

SOUTH WORCESTERSHIRE **DevelopmentPlan**

INFRASTRUCTURE DELIVERY PLAN

First published November 2012

With updating up to 20th May 2013

And again on 18th September 2014 with very minor refinements on 2nd October 2014.



EXPLANATORY FRONTISPIECE

- i. The South Worcestershire Infrastructure Delivery Plan (SWIDP) was produced in November 2012 in support of the South Worcestershire Development Plan (SWDP): Proposed Submission Document, which was approved by the three South Worcestershire Councils in December 2012 for publication purposes.
- ii. In accordance with best practice, the SWIDP is a “living document” and the opportunity has been taken in May 2013 and again in September 2014 to update the document, especially in light of further technical consultations on the SWIDP in early 2013 and summer 2014. The document has also been refined and this includes Appendix Y, the schedule on infrastructure. As at late 2012, Appendix Y of the SWIDP and Annex I of the SWDP were identical. South Worcestershire Councils did not propose to change Annex I to match the updated SWIDP Appendix Y in advance of the submission of the SWDP to the Secretary of State.. However, the opportunity has been taken in September 2014 to ensure that Appendix Y in the SWIDP is now identical to the proposed changed version of Annex I of the SWDP.

SOUTH WORCESTERSHIRE INFRASTRUCTURE DELIVERY PLAN.

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

SECTION ONE: INTRODUCTION

STATUS

1.1 This is the South Worcestershire Infrastructure Delivery Plan (SWIDP) which is written in support of the delivery of the South Worcestershire Development Plan (SWDP). The SWDP Proposed Submission Document was approved by the three South Worcestershire Councils (SWC) in December 2012. The area covered by the SWDP and basic geographic information about it can be found on the Context Plan located in the main SWDP document, which is reproduced in this SWIDP (Figure 1).

1.2 The SWIDP should be regarded as a technical supporting paper and it is an Infrastructure Delivery Plan which is a “living document” where work is still in progress. The information gathering process is both ongoing and dynamic. The SWIDP was updated as of May 2013 in the document submitted to the Secretary of State. The SWIDP has been updated again in September 2014 to inform the decisions of the SWCs in September 2014.

1.3 This paper has no formal planning status in respect of any policy or development management decisions by any of the Councils. It is a technical evidence paper, written in support of the SWDP.

PROCESS

1.4 As set out in the updated introduction to the SWDP, the SWC partner authorities embarked on a five 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 in July 2012
- c) Prepared an Infrastructure Delivery Plan in November 2012 to support the proposed submission version of the SWDP
- d) Updated the Infrastructure Delivery Plan in spring 2013 to support the SWDP as submitted to the Secretary of State.
- e) Updated the Infrastructure Delivery Plan in September 2014 to advise the decisions of the SWCs in September 2014 on the proposed modifications 2014 and to inform the SWDP Examination sessions which are scheduled for early 2015.

1.5 The following 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:-

1. Introduction.
 2. South Worcestershire Context
 3. SWIDP Approach
 4. Physical Infrastructure
 5. Social Infrastructure
 6. Green Infrastructure
 7. Spatial planning of Infrastructure.
 8. Costing of Infrastructure
 9. Delivering infrastructure
 10. Delivery of Infrastructure : Funding Mechanisms
 11. Conclusions
- Appendices.

That structure has been maintained in the updated versions of the SWIDP.

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

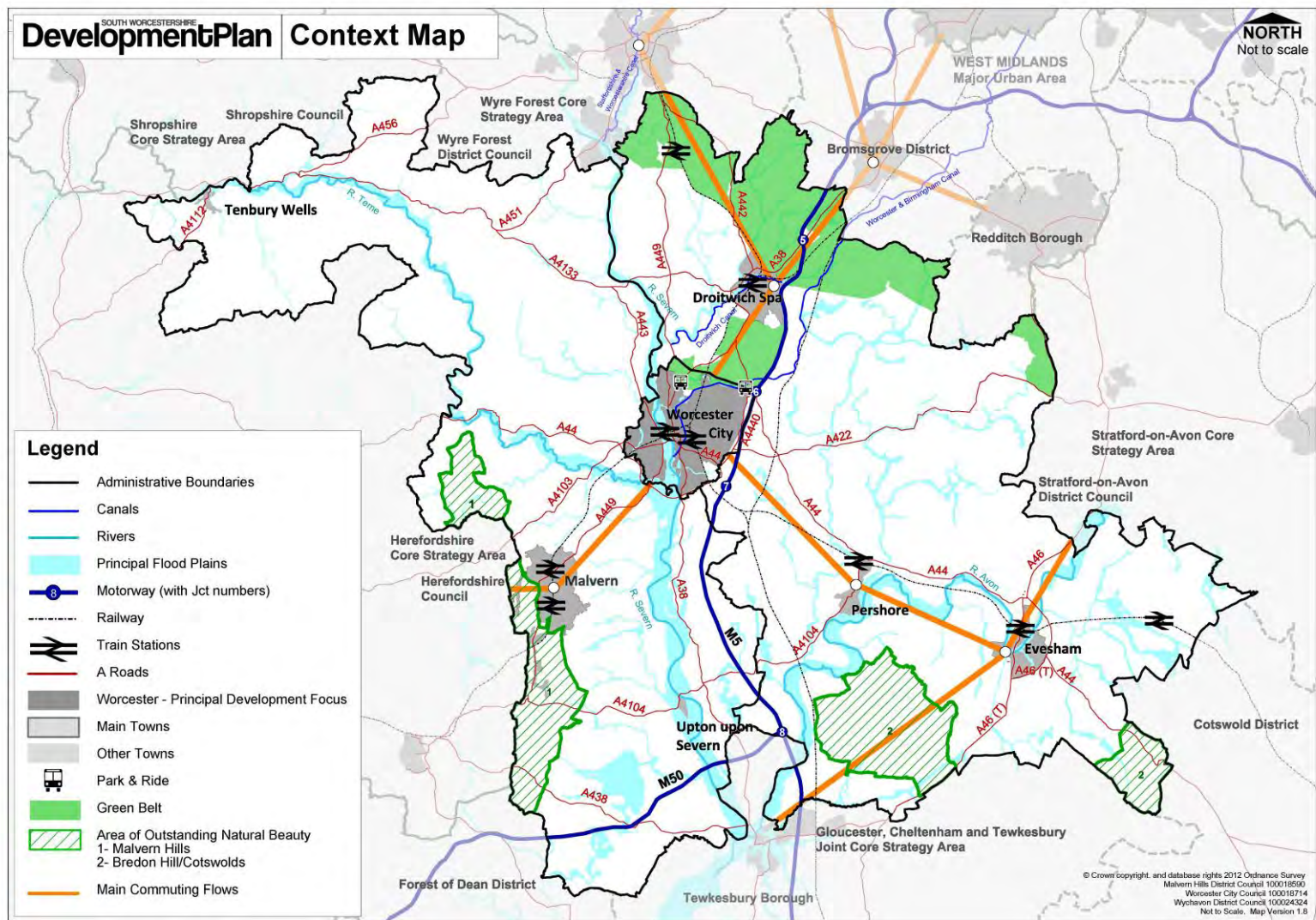
b) Seminar involving SWC Chief Executives and SWC and County Council Chief Officers: 19th March 2013. This considered the conclusions of the 18th March Seminar and then focussed on the SWIDP with particular reference to funding mechanisms, financial issues and the matter of prioritisation. These conclusions 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 this September 2014 SWIDP has been undertaken following extensive further consultation with infrastructure stakeholders in Summer 2014, which took into account the proposed uplift in housing figures.

