheme (INTERREG), the Joint European Support for Sustainable Investment in City Areas (JESSICA), LIFE+ (for environmental schemes),
Local Authority Funding	Education Transport Open Space / Green Infrastructure Sports and Recreation Flood Mitigation Methods Community and Cultural Facilities Emergency Services Health Facilities	Capital funding source which includes borrowing (prudential borrowing or tax increment funding) and reserves.
Other funding sources	Education Transport Open Space / Green Infrastructure Sports and Recreation Flood Mitigation Methods Community and Cultural Facilities Emergency Services Health Facilities	Many smaller funding streams exist for specific projects but are unlikely to be used frequently and will be situational depending on the project. South Worcestershire Councils and Worcestershire County Council will ensure appropriate bids are submitted when appropriate using evidence based approaches. This will often be linked to a match funding from one of the other categories above.

CURRENT POSITION. JULY 2016

- 7.2 All of the sources of funding for infrastructure in table 7A above and in further detail below will require further work and revision. The funding position has been updated throughout the development of the; SWDP, this Infrastructure Delivery Plan, the CIL

charging schedule and accompanying viability work. It is clear this work will remain live throughout the SWDP period and be critical to the delivery of the infrastructure articulated in this document.

a) Council Tax

- 7.3 The additional homes across South Worcestershire over the life of the Development Plan will generate a significant amount of additional council tax income subject to Central Governments calculation of Councils' Spending Power and any resulting equalisation. The average band D council tax in South Worcestershire is currently around £1,500 per year.
- 7.4 All councils continue to see a squeeze on their finances and, through the move to 100% business rates retention by the end of the current parliament, can expect to be self sufficient, relying on income from council tax and business rates. Forecast growth in business and council tax bases will therefore become key from a financial planning perspective.
- 7.5 Clearly with additional homes comes additional capital financing and revenue costs. for instance, the increased demands in service areas such as refuse collection and disposal, schools, public health, highway maintenance and so on. In addition, councils will have already factored in some taxbase buoyancy into their financial planning. Any excess income associated with increased council tax bases after the effects of increased costs or neutralisation by the Government through the new system of local government finance could be available to support new borrowing for infrastructure.

b) New Homes Bonus

- 7.6 The Government consulted on the future of the New Homes Bonus (NHB) earlier in the year and the outcome of that consultation is still awaited. Prior to this, the Government had regarded the NHB as counting towards core spending power for councils and therefore took this into account in other funding decisions. So whilst NHB payments are un-ring fenced and therefore available to support infrastructure costs, they cannot be relied upon. Moreover, the extent to which Councils are able to use any NHB to fund infrastructure is likely to reduce given other funding pressures facing councils and the priority for maintaining critical services.

c) Business Rates

- 7.7 The Government has announced that councils will retain 100% of income from business rates by the end of the current parliament. This will necessitate a major change in local government financing arrangements and certainly there will need to be some system of equalisation to ensure councils are not over or under resourced given needs do not automatically relate to business rates income for any given area. However, this will mean that councils will be even more incentivised to grow their local business rates bases. At the same time there is likely to be increased risks facing councils for reductions in business rates income, due to loss of business properties or reductions in valuations. Worcester City, Wychavon and Worcestershire County Council, along with Wyre Forest District Council, are currently members of the Worcestershire Business Rates Pool (WBRP).
- 7.8 Members of the WBRP consider that the Pool is an important enabler to drive forward economic growth and create a positive framework for targeted investment across

Worcestershire. In addition, the operation of the WBRP allows the investment of additional benefits gained through pooling into the local economic environment, should adequate resources exist in the Pool Risk Reserve to mitigate the effect of volatility in local business rates. It is however unlikely that the WBRP will continue to exist following the introduction of 100% retention by councils. This does not mean that the additional business rates retained by councils could not be called upon to fund infrastructure. This will depend on amounts involved and other priorities for expenditure.

d) Community Infrastructure Levy Funding

- 7.9 South Worcestershire Councils submitted the charging schedule to the planning inspectorate on July 2016. This infrastructure delivery plan has been a key source of evidence in the construction of CIL charging schedule and in particular the Regulation 123 list. The infrastructure delivery plan and the Regulation 123 list will continue to be updated in line with each other, reflecting the live status of both documents.
- 7.10 CIL can be used to fund a wide variety of projects and this is outlined in table 7a above.

e) Transport funding

- 7.11 Transport funding is a particularly important issue. Recently, Central Government commenced a process of merging a number of former transport and infrastructure funding schemes together and issued new allocations primarily targeted at supporting infrastructure as part of the Strategic Economic Plan (SEP) initiative.
- 7.12 The Worcestershire Growth Deal will build on the considerable economic vitality of the County's key sectors (Agri-Tech, Advanced Manufacturing and Engineering and Cyber Security) by improving road, rail and broadband connectivity – creating better links for businesses to markets and helping to kick-start building on key housing and employment sites. The Growth Deal will also help to grow the county's strong engineering skills base, provide more space for high-tech start-ups and growth and help to develop Worcestershire's Growth Hub as the place for business to access support for growth.
- 7.13 The Growth Deal, subject to a satisfactory conclusion of the funding agreement, will bring together local, national and private funding to focus on three key priority areas as identified in the LEP's SEP. The Worcestershire LEP secured £47m from Central Government's Local Growth Fund to support economic growth in the area – with £9m of new funding confirmed for 2015/16 and £20.3m for 2016/17 to 2021. This includes: as part of the Government's ongoing commitment to the Worcestershire LEP a provisional award of a further £10m of funding for projects starting in 2016 and beyond; and £7.7m of funding which the Government has previously committed as part of Local Growth Deal funding to the area. This substantial investment from Government will bring forward at least £70m of additional investment from local partners and the private sector. Combined together this will create a total new investment package of £117m for the Worcestershire LEP. In 2015 the government announced an additional £1 billion of funding with £475M of this ring fenced for Large Local Major Schemes. The County Council submitted a Strategic Outline Business Case for Southern Link Road Phase 4, a key piece of infrastructure necessary to support the growth in South Worcestershire, in October 2015. An updated Outline Business Case is due to be submitted in July 2016.