1.11 A schedule of SWIDP consultation responses in Summer 2012, early 2012 and summer 2014 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 as appropriate during the course of 2014 and then monitored annually, once the SWDP has been adopted.

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. (Further information on the latest position on the County Strategy can be found in section 11 of this SWIDP). 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. Likewise the SWIDP has been updated in May 2013 and again in September 2014.

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 The County Council will concentrate on the Sustainable Utilities Strategy. This is directly related to the Infrastructure Strategies, but concentrates on innovative approaches to 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 early 2015.

RELATIONSHIP WITH WORCESTERSHIRE LOCAL ENTERPRISE PARTNERSHIP (WLEP).

1.18 In accordance with the duty to cooperate, the South Worcestershire Authorities have engaged with the Worcestershire LEP, both at the Preferred Options Stage and subsequently in relation to possible changes to the emerging SWDP. This included a presentation to a WLEP Planning and Development Workshop (June 2012) to inform the WLEP’s Business Plan “The Outlook is Bright in Worcestershire” which was launched in November 2012. Given the role of the WLEP in promoting the economic interests of Worcestershire and the emphasis placed on the emerging SWDP in delivering economic prosperity, it is essential to forge a positive and complementary relationship between the WLEP’s economic ambitions, especially the WLEP’s priorities for infrastructure provision to meet business needs, and the contents of this SWIDP document.

1.19 A further Infrastructure Seminar between Worcestershire LEP, the SWC Councils and the County Council was held on 18th March 2013 and the Worcestershire LEP subsequently submitted

to SWC a very positive formal letter of support on Infrastructure. It includes the following statements:

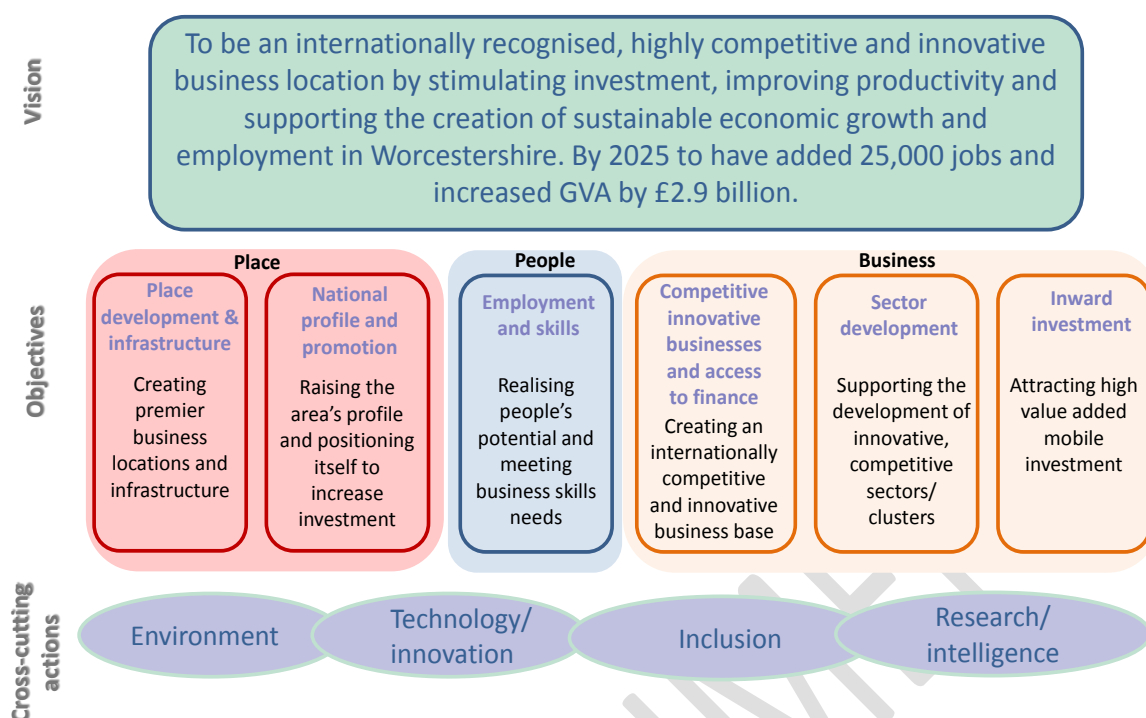
“The WLEP endorses the approach being taken by the South Worcestershire Councils in identifying the need to ensure that economic prosperity, business growth, inward investment and job creation are all facilitated by investment in fundamental infrastructure which releases development in key locations. 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 continuously lobbies Government to improve funding opportunities for Worcestershire initiatives while preparing infrastructure and development proposals which can take advantage of rolling Governmental funding announcements. Establishing a business case for priority infrastructure schemes will form a key part of the future WLEP submission to Government in its emerging WLEP Growth Plan and EU Investment Strategy.

The WLEP offers its support to infrastructure investment and provision identified in the South Worcestershire Development Plan because, if this aligns strongly with employment sites and inward investment ambitions, the whole offer by Worcestershire to potential investors will place it in a strong competitive position in the UK and internationally.”

1.20 The key outcome of the 18th March 2013 WLEP and SWC local authorities’ seminar was the confirmation that the WLEP considers that there is a strong synergy between its ambitions and both the SWDP (and its supporting SWIDP) and the emerging Worcestershire Infrastructure Strategy. It was recognised that, given the national context and the fact that the WLEP Business Plan covers a five year period, the WLEP’s priority is for growth and jobs in the short and medium term. However, the longer term time horizon of the SWDP is helpful to the WLEP, particularly given the Government’s response in spring 2013 to the Heseltine report “No Stone Unturned: In Pursuit of Growth”. The overall approach to prioritisation of infrastructure by SWC is directly supported by the WLEP and there is a commitment for on-going liaison between WLEP, SWC and the County Council.

1.21 The original WLEP Business Plan and continuing joint work by WLEP and SWC local authorities provided a substantial platform on which to build the WLEP’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 WLEP’s SEP and ESIF were established. 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 is summarised in figure 2.

Figure 2. The WLEP's SEP and EUSIFS Vision, Objectives and Cross Cutting Priorities:



1.22 Delivery of the WLEP's first tranche of major development and infrastructure capital schemes during 2015/16 has been secured via the Government's Growth Deal in response to the WLEP's SEP submission. The WLEP will receive over £13 million out of the national £2bn 'single pot' for the year together with indicative allocations of nearly £40 million in the following years for key schemes across the County in rail, road, broadband and flood alleviation. The allocation will enable a number of projects to progress with some re-programming and re-scaling. Together, the WLEP and Central Government have agreed to co-invest in the following jointly agreed priorities in the SWIDP area:

- Worcester Technology Park
- Malvern Hills Science Park - further phases
- Southern Link Road - ongoing improvement phases
- Worcestershire Parkway Station
- Broadband - further improvements to achieve 95% superfast coverage by 2017
- Centre of Excellence for Vocational Engineering Training
- Flood alleviation - highway works to reduce impacts of flooding

1.23 In addition to these above specific schemes,

- Department for Transport (DfT), Network Rail and the train operating companies will work with WLEP and the County Council to produce the business case for delivery of faster rail services to and from London, Birmingham and elsewhere;

- Government Property Unit will engage with the WLEP to release public sector property and land across the county, including potentially being part of the proposed Joint Property Vehicle;
- Homes and Communities Agency (HCA) will work with the WLEP and others particularly towards releasing land at Malvern Hills Science Park;
- Department of Energy and Climate Change (DECC) will support the WLEP in exploring the potential for deep geothermal and district heating across the county;
- DEFRA and BIS will work with the WLEP and Worcestershire Local Nature Partnership in support of better regulation to support accelerated growth of the agri-food sector (agriculture, horticulture, forestry, production/distribution and rural-based enterprises) particularly in the Vale of Evesham

1.24 Worcestershire has massive untapped potential and the WLEP, with its local authority partners, is determined and committed to pushing on with the SEP growth programme 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 committed funding of about £53 million across the first few years of this programme. 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 £55 million coming from European funding over the same period.

SWDP POLICY CONTEXT

1.25 This SWDP document supports the SWDP: Proposed Submission Document which was approved by the three SWC Councils in December 2012 for Regulation 19 purposes and then for submission to the Secretary of State in May 2013. The SWDP is a supporting technical document which has been updated in May 2013 and again in September 2014 but will require continuing updating.

1.26 The “anchor point” policy in the SWDP is policy SWDP 7 on Infrastructure including Annex I to which SWDP 7 refers. In its May 2013 form, including the minor changes being suggested by SWC, the policy SWDP 7 now reads as follows:

POLICY SWDP 7: Infrastructure

1.27 SWDP 7: ~~INFRASTRUCTURE~~Infrastructure

The ~~Local partner A~~authorities will work closely with ~~its~~ their partners, especially the County Council, to bring forward the ~~necessary~~ appropriate and proportionate crucial infrastructure that is required in order to deliver the ~~Spatial Strategy as set out in the~~ Plan.

The ~~current~~ assessment of crucial infrastructure requirements is set out in Annex I to this Plan, and is explained in more detail in the South Worcestershire Infrastructure Delivery Plan.

Development will be required to provide or contribute towards the provision of infrastructure needed to support it. Developers will also need to contribute towards community benefits related to the development.

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

The ~~council~~ partner authorities intends to introduce a co-ordinated Community Infrastructure Levy~~Levies~~ by ~~March~~ spring 2014.

The partner authorities intend to explore a range of funding mechanisms in order to finance necessary appropriate and proportionate crucial infrastructure, and these are set out in more detail in the Infrastructure Delivery Plan.

1.28 Clearly the element of Community Infrastructure Levy will need an updating modification in due course. A revised timeline for CIL is being considered by the South Worcestershire Councils in September 2014. This estimates that the Levy would now be introduced in Spring 2016.

1.29 The reasoned justification and context for this Policy is contained in the SWDP document, and the evidence base including for example the Transport Background Paper, the Strategic Flood Risk Assessment & Water Cycle Study.

1.30 "Appendix Y" now lists the best current understanding of crucial infrastructure. It is intended that Appendix Y, as updated, should serve not only as an Appendix to this SWDP but also that it should be incorporated as an updated Annex I to the SWDP itself. (See explanatory Frontispiece).

1.31 For purposes of clarity, please note that Appendix Y was amended in November 2012 to reflect the technical fact check consultation in summer 2012 and then in May 2013 to reflect the fact check consultation in early 2013 and again in September 2014 to reflect the technical consultation in summer 2014.

1.32 Site allocation policies in SWDP refer to some specific infrastructure, but are also supported by „larger than local’ infrastructure which supports development across a wide area.

1.33 The infrastructure work in this SWDP has a strong inter-relationship with the parallel work on viability which has been undertaken by SWC in 2012, 2013 & 2014. The September 2014 SWDP Viability Study is also available as a linked but separate part of the SWDP evidence base.

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 submission SWDP document sets out the following:

“The SWDP faces a number of economic, environmental, social and infrastructure challenges that will need to be met 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 its development proposals.”

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 -1.24 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.

3.3 SWC have sought ongoing advice from the Planning Advisory Service and via this route and via liaison with other planning authorities, the SWC have sought to draw on best practice. However, it has been regarded as being important to produce a SWIDP which is bespoke to the particular requirements of the SWDP.

A bespoke SWIDP

3.4 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 five 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.

3.5 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 ongoing 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 LEP 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 SWIDP in summer 2012 and on the SWIDP in early 2013 and summer 2014. The feedback and the follow up discussions in both 2013 and 2014 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 ongoing 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 Councils 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.

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 September 2014 version.

3.6 Infrastructure has been described as the facilities and services that help local people live their everyday lives. It can be infrastructure at a strategic level, such as a new road, or local, such as a local play space. This distinction is understood but, in the view of SWC, this should not be overplayed because it is the full range of infrastructure which is important.

3.7. In assessing the range of infrastructure, the SWIDP employs a widely used categorisation:

- a) **Physical Infrastructure** which is dealt with in Section 4 covers Transport, Utilities (Electricity, Gas, Water Supply & Waste Water), Flood Risk & Drainage, Communication Infrastructure (Broadband and mobile phone) and Waste Infrastructure.
- b) **Social infrastructure**, which is covered in section 5, includes Education, Health & Public Health, Social Care, Community Facilities (including Community Centres and Sports & Recreational Facilities) and Emergency Service infrastructure.
- c) The full range of **Green Infrastructure**, which is covered in Section 6.

3.8 The **Spatial Planning of Infrastructure**, as set out in section 7, describes requirements on a geographical basis both in terms of the major settlements and specific key sites. This also relates to site specific requirements as set out in the SWDP. Both the combined sections 4, 5 & 6 and section 7 are looking at the same infrastructure requirements but the former combined chapters examine the package by infrastructure stream whilst section 7 examines the infrastructure packages on a geographic basis.

3.9 The costing of infrastructure, the delivery of infrastructure and the funding mechanisms are dealt with sections 8, 9 & 10 respectively before section 11 draws conclusions for the SWIDP as at September 2014.

3.10 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
- Prioritisation (see section 11 for explanation).