7.14 The County Council has also established a mechanism whereby developers contribute toward the costs of delivering the measures needed to mitigate the impact on the South Worcestershire transport network of the cumulative growth in travel demand associated with the South Worcestershire Councils' planned growth, as set out in the SWDP. This mechanism is designed to enable developers to contribute toward the Worcester transport network elements of the SWIDP on a proportional basis, taking account of the forecast use of the Worcester transport network by development generated traffic; i.e. developments located further from Worcester will contribute proportionally less toward the costs of delivering the Worcester transport network elements of the SWIDP. Worcestershire County Council considers this as being a vital mechanism in ensuring the transport schemes necessary to accommodate the planned growth are delivered.

f) Private sector

7.15 In conclusion, it is widely recognised that the private sector will have a fundamental role to play in the delivery of infrastructure. However, the District Councils and the County Council recognise that they have an important role to play in enabling the delivery of crucial infrastructure identified in the SWIDP through their Development Management, Regeneration & Economic Development, Asset Management, and Transportation, Highways, Waste and Education functions. The WLEP, as the voice of the business community, is well placed to articulate business needs and broker negotiations and discussions on behalf of the private sector with local authorities, Government and other key partners such as the utility providers to identify, budget for and lobby for funding to support infrastructure delivery.

SECTION EIGHT: CONCLUSIONS.

- 8.1 This latest version of the SWIDP includes the most up to date infrastructure requirements and associated costs provided by the infrastructure/service providers themselves. As previously stated it is evident that costs and available/accessible funding sources will change over time.
- 8.2 As for all previous versions of the SWIDP, there is a substantial funding gap albeit this can be reduced through bidding for external funding. In this regard the Worcestershire Local Enterprise Partnership will continue to be an important partner. As set out in the submission Community Infrastructure Levy Draft Charging Schedule, the gross funding gap is estimated to be £259.27m.

First published on 29th November 2012, with minor updating up to 20th May 2013, and then updated again on 18th September 2014 with minor refinements on 2nd October 2014. Updated on 22nd July 2016

**SOUTH WORCESTERSHIRE DEVELOPMENT PLAN - APPENDIX ON CRUCIAL INFRASTRUCTURE
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Transport Notes (see Section 4A: Transport):

Notes:

- (1) This accounts for Supervision, Evaluation, Drainage, Preliminary Design, Site Supervision, Design Services and Utilities, Landscape, Traffic Management TM, Groundworks/Earthworks, Maintenance, Consultation, Ecology**
- (2) OB represents a contingency allowance reflecting the early stage in the development of schemes. It is a standard approach developed by the DfT to avoid over optimistic estimates of transport infrastructure costs**
- (3) Costs EXCLUDE any land acquisition, CPO and Planning Application submission costs in the event that these are required**
- (4) County maintenance costs are for 30 years from completion of works and are expressed as % of total construction costs at this stage in scheme development. These costs are not included in the above table, construction costs only are shown.**
- (5) EXCLUDES allowance for: Junctions 6 and 7 works (BUT these to be assessed by HA). INCLUDES: Key corridors, SCOOT/MOVA, SLR dualling, TRO's, improvements to Foregate Street, Shrub Hill and new Worcestershire Parkway, bus stop infrastructure, RTIS and PT elements of key corridors, new/improved walk and cycle routes and additional bridge**
- (6) EXCLUDES City Centre Public Realm Improvements**
- (7) Includes improvements to A44, A38 and A449**
- (8) EXCLUDES allowances for works to A46 Junctions (BUT these to be assessed by HA).**
- (9) EXCLUDES provision of a highway link between Crown East Island and Martley Road**
- (10) EXCLUDES allowances for ongoing maintenance costs of infrastructure AND public transport operating (supply) costs**
- (11) EXCLUDES allowance for inter-urban walk & cycle links**
- (12) Costs are current year prices and values assuming construction 2014/15. These costs WILL increase in response to inflation and real terms price increases. This is particularly the case for those schemes which will be delivered later in the plan period.**

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Other details

Transport Notes (see Section 4A: Transport):

Notes:

(1) This accounts for Supervision, Evaluation, Drainage, Preliminary Design, Site Supervision, Design Services and Utilities, Landscape, Traffic Management TM, Groundworks/Earthworks, Maintenance, Consultation, Ecology

(2) OB represents a contingency allowance reflecting the early stage in the development of schemes. It is a standard approach developed by the DfT to avoid over optimistic estimates of transport infrastructure costs.

(3) Costs EXCLUDE any land acquisition, CPO and Planning Application submission costs in the event that these are required

(4) County maintenance costs are for 30 years from completion of works and are expressed as % of total construction costs at this stage in scheme development. These costs are not included in the above table, construction costs only are shown.

(5) EXCLUDES allowance for: Junctions 6 and 7 works (BUT these to be assessed by Highways England). INCLUDES: Key corridors, SCOOT/MOVA, SLR dualling, TRO's, improvements to Foregate Street, Shrub Hill and new Worcestershire Parkway, bus stop infrastructure, RTIS and PT elements of key corridors, new/improved walk and cycle routes and additional bridge

(6) EXCLUDES City Centre Public Realm Improvements

(7) Includes improvements to A44, A38 and A449

(8) EXCLUDES allowances for works to A46 Junctions (BUT these to be assessed by Highways England).

(9) EXCLUDES provision of a highway link between Crown East Island and Martley Road

(10) EXCLUDES allowances for on-going maintenance costs of infrastructure AND public transport operating (supply) costs

(11) EXCLUDES allowance for inter-urban walk & cycle links

(12) Costs are current year prices and values assuming construction 2014/15. These costs WILL increase in response to inflation and real terms price increases. This is particularly the case for those schemes which will be delivered later in the plan period.