SECTION FOUR: PHYSICAL INFRASTRUCTURE.

A. TRANSPORT

Introduction

4.1 Malvern Hills, Worcester City and Wychavon Councils are working together to prepare a Development Plan 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.

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 emerging SWDP.

4.3 The SWIDP provides details of the infrastructure that is required to support the growth set out in the SWDP. It is envisaged that the information set out in the SWIDP will be used to develop a Community Infrastructure Levy (CIL), and to inform and support negotiations with developers about site specific s106 (and other relevant) agreements to contribute towards the mitigation of development impact (cumulative and site specific) on both the local and strategic transport network, as outlined in the Worcestershire Local Transport Plan 3 (LTP3), emerging LTP4 and policy SWDP 4.

4.4 The transport elements of the SWIDP will inform the further development of the Worcestershire LTP3 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 taking full account of cumulative growth and, as outlined in LTP3 and policy SWDP4, will help to avoid a piecemeal and potentially poorly targeted approach to investment in transport which 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 cumulative growth in travel demand are all too readily obvious, the cause may not be clear to all. The cumulative 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 the source 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 cumulative 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

4.9 The model draws upon existing evidence and previous related SWDP studies. Where appropriate, the Vehicle/Trip Generation Model was validated for consistency against the previous studies and the Worcester Multi-Modal Model. Further information on this can be found in the supporting technical work provided in the Transport Technical Background Paper and the CH2M report into the transport infrastructure associated with the SWDP.

Development Assumptions

4.10 The transport infrastructure (highway, passenger transport, cycle and pedestrian) and passenger transport services identified have been based on the emerging SWDP. The land use assumptions included changes to the previous iteration of the plan in autumn 2011 in respect of quantum of residential and employment development, updating of windfall and commitments and inclusion of C3 release development sites. 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.

4.11 Worcestershire County Council has been working with the South Worcestershire Councils to assess the impact of the SWDP: Proposed Submission Document planning policies and proposals. This follows the same methodology as used to assess the previous development assumptions to provide the development assumptions used in the modelling.

Methodology

4.12 The original 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

4.13 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.

4.14 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.

4.15 The SWDP Vehicle/Trip Generation model combines a number of functions:

- Multi-modal trip generation model;
- Trip routeing model;
- Gravity model; and
- Presentation and analysis of results

4.16 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.

4.17 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

4.18 These sources have combined to provide a comprehensive assessment of network requirements to accommodate SWDP planned 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.

4.19 The overall approach has been based on achievable interventions, recognising environmental and deliverability factors and is consistent with LTP3 and policy SWDP4. This does not rely on an approach focussing on a single or limited number of schemes or modes.

4.20 This whole exercise was repeated again in July 2014 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

4.21 The results of all this work have been fed into both the SWDP which is due to be considered by September 2014 South Worcestershire Councils and also in this supporting SWIDP.

Overview: Existing Highway Network Issues

4.22 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 the south, lies immediately east of Worcester, providing a vital 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).

4.23 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).

4.24 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 cumulative impact of SWDP proposals is greatest on these routes.

4.25 The development sites proposed through the SWDP will contribute to additional local and longer distance traffic routeing through the key corridors in and around Worcester. This has an 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 planned 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.

4.26 For the other towns, this assessment has found that there are issues to address as a direct result of development proposals, with some identified cumulative 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 Agency).

4.27 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.

4.28 There are currently no planned improvements in the area as a result of existing congestion or delay issues.

4.29 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

4.30 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.

4.31 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 2015) to Worcester (by 2024), with an aspiration to enhance service frequencies

4.32 In addition, Worcestershire County Council (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.

4.33 The Worcestershire Parkway business case was updated during 2014 (in line with Department for Transport appraisal guidelines). The findings of that work are that the station is operationally feasible and has a strong economic case with a benefit: cost ratio in excess of 3:1, and approximately 0.6million passenger per annum forecast to use the station by 2031. The financial case for the scheme is also strong with a significant net operating surplus for train operating companies.

4.34 Worcestershire County Council 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, Worcestershire County Council 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 (December 2016: subject to planning and the GRIP process – will involve the construction of a new platform on the Cotswold Line and passive provision for a second platform should the section of the Costwold 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).

4.35 There is, therefore, an opportunity to improve the provision of rail services on the existing network that could support the delivery of the SWDP through the resulting mode shift to rail for local and longer distance journeys. Access to railway stations by all modes will also be key 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 places, supporting transport of goods and people.

Overview: Existing Local Passenger Transport (bus) Issues

4.36 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.

4.37 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 Worcestershire 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

4.38 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.

4.39 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.

4.40 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 and outlined in policy SWDP4.

Existing Evidence

4.41 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 and associated 2012 Major Scheme Bid (www.worcestershire.gov.uk/WTS) and has not sought to duplicate this work. In developing the Worcester Transport Strategy, the planned development/land use assumptions were consistent with the emerging SWDP. Similarly, the recent successful Major Scheme Business case submitted to the Department for Transport uses the latest land use assumptions and is wholly consistent with the emerging SWDP.

4.42 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.

4.43 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

4.44 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.

4.45 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.

4.46 In developing the SWDP transport scheme proposals, as set out in Tables 1 and 2 in this section and again 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.

4.47 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.

4.48 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

4.49 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.

4.50 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.

4.51 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.

4.52 This requirement for a balanced approach to schemes is set out in policy SWDP4 and detailed in LTP3 and emerging LTP4

Worcester Transport Model

4.53 The pressure points on the Worcester transport network identified during the development of the Worcester Transport Strategy (WTS) and associated Major Scheme Bid for Phase 1 of the strategy have been found to be consistent with those identified through this SWDP work. Hence, the list of highway, passenger transport, cycle and walk schemes included in the Worcester Transport Strategy has been included in this South Worcestershire Infrastructure Delivery Plan. A small number of additional schemes have been identified to reflect the latest set of land use policies and proposals included within the SWDP.

4.54 The junctions identified as requiring investment through the WTS are all shown to require upgrading as result of the additional pressure on the highway network associated with the additional housing and employment development proposed through the South Worcestershire Development Plan.

4.55 The proposed improvements to the existing network will include the following measures:

- Strategic Highway improvements, including significant capacity enhancements to the A4440 Southern Link Road and A4440 Eastern By-Pass
- Key corridor improvements to enhance the main routes into and out of Worcester City for all users, improving traffic flow and reducing congestion, this will 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

4.56 The requirements for the Worcester Transport Strategy are outlined in policy SWDP4, which includes reference to the need to protect land needed to deliver the WTS, including proposed Worcestershire Parkway rail station and transport interchange.

4.57 With respect to SWDP Site 45/2 (Temple Laugherne) to the west of the city, it is recommended that the allocation is increased by 1,175 dwellings from 975 dwellings to 2,150 dwellings. No changes with respect to the amount of employment land are proposed.

4.58 The increase is achieved by extending the proposed allocation under the submitted SWDP slightly further westwards and further north towards the Martley Road (B4204). The policy associated with the allocation now proposes that the development is served by a spine road connecting the A44 in the south to the Martley Road in the north. This requirement reflects the output of the transportation modelling undertaken by WCC associated with the Worcester Transport Strategy. The diagram accompanying the allocation proposes that the recommended spine road forms the outer edge of the proposed development (subject to detailed design and assessment). This could have urban design benefits with respect to promoting cycling and walking in to the city from the development. It would also offer the possibility that the capacity of the spine road could potentially be increased should long terms aspirations for a NWLR (in whole or part) come forward. There is no current requirement under the SWDP as recommended for modification for the building of a NWLR (in whole or part).

4.59 Further changes are recommended to the allocation policy SWDP 45/2 to reflect increased size of the allocation, including increasing the size of the proposed local centre.

4.60 Clearly there is a disparity between the two largest urban extensions with respect to how advanced they are with Master Planning work. In the case of Site SWDP45/1 (Broomhall Community and Norton Barracks Community) most of the proposed allocation area is subject to planning applications and discussions have been on-going regarding master planning issues. The indicative diagram accompanying this site reflects the developing work under taken so far.

4.61 Whilst part of the area under the enlarged allocation at SWDP Site 45/2 (Temple Laugherne) to the west of the city is the subject of current planning applications these are broadly related to the earlier allocation made under the submitted version of the SWDP for 975 dwellings. Given the quick turnaround required for Proposed Modifications to the SWDP to address the housing uplift, it is inevitable that Master Planning associated with the enlarged allocation is not yet advanced. The policy wording associated with SWDP 45/2 as proposed for modification makes clear that the disposition of proposed uses within the allocation boundary will require, and be subject to, further intensive Master Planning to ensure the comprehensive development of the amended allocation as a whole and provide an integrated and cohesive urban design and movements within the site and to / from the City.

Droitwich, Great Malvern, Pershore, Evesham

4.62 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) 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.

4.63 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. Cross reference should be made to paragraphs 2, 19 & 23 of that reasoned justification to SWDP 4.

Strategic Road Network (managed by the Highways Agency)

4.64 The Highways Agency has, in conjunction with Worcestershire County Council, 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, the Highways Agency (HA) has highlighted that improvements will be 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

County Scheme Costs

4.65 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.

4.66 A breakdown of the costs for the proposed transport schemes on a mode-by-mode and town-by-town basis is provided in Tables 1 & 2. Where schemes fall outside the towns the cumulative costs are shown in the interurban/rural table.

Strategic Road Network (managed by the Highways Agency)

Required Mitigation

4.67 Impacts on the SRN which is managed on behalf of the Secretary of State by the HA have been examined in close co-operation with the County Council 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.

4.68 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 PRN and SRN
- 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; and
- A46: all junctions on the Evesham bypass require signalisation and in some locations improvements on approach arms.

4.69 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 the HA 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.

4.70 The HA 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 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. The current assessments undertaken by the County Council have indicated that the Southern Link Road (A4440) will need to be dualled between the Ketch and Whittington junctions by 2021.

4.71 The HA has not considered the impact of the proposed Worcestershire Parkway Station on M5 J7 in light of assurances from the County Council that, although the Parkway scheme is being promoted by the County Council, it is not relied upon to support the planned growth. The potential impacts of the Worcestershire Parkway Station will be considered by the HA at planning application stage.

SRN Scheme Costs

4.72 To support the SWIDP, the HA has produced indicative costs in relation to the above preliminary schemes. The costs estimates provided for schemes in Evesham and at the M5 Junction 7 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

The costs are also exclusive of any additional land take fees associated with construction and do not include 60 year maintenance costs.

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.

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)
	Total (Construction)
Total	£20.4m

M5 Junction 5	£0.5m
M5 Junction 6	£10m (note with £3.5 million associated network impacts)
M5 Junction 7	£0.4m
A46 Junctions	£9.5m

*Note these costs 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 Agency SRN schemes

4.73 The HA does not have a specific long term forward investment plan to support Local Plans. The HA 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.

4.74 In the absence of such funding the HA 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.

County Transport Schemes

4.75 The County transport schemes for South Worcestershire are itemised in Table 2:

Table 2: SWDP Transport Schemes – Highway and Walk, Cycle and Passenger Transport

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	(Worcester Transport Strategy)			Total £170.8 M			
Highway Schemes	A4440/Southern Link Road capacity enhancements (phases 3 & 4, Whittington - Ketch - Powick), Key Corridors Infrastructure and operational enhancements, traffic signals enhancements (SCOOT/MOVA etc.), VMS signing. NOTES: EXCLUDES costs for M5 junctions 5, 6 and 7 which are within the jurisdiction of the Highways Agency. EXCLUDES costs for highway schemes needed to mitigate proposed new development in and around Worcester Shrub Hill/Sherriff Gate area	SWDP 4 & SWDP 7	Worcester shire CC (ITBlock), Development Industry, WLEP/SEP, WLTB, New Homes Bonus, Central Govt.	£121.21M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), 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 corridors	Essential

Rail Schemes	Worcestershire Parkway & Shrub Hill Station improvements (limited to improved access arrangements for users, EXCLUDES development-specific infrastructure improvements associated with major new developments such as Sherriff Gate	SWDP 4 & SWDP 7	Rail Industry (NR/TOC's/DfT), Worcestershire CC (ITBlock), Development Industry, WLEP/SE P, WLTB, New Homes Bonus, Central Govt.	£18.97 M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), Network Rail, Train operating Companies, DfT plus other funding sources as available	2012-2019: (1) Worcestershire Parkway (2) Shrub Hill Station (if Opportunity Zone development proposals advanced for delivery in this period) 2020 - 2030: (1) Shrub Hill (if delivery of Opportunity Zone development delayed)	Necessary
Local Passenger Transport Schemes	Including: Upgraded bus stop infrastructure, extension of Real Time Information systems (incl. SVD & links to signals operations) to	SWDP 4 & SWDP 7	Bus Industry, Worcestershire CC (ITBlock), Development	£19.57 M	Worcs CC (IT Block), Local Transport Board (Devolved Major	Across both phases (2012 - 2019 and 2020 - 2030) aligned with	Necessary