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PHYSICAL INFRASTRUCTURE							
A. Movement (Costs exclude any land acquisition and CPO costs (in the event that these are required), passenger transport operating costs and local s278 highways works)							
Worcester				Total £169,700,000			
Highway Schemes	1)A4440/Southern Link Road capacity enhancements (phases 3 & 4, Whittington - Ketch - Powick),	SWDP 4 & SWDP 7	Worcestershire County Council, Central Govt.	£115,000,000	Worcestershire County Council, Local Transport Body, Developers New Homes Bonus, plus other funding sources as available	2012-2019: (1) Dualling A4440 (Whittington-Ketch) (2) Key Corridors linking urban extensions with City Centre (3) Shrub Hill Opportunity Zone transport infrastructure works 2020-2030: (1) Further Enhancements to A4440 and remaining key	

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						corridors	
	2) A4440/B4636 Roundabout – capacity enhancement	SWDP 4 & SWDP 7	Worcestershire County Council, Central Govt.	£960,000			
	3) A4440/A44 Roundabout - capacity enhancement.	SWDP 4 & SWDP 7	Worcestershire County Council, Central Govt.	£1,330,000			
	4) A44 London Road/Whittington Road/Spetchley Road – Conversion to signalised junction.	SWDP 4 & SWDP 7	Worcestershire County Council, Central Govt.	£1,550,000			
	5) A44/A4440/A4103 Bromyard Road Roundabout - capacity enhancement.	SWDP 4 & SWDP 7	Worcestershire County Council, Central Govt.	£240,000			
	6) A38/A4538 Droitwich Road/Hurst Lane - conversion to signalised junction.	SWDP 4 & SWDP 7	Worcestershire County Council, Central Govt.	£490,000			
	7) A4536 Blackpole Road/Cotswold Way - introduction of MOVA and capacity enhancement to westbound approach.	SWDP 4 & SWDP 7	Worcestershire County Council, Central Govt.	£710,000			
	8) A44/A422/A4538	SWDP 4 &	Worcestershir	£1,530,000			

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	Pershore Lane Roundabout – widening to north, south and west entry and exit arms, introduction of TRO to reduce speed limit.	SWDP 7	e County Council, Central Govt.				
	9) A449 Claines Roundabout – provision of a dedicated left turn lane on northbound approach.	SWDP 4 & SWDP 7	Worcestershire County Council, Central Govt.	£1,240,000			
	10) Key Corridors Infrastructure and Operational enhancements (SCOOT/MOVA etc) and VMS signing	SWDP 4 & SWDP 7	Worcestershire County Council, Central Govt.	£1,500,000			
Rail Schemes	Including: Worcestershire Parkway Station. Shrub Hill Station improvements (to include improved access arrangements for all users, EXCLUDES development-specific infrastructure improvements associated with major new developments such as	SWDP 4 & SWDP 7	Rail Industry, Worcestershire County Council	£19,000,000	Worcestershire County Council, Local Transport Body (Devolved Major Scheme Funding), Developers, Network Rail, Train	2012-2019: (1) Worcestershire Parkway (2) Shrub Hill Station (if Opportunity Zone development proposals advanced for delivery in this period)	

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes
	Sherriff Gate				operating Companies, DfT plus other funding sources as available	2020 - 2030: (1) Shrub Hill (if delivery of Opportunity Zone development delayed)	
Local Passenger Transport Schemes	Including: Upgraded bus stop infrastructure, extension of Real Time Information systems (incl. SVD & links to signals operations) to corridors linking SWDP2 developments with Worcester City Centre and key trip attractors such as Shires Business Park and which were not covered by Phase 1 of the WTS.	SWDP 4 & SWDP 7	Bus Industry	£19,570,000	Worcestershire County Council, Developers	Across both phases (2012 - 2019 and 2020 - 2030) aligned with key Corridor improvements and delivery of SWDP planned growth (in particular the urban extensions of SWUE, WoWUE, Gwillams Farm, Kilbury Drive and Swinesherd Way)	
Walk and	Including:	SWDP 4 &	Sustrans,	£6,580,000	Worcestersh	Across both	

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Cycle Schemes	New and improved walk and cycle routes, and walk & cycle elements of key Corridor schemes	SWDP 7-	Worcestershire County Council		ire County Council, Local Transport Body, Developers	phases (2012 - 2019 and 2020 - 2030) aligned with key Corridor improvements and delivery of SWDP planned growth (in particular the urban extensions)	
Droitwich Spa				Total £5,930,000			
Highway Schemes	1)A38 Roman Way/B4065 Bromsgrove Road – widening of southbound left turn lane. Extension of northbound right turn lane.	SWDP 4 & SWDP 7	Worcestershire County Council	£1,020,000	Worcestershire County Council, Local Transport Body, Developers New Homes Bonus, plus other funding sources as available	Across both phases (2012-2019 & 2020 – 2030)	
	2) A38 Roman Way/A442	SWDP 4 &	Worcestershire	£1,290,000			

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	Kidderminster Road Roundabout – partial signalisation and widening of northbound and southbound approaches.	SWDP 7	Worcestershire County Council				
	3)A38 Roman Way/B4090 Worcester Road roundabout – introduction of left turn on northbound approach.	SWDP 4 & SWDP 7	Worcestershire County Council	£1,080,000			
Rail, Local Passenger Transport and Walk and Cycle Link Schemes	1) Improvements to Droitwich rail station and associated interchange facilities (including parking, information, access routes etc.).	SWDP 4 & SWDP 7	Sustrans, Bus Industry, Rail Industry, Worcestershire County Council	£1,250,000	Worcestershire County Council, Local Transport Body, Developers, New Homes Bonus, plus other funding sources as available	Across both phases (2012-2019 & 2020 – 2030)	
	2) Provision of Infrastructure to enable local PT services to access & serve SWDP development sites (particularly Copcut &	SWDP 4 & SWDP 7	Sustrans, Bus Industry, Rail Industry, Worcestershire County Council	£290,000			

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	Yew Tree Village).						
	3) Improvements to walk & cycle routes, crossing facilities, signage and other associated facilities	SWDP 4 & SWDP 7	Sustrans, Worcestershire County Council	£1,000,000			
Evesham				Total £8,210,000			
Highway Schemes	1)A44/A4184/B4088 Evesham Road Roundabout – to include introduction of left turn slip on northbound approach and widening of eastbound approach.	SWDP 4 & SWDP 7	Worcestershire County Council	£380,000	Worcestershire County Council Local Transport Body, Developers, New Homes Bonus, plus other funding sources as available	Across both phases (2012-2019 & 2020 – 2030)	
	2) A4184 / B4624 Greenhill/ High Street/Worcester Road – capacity enhancement to signals	SWDP 4 & SWDP 7	Worcestershire County Council	£180,000			
	3)Bridge Street/Port Street/Waterside – AQMA mitigation scheme – to include reconstruction of	SWDP 4 & SWDP 7	Worcestershire County Council	£880,000			

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	Port Street between the Swan PH and junction with Waterside. Removal of signals and provision of enhanced informal pedestrian crossings facilities.						
	4)A4184/Davies Road – Introduction of MOVA and associated civils works	SWDP 4 & SWDP 7	Worcestershire County Council	£230,000			
	5)Vine Street/ High Street/ Bridge Street – capacity enhancement to junction	SWDP 4 & SWDP 7	Worcestershire County Council	£180,000			
Rail, Local Passenger Transport and Walk and Cycle Link Schemes	1) Provision of walk & cycle footbridges over A46 linking proposed development sites to town centre, railway station, retail parks and employment centres.	SWDP 4 & SWDP 7	Sustrans, Worcestershire County Council	£2,020,000	Worcestershire County Council, Local Transport Body Developers, New Homes Bonus, plus other funding sources as available	Across both phases (2012-2019 & 2020 – 2030)	
	2)Provision of walk and cycle bridges over River Avon linking development	SWDP 4 & SWDP 7	Sustrans, Worcestershire County	£3,130,000			

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	sites to the town centre, railway station, retail parks and employment areas.		Council				
	3)Improvements to Evesham rail station and associated interchange facilities (including cycle parking, information, access routes etc.).	SWDP 4 & SWDP 7	Bus Industry, Rail Industry, Worcestershire County Council	£1,130,000			
	4) Pedestrian and cycle links to Retail Parks	SWDP 4 & SWDP 7		£80,000			
Malvern				Total £6,340,000			
Highway Schemes	1)A4103 / B4503 Leigh Sinton Road – conversion to signalised junction.	SWDP 4 & SWDP 7	Worcestershire County Council	£370,000	Worcestershire County Council, Local Transport Body, Developers , New Homes Bonus, plus other funding sources as available	Across both phases (2012-2019 & 2020 – 2030)	
	2)A449 Worcester Road	SWDP 4 & SWDP 7	Worcestershire County	£1,250,000			

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	Key Corridor Improvement, including and between junctions with Richmond Road / Pickersleigh Avenue and Howsell Road – corridor improvement to include Traffic Signals, TRO's and Kerb Realignments.		Council				
	3) A449 Worcester Road / B4505 (Newtown Road) / Hornyold Road – Optimisation of signals.	SWDP 4 & SWDP 7	Worcestershire County Council	£410,000			
	4) B4208 Pickersleigh Road / North End Lane / Hayslan Road – extension of 2 westbound lanes, provision of right turn facility for southbound traffic and signal optimisation.	SWDP 4 & SWDP 7	Worcestershire County Council	£340,000			
	5) B4211 Barnards Green Rd / B4208 Pickersleigh	SWDP 4 & SWDP 7	Worcestershire County	£890,000			

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/ Delivery Notes
	Rd / Upper Chase Rd / Court Rd / Avenue Rd – Introduction of Traffic Management scheme to optimise capacity.		Council				
	6)A449 Belle Vue Terrace / Wells Road / B4211 Church Street – Change junction priorities and introduction of signals on A449 approaches.	SWDP 4 & SWDP 7	Worcestershire County Council	£940,000			
	7)B4208 Barnards Green Rd / B4211/ Poolbrook Road – conversion to signalised junction.	SWDP 4 & SWDP 7	Worcestershire County Council	£670,000			
	8)B4208 Blackmore Park Rd / B4209 Hanley Rd- provision of additional lanes on eastbound, southbound and westbound approaches.	SWDP 4 & SWDP 7	Worcestershire County Council	£770,000			
	NOTE: EXCLUDES						

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	improvements to Townsend Way/A449 Junction associated with proposed Newlands development						
Rail, Local Passenger Transport and Walk and Cycle Link Schemes	Including: Provision of Infrastructure to enable local PT services to access & serve SWDP development sites. Improvements to walking and cycling connectivity, including to/from proposed development sites Improvements to town centre walking and cycling facilities	SWDP 4 & SWDP 7	Sustrans, Bus Industry, Rail Industry, Worcestershire County Council	£700,000	Worcestershire County Council, Local Transport Body, Developers, New Homes Bonus, plus other funding sources as available	Across both phases (2012-2019 & 2020 – 2030)	
Pershore				Total £14,160,000			
Highway Schemes	1)Pershore Northern Link Road – Linking A44 with B4083 Wyre Road.	SWDP 4 & SWDP 7	Worcestershire County Council	£9,800,000	Worcestershire County Council, Local Transport Body,	Across both phases (2012-2019 & 2020 – 2030)	

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					Developers, New Homes Bonus, plus other funding sources as available		
	2)A44/A4104/B4082 Pinvin Crossroads – Introduction of MOVA and capacity enhancement	SWDP 4 & SWDP 7		£500,000	Worcestershire County Council, Local Transport Body, Developers, New Homes Bonus, plus other funding sources as available		
	3) A4104/B4084 Worcester Road/Three Springs Road – conversion to signalised junction	SWDP 4 & SWDP 7		£370,000	Worcestershire County Council, Local Transport Body, Developers, New Homes Bonus, plus		

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					other funding sources as available		
	4) A4104/B4084 Station Road/Worcester Road/High Street – Minor remodelling of junction. / Road /	SWDP 4 & SWDP 7		£180,000	Worcestershire County Council, Local Transport Body, Developers, New Homes Bonus, plus other funding sources as available		
Rail, Local Passenger Transport and Walk and Cycle Link Schemes	Including: 1) Improvements to Pershore rail station and associated interchange facilities (including parking, information, access routes etc.).	SWDP 4 & SWDP 7		£1,220,000	Worcestershire County Council, Local Transport Body, Developers, New Homes Bonus, plus other funding sources as	Across both phases (2012-2019 & 2020 – 2030)	

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					available		
	2) Provision of cycle and PT Infrastructure to enable access & serve SWDP development sites.	SWDP 4 & SWDP 7	Worcestershire County Council	£600,000			
	3) Improvements to walking and cycling connectivity to Railway Station	SWDP 4 & SWDP 7	Worcestershire County Council	£1,300,000			
	4) Improvements to town centre walking and cycling facilities	SWDP 4 & SWDP 7	Worcestershire County Council	£190,000			
Rural Malvern Hills				Total: £1,000,000			
Local Passenger Transport and Walk and Cycle Link Schemes	Including: Provision of walk, cycle and PT Infrastructure to access & serve SWDP development sites.	SWDP 4 & SWDP 7		£1,000,000	Worcestershire County Council, Local Transport Body Developers, New Homes Bonus, plus other funding sources as available	Across both phases (2012-2019 & 2020 – 2030)	