	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.		Industry, WLEP/SE P, WLTB, New Homes Bonus, LSTF, Central Govt.		Scheme Funding), Developers (s106 & s278), New Homes Bonus, plus other funding sources as available	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 Cycle Schemes	New and improved walk and cycle routes, additional walk and cycle bridge to north of city (and associated access links) and walk & cycle elements of key Corridor schemes	SWDP 4 & SWDP 7	Sustrans, Worcester shire CC (IT Block), Development Industry, WLEP/SE P, WLTB, New Homes Bonus, LSTF, Central Govt.	£11.04 M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, plus other funding sources as	Across both phases (2012 - 2019 and 2020 - 2030) aligned with key Corridor improvements and delivery of SWDP planned growth (in particular the urban extensions)	Necessary

					available			
Droitwich Spa				Total £8.9 M				
Highway Schemes	Local highway network improvements and elements of A38 highway enhancements in vicinity of Droitwich, including: A38 Roman Way / B4065 Bromsgrove Road, A38 Roman Way / A442 Kidderminster Road, A38 Roman Way / B4090 Worcester Road and Hanbury Street / Queen Street / Saltway / Bromsgrove Road	SWDP 4 & SWDP 7	Worcester shire CC (ITBlock), Development Industry, WLEP/SE P, WLTB, New Homes Bonus, Central Govt.	£3.62 M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, plus other funding sources as available	Across both phases (2012-2019 & 2020 – 2030)		Essential
Rail, Local Passenger Transport and Walk and Cycle Link Schemes	Including: (1) Improvements to Droitwich rail station and associated interchange facilities (including parking, information, access routes etc.). (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 (NR/TOC's/DfT), Worcester shire CC (ITBlock), Development Industry, WLEP/SE	£5.32 M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus,	Across both phases (2012-2019 & 2020 – 2030)		Necessary

	Yew Tree Village). (3) Provision of walk & cycle footbridge over A38 linking proposed development sites to town centre & railway station. (4) Improvements to walk & cycle routes, crossing facilities, signage and other associated facilities		P, WLTB, New Homes Bonus, LSTF, Central Govt.		plus other funding sources as available			
Evesham				Total £8.8 M				
Highway Schemes	Including town centre junction enhancements, including: (A4184 / B4624) Greenhill / High Street / Worcester Road, Vine Street / High Street / Bridge Street, Bridge Street / Port Street / Waterside and A4184 (Cheltenham Road) / Davies Road. NOTE: EXCLUDES A46 schemes which are within the jurisdiction of the Highway Agency.	SWDP 4 & SWDP 7	Worcester shire CC (IT Block), Development Industry, WLEP/SE P, WLTB, New Homes Bonus, Central Govt.	£1.20M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, plus other funding sources as available	Across both phases (2012-2019 & 2020 – 2030)		Essential
Rail, Local Passenger Transport	Including: (1) Provision of walk & cycle footbridges over	SWDP 4 & SWDP 7	Sustrans, Bus Industry,	£7.600 M	Worcs CC (IT Block), Local	Across both phases (2012-2019		Essential

and Walk and Cycle Link Schemes	A46 and River Avon linking proposed development sites to town centre, railway station, retail parks and employment centres. (2) Improvements to Evesham rail station and associated interchange facilities (including cycle parking, information, access routes etc.). (3) Provision of Infrastructure to enable local PT services to access & serve SWDP development sites. (4) Improvements to walking and cycling connectivity		Rail Industry (NR/TOC's/DfT), Worcester shire CC (ITBlock), Development Industry, WLEP/SE P, WLTB, New Homes Bonus, LSTF, Central Govt.		Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, plus other funding sources as available	& 2020 – 2030)		
Malvern				Total £6.4 M				
Highway Schemes	Local highway network improvements, including: A4103 / B4503 Leigh Sinton Road, A449 Worcester Road / Richmond Road / Pickersleigh Avenue, A449 Worcester Road / Howsell Road / Pickersleigh Road, A449 Worcester Road / B4505 (Newtown	SWDP 4 & SWDP 7	Worcester shire CC (ITBlock), Development Industry, WLEP/SE P, WLTB, New Homes Bonus, Central	£5.6 M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New	Across both phases (2012-2019 & 2020 – 2030)		Essential

	Road) / Hornyold Road, B4208 Pickersleigh Road / North End Lane / Hayslan Road, B4208 Pickersleigh Road / North End Lane / Hayslan Road, B4211 Barnards Green Rd / B4208 Pickersleigh Rd / Upper Chase Rd / Court Rd / Avenue Rd, A449 Belle Vue Terrace / Wells Road / B4211 Church Street, B4208 Barnards Green Rd / B4211/ Poolbrook Road and B4208 Blackmore Park Rd / B4209 Hanley Rd. NOTE: EXCLUDES improvements to Townsend Way/A449 Junction associated with proposed Newlands development.		Govt.		Homes Bonus, plus other funding sources as available			
Rail, Local Passenger Transport and Walk and Cycle Link Schemes	Including: (1) Provision of Infrastructure to enable local PT services to access & serve SWDP development sites. (2) Improvements to walking and cycling connectivity, including	SWDP 4 & SWDP 7	Sustrans, Bus Industry, Rail Industry (NR/TOC's/DfT), Worcester shire CC	£0.7 M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding),	Across both phases (2012-2019 & 2020 – 2030)		Necessary

	to/from proposed development sites (3) Improvements to town centre walking and cycling facilities		(ITBlock), Development Industry, WLEP/SE P, WLTB, New Homes Bonus, LSTF, Central Govt.		Developers (s106 & s278), New Homes Bonus, plus other funding sources as available			
Pershore				Total £4.4 M				
Highway Schemes	Local highway network improvements, including:(A4104 / B4084) Worcester Road / Three Springs Road, (A4104 / B4084) Station Road / Worcester Road / High Street and A4104 Station Road / B4083 Wyre Road) NOTE: See Inter-Urban Highway section (below) for A44 highway enhancements.	SWDP 4 & SWDP 7		£1.050 M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, plus other funding sources as available	Across both phases (2012-2019 & 2020 – 2030)	The authorities support all the transport schemes set out in the Pershore Package elements of the SWIDP and a new bridge and link road between the A44 and the B4083.	Essential
Rail, Local Passenger	Including: (1) Improvements to	SWDP 4 & SWDP 7		£3.360 M	Worcs CC (IT Block),	Across both phases		Necessary

Transport and Walk and Cycle Link Schemes	Pershore rail station and associated interchange facilities (including parking, information, access routes etc.). (2) Provision of Infrastructure to enable local PT services to access & serve SWDP development sites. (3) Improvements to walking and cycling connectivity (4) Improvements to town centre walking and cycling facilities				Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, plus other funding sources as available	(2012-2019 & 2020 – 2030)		
Rural Malvern Hills				Total: £0.2 M				
Local Passenger Transport and Walk and Cycle Link Schemes	Including: (1) Provision of Infrastructure to enable local PT services to access & serve SWDP development sites. (2) Improvements to walking and cycling connectivity to the existing network (3) Improvements to walking and cycling facilities and infrastructure	SWDP 4 & SWDP 7		£0.2 M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, plus other funding	Across both phases (2012-2019 & 2020 – 2030)		Necessary

					sources as available			
Rural Wychavon				Total: £2.3 M				
Rail, Local Passenger Transport and Walk and Cycle Link Schemes	Including: (1) Provision of Infrastructure to enable local PT services to access & serve SWDP development sites. (2) Improvements to rail stations (Hartlebury) and associated interchange facilities (including parking, information, access routes etc.).	SWDP 4 & SWDP 7		£2.3 M	Worcs CC (IT Block), Local Transport Board (Devolved Major scheme Funding), Developers (s106 & s278), New Homes Bonus, plus other funding sources as available	Across both phases (2012-2019 & 2020 – 2030)		Necessary
Inter-Urban Highways				Total: £4.1 M				
Highway Schemes	Including improvements to the A44 mainline (Evesham-Worcester - Bromyard) at Pinvin Crossroads, Crown East, A38 Fernhill Heath (Hurst Lane) & Martin Hussingtree,	SWDP 4 & SWDP 7		£4.1 M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme	Across both phases (2012-2019 & 2020 – 2030)		Essential