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Rural Wychavon				Total: £2,290,000			
Rail, Local Passenger Transport and Walk and Cycle Link Schemes	Including: Provision of Infrastructure to enable local PT services to access & serve SWDP development sites and Improvements to rail stations (Hartlebury and Honeybourne) and associated interchange facilities (including parking, information, access routes etc.)	SWDP 4 & SWDP 7		£2,290,000	Worcestershire County Council, Local Transport Body, Developers, New Homes Bonus, plus other funding sources as available	Across both phases (2012-2019 & 2020 – 2030)	
				Overall County Total: £207,630,000			

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Highways Agency: Strategic Road Network							
Strategic Highway Network Scheme	A46 Evesham Bypass Junctions	SWDP 4 & SWDP 7	Highways England, Developers, Worcestershire County Council	£9.50 M	Developers plus other funding sources available	Across both Phases (2014-2019 and 2020-2030)	
Strategic Highway Network Scheme	M5 J5	SWDP 4 & SWDP 7	Highways England, Developers, Worcestershire County Council	£0.50 M	Developers plus other funding sources available	Across both Phases (2014-2019 and 2020-2030)	
Strategic Highway Network Scheme	M5 J6	SWDP 4 & SWDP 7	Highways England Developers, Worcestershire County Council	£10.00 M	Developers plus other funding sources available	Across both Phases (2014-2019 and 2020-2030)	

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Strategic Highway Network Scheme	M5 J7	SWDP 4 & SWDP 7	HighwaysEng land, Developers, Worcestershire County Council	£0.40 M	Developers plus other funding sources available	Across both Phases (2014-2019 and 2020-2030)	
	TOTAL			£20,400,000			
	OVERALL SWIDP TRANSPORT TOTAL			£228,030,000			
B. Utilities							
Renewable Energy schemes	Hartlebury Energy from Waste Plant		Herefordshire and Worcestershire County Councils & Partners	Construction costs c. £165m	Herefordshire and Worcestershire County Councils	Construction began May 2014. Handover expected spring 2017.	As set out in section 4 E of SWIDP
Electricity	Western Power Distribution schemes	strategic sites generally	Western Power	tbc	Developers Utility companies	As required	Schemes as set out in SWIDP
Gas	National Grid Gas and Wales and West Utilities	strategic sites generally	National Grid Gas & Wales and West Utilities	tbc	Developers Utility companies	As required	Schemes as set out in SWIDP
Water (supply and waste water)	Supply – detail of new capital schemes being discussed with STWL. Waste – detail of any new	strategic sites generally	STWL	tbc	Developers STWL	As required	Info as set out in SWIDP

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	capital schemes being discussed with STWL.		STWL	tbc	Developers STWL	tbc	Info as set out in SWIDP
C. Flood Risk and Drainage							
	Major schemes completed or under construction. SUDS technology to be used site-by-site in future	Strategic sites generally	EA Developers County Developers	tbc	County Council, SWC Developers	As required	Position on schemes set out in SWIDP Section 4C
	Flood Mitigation Measures; both Strategic flood defences / mitigation required to support development across the area and Flood Warning Service provision (maintenance, forecasting, warning and modelling)		EA Developers County Developers		County Council, SWC Developers	As required	
D. Communications Infrastructure							
	Broadband scheme well	SWDP 26	County,	tbc	County,	2012-2020	Position set out

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	advanced - Worcestershire Local Broadband Plan		Developers			BDUK Developers		in SWIDP Section 4D
E. Waste Infrastructure								
	Hartlebury EfW plant – otherwise smaller schemes will be developer funded.	SWDP 33 Waste Core Strategy	County, Waste contractor, Developers	£120-160 M		Developers etc.	Build commenced 2014	As set out in section 4E of the SWIDP
SOCIAL INFRASTRUCTURE								
A. Education								
Worcester City and Wider Worcester Area								
Category	Project	SWDP Policy/Ref No.	Delivery Partners	Estimated cost		Potential sources if funding	Estimated timescale	Cost/Funding/ Delivery Notes
				Primary	Secondary			
Statutory School Age	Temple Laugherne - Worcester West	SWDP 45/2	County, Developers, Schools	£6,627,866	£5,780,970	County Council, Developers	Up to 2019 & 2020-2030	Information as set out in Section 5A of SWIDP
"	Broomhall Community and Norton Barracks	SWDP 45/1	"	£6,627,866	£7,012,980	"	Up to 2019 & 2020-2030	"

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost		Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes
	Community							
"	Land at Swinesherd Way	SWDP 45/5	"	£795,942	£852,930	"	2020-2030	"
"	Kilbury Drive	SWDP 45/3	"	£707,504	£758,160	"	Up to 2019 & 2020-2030	"
"	Gwillam's Farm	SWDP 45/4	"	£619,066	£663,390	"	Up to 2019	"
"	Former Ronkswood Hospital site	SWDP 43/1	"	£442,190	£473,850	"	Up to 2019	"
"	Shrub Hill Opportunity Zone	SWDP 44/4	"	£1,503,446	£1,611,090	"	Up to 2019 & 2020-2030	"
"	Gregory's Bank	SWDP 43/2	"	£442,190	£473,850	"	Up to 2019	"
"	Government Buildings, Whittington Road	SWDP 43/16	"	£353,752	£379,080	"	Up to 2019	"
"	Blockhouse Opportunity Zone	SWDP 44/5	"	£353,752	£379,080	"	2020-2030	"
"	Land South of Leopard Hill	SWDP 43/1	"	£265,314	£284,310	"	Up to 2019 & 2020-2030	"
"	University Park, C2 apartments	SWDP 43/18	"	£265,314	£284,310	"	Up to 2019	"
"	Crown Packaging Main Site	SWDP 43/i	"	£619,066	£663,390	"	Up to 2019 & 2020-2030	"
"	Various across Worcester	Cumulative total of all	"	£4,421,900	£4,738,500	"	Up to 2019 &	See section 5A

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost		Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes
		other sites					2020-2030	of SWIDP
"	Windfall in City		"	£1,857,198	£1,990,170	"	Up to 2019 & 2020-2030	See section 5A of SWIDP
Malvern Hills District								
Category	Project	SWDP Policy	Delivery Partners	Estimated cost		Potential sources if funding	Estimated timescale	Cost/Funding/Delivery Notes
				Primary	Secondary			
"	QinetiQ Site, Malvern	SWDP 53	"	£795,942	£852,930	"	Up to 2019 & 2020-2030	See section 5A of SWIDP
"	Development at North East Malvern	SWDP 56	"	£2,034,074	£2,179,710	"	Up to 2019 & 2020-2030	"
"	Land adj the Lawns inc Bight Farm, Kempsey	SWDP 59/8 and 59/8a	"	£619,066	£663,390	"	Up to 2019 & 2020-2030	"
"	Land north of Brookend Lane (adj to The Limes), Kempsey	SWDP 59f	"	£353,752	£379,080	"	Up to 2019 & 2020-2030	"

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost		Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes
"	Various across Malvern	Cumulative total of all other sites	"	£6,809,726	£7,297,290	"	Up to 2019 & 2020-2030	See section 5A of SWIDP
"	Estimated Windfall 2017/18 to 2029/30	Malvern	"	£1,061,256	£1,137,240	"	Up to 2019 & 2020-2030	See section 5A of SWIDP
Wychavon District								
Category	Project	SWDP Policy	Delivery Partners	Estimated cost		Potential sources if funding	Estimated timescale	Cost/Funding/Delivery Notes
				Primary	Secondary			
"	Copcut Lane, Droitwich	SWDP 49/1	"	£1,857,198	£1,990,170	"	Up to 2019 & 2020-2030	"
"	Land off Vines Lane, Droitwich	SWDP 48/1	"	£265,314	£284,310	"	Up to 2019	"
"	Yew Tree Hill, Droitwich	SWDP	"	£1,945,6	£2,084,940	"	Up to 2019 &	"

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost		Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes
		49/2		36			2020-2030	
"	Employment site, top of Kings Rd, Evesham	SWDP 50/2	"	£265,314	£284,310	"	Up to 2019	"
"	Land off Abbey Road	SWDP 50/7	"	£530,628	£568,620	"	Up to 2019	"
"	Cheltenham Road, Evesham	SWDP 51/1	"	£1,061,256	£1,137,240	"	Up to 2019 & 2020-2030	"
"	Pershore Road, Hampton, Evesham	SWDP 51/2	"	£1,061,256	£1,137,240	"	Up to 2019 & 2020-2030	"
"	Station Road / Wyre Road, Pershore	SWDP 47/1	"	£1,768,760	£1,895,400	"	Up to 2019 & 2020-2030	"
"	Dilmore Lane /Station Road, Fernhill Heath	SWDP 60/16	"	£353,752	£379,080	"	Up to 2019 & 2020-2030	"
"	Land east of Withybed Lane, Inkberrow	SWDP 59/22	"	£265,314	£284,310	"	Up to 2019	"
"	Land Adjacent to, Sims Metals UK (South West) Limited, Long Marston	WY044	"	£972,818	£1,042,470	"	Up to 2019 & 2020-2030	"

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"	Various across Wychavon	Cumulative total of all other sites	"	£7,075,040	£7,581,600	"	Up to 2019 & 2020-2030	See section 5A of SWIDP
"	Estimated Windfall 2017/18 to 2029/30		"	£2,387,826	£2,558,790	"	Up to 2019 & 2020-2030	See section 5A of SWIDP
Total cost for SWDP plan area for Primary				£56,501,914				
Total cost for SWDP plan area for Secondary				£59,136,480				
SWDP Education Total				£115,638,394				
Further Education	Post 16 Education and Training	SWDP 7	Education Funding Agency	n/a		Education Funding Agency		County involved in facilitating but not funding of further education – see SWIDP Section 5A
Higher Education/ University of Worcester	University of Worcester	SWDP 7	University. County. SWC.	Position set out in SWIDP		University, County, SWC	tbc	Liaison with University of Worcester – position set out in SWIDP Section 5A
B. Health and Public Health								
	Public consultation on the 'Future of Worcestershire	SWDP 7	Clinical Commissionin	Position set out in the SWIDP		tbc	tbc	Further info in SWIDP section

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	Acute Hospitals' scheduled to be undertaken in autumn 2016 with a final decision consequently to be confirmed in early 2017. Primary care facilities especially in relation to Worcester urban extensions.		g Group, Worcestershire Acute Hospitals NHS Trust, NHS Property Services. County				5
C. Social Care							
	County Council has no plans for new facilities.	SWDP 7	County	tbc	tbc	tbc	Further info in SWIDP
C. Children's Social Care							
	Increase in beds within in-house Residential Children's homes	SWDP 7	County	Estimated £450k	Capital	By 2017	
	Increase in beds for complex supported living for 16+ children	SWDP 7	County	Estimated £600k	Capital	By 2017	
	Increase in units for supported living for 16+ children	SWDP 7	County	Estimated £1m	Capital	By 2017	
D. Community Facilities							
Libraries	No planned major	SWDP 7	County	tbc	tbc	tbc	Further info in

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	investment						SWIDP
Faith Buildings	Information in SWIDP	SWDP 7	Faith Partners, Local Authorities & Developers	tbc	tbc	tbc	Updated info in SWIDP section 5D
Community Centres	Community Facilities	SWDP 7	Developers, Various service providers. Local communities	tbc	Developers, Various service providers. Local communities County	tbc	Further info in SWIDP section 5D.
Sports & Recreational Facilities	University of Worcester Sports Arena.	Relevant SWDP policies	University SE	£10 M	University, SE, Trustees of the Foundation for Sports and the Arts England Basketball England Badminton Private donations	2013	Opened 2013
	New Swimming Pool	SWDP 43	SWC	£10.5M	SWC,	Completion	April 2013 figure