	A449 roundabout at Claines NOTE: EXCLUDES A449/Townsend Way Junction, subject to s278 discussions with the developer of Newlands site				Funding), Developers (s106 & s278), New Homes Bonus, plus other funding sources as available			
				Overall County Total: £205.9 M				
Highways Agency: Strategic Road Network								
Strategic Highway Network Scheme	A46 Evesham Bypass Junctions	SWDP 4 & SWDP 7	Highways Agency, Developers, Worcestershire County Council	£9.50 M	Developers (S106 & S278) plus other funding sources available	Across both Phases (2014-2019 and 2020-2030)		Essential
Strategic Highway Network Scheme	M5 J5	SWDP 4 & SWDP 7	Highways Agency, Developers, Worcestershire County Council	£0.50 M	Developers (S106 & S278) plus other funding sources available	Across both Phases (2014-2019 and 2020-2030)		Essential

Strategic Highway Network Scheme	M5 J6	SWDP 4 & SWDP 7	Highways Agency, Developers, Worcester shire County Council	£10.00 M	Developers (S106 & S278) plus other funding sources available	Across both Phases (2014-2019 and 2020-2030)		Essential
Strategic Highway Network Scheme	M5 J7	SWDP 4 & SWDP 7	Highways Agency, Developers, Worcester shire County Council	£0.40 M	Developers (S106 & S278) plus other funding sources available	Across both Phases (2014-2019 and 2020-2030)		Essential
	TOTAL			£20.40 M				
	OVERALL SWIDP TRANSPORT TOTAL			£226.3M				

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 the 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.

4.76 The total costs across South Worcestershire for transport infrastructure and maintenance for the period to 2030 are as follows:

- Infrastructure: £226 million (including SRN)

4.77 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.

4.78 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.

4.79 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 ongoing 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

4.80 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 ongoing maintenance costs of such measures and the extent to which the SWDP is dependent upon their delivery.

B. UTILITIES

INTRODUCTION

4.81 The position is set out in the evidence base of the emerging Worcestershire Infrastructure Strategy (Needs & issues Research Paper; June 2012). The County Council has engaged with Western Power Distribution (WPD) and National Grid Gas. WPD representatives have attended two meetings and a meeting took place with National Grid Gas and SWC in June 2012.

4.82 The starting point was that the Baker Associates report took the view that the need for developer contributions for this category was lessened because connections to the grid are standard parts of the build costs for sites. Utility companies enable connection of the network where there is capacity or where improvements are part of their organic load growth. Unplanned strengthening of the network to accommodate development sites needs to be funded by

developers. This has been progressed through meetings and liaison with the electricity supply and gas supply industries.

4.83 WPD responded (19/09/12) to the technical consultation on SWIDPIPS in that it has begun a high-level consideration of the capacity of the network to accommodate SWDP proposed growth.

4.84 In terms of response of the gas industry to SWIDPIPS, a response was received from Wales and West Utilities (09/10/12) and National Grid Gas provided information (15/11/12) on the Worcester Urban Extensions and the development at North East Malvern. Further dialogue has taken place in Spring 2013 and Summer 2014.

4.85 The key issue will be, through continuing dialogue with these utilities, to distinguish that infrastructure which is absolutely critical before development can go ahead.

4.86 In order to meet carbon emission targets, the County Council emphasises the importance of the careful management of the way in which energy is used and supplied across Worcestershire. The position in Worcestershire is set out on pp37-43 of the January 2013 version of the draft Worcestershire Infrastructure Strategy.

RENEWABLE AND LOW CARBON ENERGY

4.87 By way of context, a wide range of EU and national legislation has been established with the objective of tackling climate change by reducing the emissions of carbon dioxide, reducing our overall demand for fossil fuel and promoting the security of energy supply. This legislation includes the 2008 Climate Change Act and the 2009 Renewable Energy Directive which establishes national targets for carbon emission reductions and the development of renewable energy.

4.88 The Climate Change Act 2008 established a legal requirement for 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.

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

4.90 The SWDP has not set carbon reduction or renewable energy targets for South Worcestershire. The reason for this is that, whilst the planning system plays a key role in delivering the necessary infrastructure to reduce carbon emissions and ensure continued security of energy supply, there are many factors which influence carbon emissions (e.g. fuel prices, population growth etc.) and the take-up of renewable and low carbon energy (e.g. installation costs; feed-in tariffs etc.) are beyond the control of a Development Plan.

4.91 The County Council (in section 3.4 of their June 2012 Needs & Issues Paper) began their look at renewable energy with the work of their consultants IT Power. The consultants concluded that a suggested realistic target of 3.5% of energy consumption from large-scale renewables could be achieved by 2026 across Worcestershire.

4.92 The County Council accepts that the baseline position is low, although recent years have seen a significant increase in installed capacity across the county as a result of the Feed-in-Tariff. It is now estimated that there is around 27MW 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 schemes, such as domestic-scale solar.

4.93 The County Council estimates that there could be the potential capacity for the whole of Worcestershire of 109 MW of large-scale renewable energy generation, sufficient to provide for the energy needs of approximately 15,500 homes. The County Council is in the process of preparing a Renewable Energy Strategy to set out the benefits of renewables in terms of the County's economy environment and communities. The County Council has played a positive role in bringing forward renewable energy through processing applications for Anaerobic Digestion plants and through providing economic development support to other projects. The South Worcestershire Councils also play an enabling role via their planning function.

4.94 Several applications have been submitted for sizeable renewable installations (including the Lenchwick windfarm and the M5 J6 turbine), and there have been approvals granted for some large solar farms (3.5MW, 5MW, and most recently 9MW) and Anaerobic Digestion plants in Wychavon, focussed on the Vale of Evesham. All of these are in the public domain and demonstrate commercial interest in bringing forward big projects in South Worcestershire.

4.95 To reduce carbon emissions and secure sustainable energy, the South Worcestershire Councils are proposing in policy SWDP 27 that all new development incorporates renewable or low carbon energy to meet a percentage of the developments energy requirements. It is also proposed that large-scale developments (including Worcester South and Worcester West) examine the potential for a decentralised heat network (for example, combined heat and power). It is anticipated that these would be funded by developer contributions, the private sector or through contributions from the proposed Carbon Offset Fund.

4.96 A proportion of Energy from Waste (EfW) constitutes renewable energy. The EfW plant at Hartlebury was granted planning approval by the Secretary of State in summer 2012. Electricity generation from this plant is likely to start from 2017 and output is expected to generate 15.5 MW, of which 13.5 MW 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 being defined as biomass.