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	Worcester	44 and 45 sites	SE Developers		SE, Developers	early 2016.	
	4 court sports hall (Worcester West)	SWDP 45/2	SWC Developers	£2.7 M (tbc)	Developers	2016-2026	Plus full size synthetic turf pitch and tennis courts.
	4 court sports hall (Worcester South)	SWDP 45/1	SWC Developers	£2.7 M	Developers	2021-2026	Plus outdoor tennis court.
	6 Court badminton performance centre	SWDP 43, 44 and 45 sites	SWC Developers	£4.5 M	Developers	2011-2016	Autumn 2012 figure
	Football: full size 3G STP	SWDP 43, 44 and 45 sites	SWC Developers	£0.8 M	Developers	2011-2016	Autumn 2012 figure
	4 court indoor tennis centre	SWDP 43, 44 and 45 sites	SWC Developers	£5.5 M	Developers	2016-2021	Autumn 2012 figure
	2 MUGA	SWDP 43, 44 and 45 sites	SWC Developers	£1.6 M	Developers	2021-2026	Autumn 2012 figure
	8 Lane synthetic athletics track, Malvern Hills: Malvern College	SWDP 52	SWC Developers	n/a	Developers	2011-2016	Based on 2010 Sports Facilities Framework
	5 court sports hall – indoor cricket (Wychavon)	SWDP 48, 50, 51, 46, 47, 59, 60, 61	SWC Developers	£3.4 M	Developers	2012-2016	Based on 2010 Sports Facilities Framework

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	8 court sports hall - (Droitwich or Evesham in Wychavon)	SWDP 48, 49 SWDP 50, 51	SWC Developers	£5.5 M	Developers	2012-2016	Autumn 2012 figure
	4 court sports hall - (expansion of existing facility) and 2 court sports hall, Wychavon	SWDP 48, 50, 51, 46, 47, 59, 60, 61	SWC Developers	£5.5 M	Developers	2012-2016	Autumn 2012 figure
	4 court sports hall, Wychavon	SWDP 48, 50, 51, 46, 47, 59, 60, 61	SWC Developers	£2.7 M	SWC Developers	2016-2021	Autumn 2012 figure
	2 x 3G Football STP	SWDP 48, 50, 51, 46, 47, 59, 60, 61	SWC Developers	£1.6 M	Developers	2016-2018	April 2014 figure
	Sand filled STP	SWDP 48, 50, 51, 46, 47, 59, 60, 61	SWC Developers	£0.8 M	Developers	2016-2018	April 2014 figure
	Outdoor athletics training facility, school site, Evesham	SWDP 50, 51	SWC/ County/ Developers	£0.4 M	SWC/ County/ Developers	2016-2021	Autumn 2012 figure
	Outdoor athletics training facility, School Site, Pershore	SWDP 46, 47	SWC/ County/ Developers	£0.4 M	SWC/ County/ Developers	2021-2026	Autumn 2012 figure

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	25m Swimming (teaching pool) Worcester West	SWDP 43, 44 and 45 sites	SWC SE Developers	£3.9 M (tbc)	SE SWC Developers	tbc	Autumn 2012 figure
	Worcester South football pitch (6.4 ha)	SWDP 45/1	SWC, SE, Developers	(See note below for total sports provision figure)	SWC Developers	2016-2021	Autumn 2012 figure
	Worcester West football pitch (6.5 ha)	SWDP 45/2	SWC, SE, Developers	£1.1 M	SWC Developers	2016-2021	Autumn 2012 figure
	Worcester East football pitch (6.9 ha)	SWDP 45/3	SWC, SE, Developers	£1.2 M	SWC Developers	2016-2021	Autumn 2012 figure
	Worcester East cricket pitch (4 ha) (location tbc)	SWDP45/3	SWC, SE, Developers	£0.85M	SWC Developers	2016-2021	Autumn 2012 figure
	Worcester South - 2 ha for cricket	SWDP 45/1	SWC, SE, Developers	£0.65 M	SWC Developers	2021-2026	Autumn 2012 figure
	Worcester West - 4 ha for cricket	SWDP 45/2	SWC, SE, Developers	£0.85 M	SWC Developers	2016-2021	Autumn 2012 figure
	Worcester south – 7 ha for rugby	SWDP 45/1	SWC, SE, Developers	£1.25 M	SWC Developers	2016-2021	Autumn 2012 figure
	Malvern Town - 6 ha for football	SWDP 56	SWC, SE, Developers	£1 M	SWC Developers	2016-2026	Autumn 2012 figure
	Malvern Town / Malvern North East- 2 ha for cricket	SWDP 56	SWC, SE, Developers	£0.65 M	SWC Developers	2021-2026	Autumn 2012 figure
	Evesham - 6 ha for football	SWDP 52	SWC, SE, Developers	£1 M	SWC Developers	2016-2026	Autumn 2012 figure
	Evesham north - 6 ha for	SWDP 52	SWC, SE,	£1 M	SWC	2011-2016	Autumn 2012

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	football		Developers		Developers		figure
	Evesham south or south-west 4 ha for cricket	SWDP 51 and 52	SWC, SE, Developers	£0.85 M	SWC Developers	2011-2016 or 2026	Autumn 2012 figure
	Evesham north - 2 ha for cricket	SWDP 52	SWC, SE, Developers	£0.65 M	SWC Developers	2011-2016	Autumn 2012 figure
	Droitwich – Copcut Lane or Pulley Lane – 2 ha for cricket.	SWDP 49	SWC, SE, Developers	£0.65 M	SWC Developers	2012-2016	Autumn 2012 figure
	Total for sports facilities listed above =			£76.35 M			
E. Emergency Infrastructure							
	Police Post for South Worcester	SWDP 45/1	WMP Developers	£0.159-£0.450 M	WMP Developers	2012-2019	Updated figure
	ANPR cameras- Worcester South	SWDP 45/1	WMP Developers	£0.166 M	WMP Developers	2012-2019	Updated figure
	Police Post for West Worcester	SWDP 45/2	WMP Developers	£0.159-£0.450 M	WMP Developers	2012-2019	Updated figure
	ANPR cameras – West Worcester	SWDP 45/2	WMP Developers	£0.052M	WMP Developers	2012-2019	Updated figure
	Extension to Evesham Police Station	SWDP 50, 51	WMP Developers	£1.42 M	WMP Developers	2012-2019	Updated figure
	New Police Posts at: • Worcester (2) • Droitwich • Hartlebury • North East Malvern	SWDP 43, 44, 45, 48, 49, 56 and 59, WC004 sites	WMP Developers	£1.007M-£2.462 M	WMP Developers	2012-2019	Updated figure. Includes custody facility expansion at Worcester
	Additional Officers (set-up	SWDP 43-	WMP	£0.305 M	WMP	2013-2019	Updated figure

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/ Delivery Notes
	costs for 80no. officers)	54, 56-61 sites	Developers		Developers		
	Additional vehicles and other operational equipment	SWDP 43-54, 56-61 sites	WMP Developers	£0.708 M	WMP Developers	2013-2019	Updated figure
	Additional central support staff (set up costs for 40. support staff)	SWDP 43-54, 56-61 sites	WMP Developers	£0.108 M	WMP Developers	2013-2019	Updated figure
	Total for Police Infrastructure listed above			£4.08 M - £6.121M			
	Fire Service	SWDP 50, 51	H&W Fire and Rescue Service	n/a	H&W Fire and Rescue Service, Developers	2012-2019	Other Fire Service requirements include new appliances – not costed as “Infrastructure”
	Ambulance “Hub” Worcester	SWDP 43,44 and 45 sites	West Midlands Ambulance Service	£0.40 M	WM Ambulance Service, Developers	2012-2019	To be confirmed
	Total for Emergency Infrastructure listed above			£4.4M - £6.5M (approx.)			
GREEN INFRASTRUCTURE							
	Sub-Regional facility: “Worcester/ Droitwich Park” (based on the canal ring)	SWDP 43, 44, 45, 48 and 49 sites and	County, Developers, SWC, NE, EA, FC,	tbc	County, Developers, SWC, NE, EA, FC,	tbc	Concept only at this stage. To be updated in due course

SOUTH WORCESTERSHIRE DEVELOPMENT PLAN - APPENDIX ON CRUCIAL INFRASTRUCTURE
Considered at December 2012 and September 2014 SWC Council meetings. Updated July 2016

Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes
		various rural sites	WWT, BW		WWT, C&RT		
	Sub-regional facility: "Hallow Riverside Park" (includes sites on both sides of the River Severn between Grimley and Northwick)	SWDP 45/2	County, Developers, SWC, NE, EA, FC, WWT	tbc	County, Developers, SWC, NE, EA, FC, WWT	tbc	Concept only at this stage. To be updated in due course
	Sub-regional facility: "Sandford (Clifton) Water Park" (south of Draycott and extending south to base of Knight Hill)	SWDP 45/1 SWDP 59	County, Developers, SWC, NE, EA, FC, WWT, Minerals operators	tbc	County, Developers, SWC, NE, EA, FC, WWT, Minerals operators (Landfill Community Fund)	tbc	Concept only at this stage. To be updated in due course

South Worcestershire Councils. Originally published 22nd November 2012, with update and amendments in September 2014, and again in July 2016.

Originally considered at December 2012 SWC Council meetings and updated May 2013 and updated again in September 2014 for consideration at September 2014 SWC Council meetings. Updated July 2016.

Appendix Z:

List of consultation responses to the South Worcestershire Infrastructure Delivery Plan. Technical consultation in Summer 2012 and then South Worcestershire Infrastructure Delivery Plan in early 2013. Then technical consultation in summer 2014 based on uplifted housing figures. Consultation was then undertaken in spring/summer for the 2016 update.

Organisation	SWIDPIPS Technical Consultation 2012 Response Date (received)	SWIDP Fact checking exercise 2013 Response Date (received)	SWIDP Technical Consultation 2014 (date received)	SWIDP 2016 Update consultation
West Mercia Police and Hereford and Worcester Fire and Rescue Service	04/09/2012	22/02/2013	Early August 2014 & 8/09/14	27/05/2016. Further meeting scheduled for summer/autumn 2016
Severn Trent Water	05/09/2012	27/03/2013	20/08/14	24/06/2016 & 01/07/2016
BPA	06/09/2012	11/03/2013	Nothing further received	21/04/2016
Canal and River Trust	12/09/2012	21/2/2013	Nothing further received	31/05/2016
Network Rail	13/09/2012	Nothing further received	Nothing further received	16/06/2016
Worcestershire Acute Hospitals NHS Trust	13/09/2012	22/02/2013	11/07/14	08/04/2016
Environment Agency	17/09/2012	22/03/2013	11/07/14 and 29/09/14	31/05/2016
Worcestershire County Council Planning & Environmental	18/09/2012	12/02/2013	July 2014 and on-going.	April 2016 – July 2016

SOUTH WORCESTERSHIRE DEVELOPMENT PLAN - “APPENDIX Z”

Originally considered at December 2012 SWC Council meetings and updated May 2013 and updated again in September 2014 for consideration at September 2014 SWC Council meetings. Updated July 2016.

Policy, Transport and Waste & Minerals teams at WCC				
Highways Agency	13/09/2012	14/03/2013	05/09/14	04/05/2016
BT	13/08/2012	21/01/2013	11/06/14	08/04/2016
Western Power Distribution	19/09/2012, updated 09/11/2012	Nothing further received	28/08/14	Nothing further received
National Grid Gas	08/11/2012, updated 15/11/2012	07/03/2013	29/08/14	09/06/2016
Natural England	25/09/2012	14/02/2013	30/06/14 & 15/07/14	31/05/2016
Sport England	07/09/2012	13/03/2013	11/07/14	31/05/2016
Wales and West Utilities	9/10/2012	Nothing further received	11/07/14	Nothing further received
Worcestershire Health and Care NHS Trust.	19/09/2012	21/01/2013	n/a	17/06/16. Further meeting scheduled for summer/autumn 2016
NHS Property Services	n/a	n/a	09/07/14	17/06/16. Further meeting scheduled for summer/autumn 2016
Centro	10/09/2012	Nothing further received	Nothing further received	Nothing further received
Worcestershire LEP	13/09/2012	21/01/2013	22/06/14	22/07/2016
Worcester Diocese	n/a	27/03/2013	15/07/14	15/04/2016

SOUTH WORCESTERSHIRE DEVELOPMENT PLAN - “APPENDIX Z”

Originally considered at December 2012 SWC Council meetings and updated May 2013 and updated again in September 2014 for consideration at September 2014 SWC Council meetings. Updated July 2016.

University of Worcester				16/06/16. Further meeting scheduled for summer/autumn 2016
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