ELECTRICITY

4.97 The County Council in their assessment (Needs & Issues report; June 2012: section 3.3) quote from the Baker Associates Study:-

"Broadly speaking, over the twenty year period of planned growth, there should not be a problem in delivering electricity capacity in Worcestershire. However, as development takes place, hotspots can occur in specific locations where a lack of capacity at substations arises. This could be addressed at the time but is likely to be addressed systematically over time"

4.98 The National Grid owns and operates the electricity transmission system (275kV & 400kV). Within Worcestershire, the distribution network (132 kV, 66kV, 33kV, 11kV and 400V) is the responsibility of the Western Power Distribution Network.

4.99 The current situation was assessed at a meeting between Western Power Distribution (WPD), the County Council and South Worcestershire Councils (SWC) on 09/02/12. At that meeting, it was explained that Western Power Distribution submit funding requests to OFGEM for improvements to the network to deal with growth and are about to submit their next bid in June 2013. In terms of development proposals, Western Power assesses how developments can be accommodated based on a number of factors, such as available network capacity and vicinity of apparatus. New network connection, depending on the demand requirement, can be provided through numerous connection types. These are defined in WPD's Application of the Connection

Charging Methodology section of the WPD Statement of Methodology and Charges Document. A typical connection for a small/medium housing development is via a looped 11kV connection into a 11kV/400V distribution sub-station. The cost of this type of connection must be borne by the developer.

4.100 Western Power Distribution (WPD) were one of the consultees in preparing the SWIDP and WIS, with which both the County Council and South Worcestershire Councils have had a dialogue. The detailed response to SWC on the SWIDPIPS on 19/09/12 assessed the major developments in terms of the capacities available at local primary substations. In summary:-

MALVERN HILLS HOUSING SITES

- Newland: spare capacity available. 3rd transformer not planned, this will be triggered by further demand connections and will be subject to upstream reinforcement costs.

MALVERN HILLS EMPLOYMENT SITES

- Blackmore Park, Newland and Qinetiq site: spare capacity available. No works planned at the moment. Any large load application would trigger upstream reinforcement costs.

WORCESTER HOUSING SITES

- Worcester South. Ample transformer capacity. New 11kV feeders may trigger switchgear change depending on load etc.

WORCESTER EMPLOYMENT SITES

- Govt. Offices, University Park (formerly known as Grove Farm), South Worcester, Worcester Technology Park, West Worcester & Worcester Woods: as above with ample transformer capacity available.

WYCHAVON EMPLOYMENT SITES

- Station Road, Pershore: spare capacity available and no work planned.
- Vale Park Phase 2: spare capacity available. 3rd transformer not planned, this will be triggered by further demand connections and will be subject to upstream reinforcement costs.

WYCHAVON HOUSING SITES

- Copcut Lane, Droitwich: Primary OK, requires some minor 11kV reinforcement
- Station Road/Wyre Road, Pershore: OK
- Evesham sites: Primary OK at present, but may need third Transformer if loads increase. Feeders heavily loaded but may be possible to move around.

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 up on all relevant legal and consents being forthcoming.
- The table below shows observations based on a high level assessment with respect to the primary distribution network (132kV, 66kV & 33kV) in the South Worcestershire area.

Table showing observations based on a high level assessment with respect to the primary distribution network (132kV, 66kV & 33kV) in the South Worcestershire area					
Malvern Hills District Residential sites					
Site		Dwellings	Anticipated Demand MVA (TBC)	WPD Primary Substation	Primary System Design Comments
Total dwellings extracted from Malvern Mastersheet dated 22/07/2012		3141	4.5	Malvern	8MVA (winter) spare capacity available, no further reinforcement planned for this site.
Malvern Hills District Employment sites					
Site		Ha Employ land	Anticipated Demand MVA (TBC)	WPD Primary Substation	Primary System Design Comments
Blackmore Park		4.5	2.25	Brotheridge Green	~0.9MVA (winter) spare capacity available, no reinforcement planned for this site. A large load application would trigger upstream reinforcement costs (see notes at bottom of spreadsheet)
Newland		10	5	Malvern	8MVA (winter) spare capacity available, no further reinforcement planned for this site.
QinetiQ Site		4.5	2.25	Malvern	8MVA (winter) spare capacity available, no further reinforcement planned for this site.
					45

Worcester City Residential sites					
Site		Dwellings	Anticipated Demand (TBC)	WPD Primary Substation	Primary System Design Comments
Broomhall Community and Norton Barrack	Wider Worcester Area	2609	4	Timberdine	15MVA (winter) spare capacity available, new 11kV Feeder/s may trigger switchgear change depending on load and number of CBs required
Temple Laughern - Worcester West	Wider Worcester Area	2150	3.2	Worcester	30MVA (winter) spare capacity available
Total dwellings extracted from Worcester Mastersheet dated 22/07/2012, minus Broomhall and Temple Laughern	Worcester	3443	5	Multiple locations comprising Timberdine, Warndon, & Worcester primary substations	
Worcester City Employment sites					
Site	Location	Ha Employment land	Anticipated Demand (TBC)	WPD Primary Substation	Primary System Design Comments
Broomhall Community and Norton Barrack	Wider Worcester Area	20	10	Timberdine	15MVA (winter) spare capacity available, new 11kV Feeder/s may trigger switchgear change depending on load and number of CBs required
Temple Laughern - Worcester West	Wider Worcester Area	5	2.5	Worcester	30MVA (winter) spare capacity available
Worcester Technology Park	Wider Worcester Area	16	8	Warndon	30MVA (winter) spare capacity available
Worcester Woods	Worcester	11	5.5	Warndon	30MVA (winter) spare capacity available

Government Offices	Worcester	4	2	Worcester	30MVA (winter) spare capacity available
Grove Farm, Bromyard Road C2 apartments	Worcester	11	5.5	Worcester	30MVA (winter) spare capacity available
Blackpole Road	Worcester	1	0.5	Warndon	30MVA (winter) spare capacity available
Nunnery Way	Worcester	8	4	Warndon	30MVA (winter) spare capacity available
Midland Road	Worcester	1	0.5	Warndon	30MVA (winter) spare capacity available
Land South of Warndon Wood	Worcester	5	2.5	Warndon	30MVA (winter) spare capacity available
Droitwich - Copcut Lane	Droitwich	3.5	1.75	Droitwich	15MVA (winter) spare capacity available
Pershore - Land to the North East of Pershore	Pershore	5	2.5	Pershore	10MVA (winter) spare capacity available
Evesham - Vale Park III	Evesham	10	5	Evesham	6MVA (winter) spare capacity available. No further reinforcement planned for this site.
Evesham - Vale Park III	Evesham	10	5	Evesham	6MVA (winter) spare capacity available. No further reinforcement planned for this site.
Throckmorton - Airfield / Employment Land		10	5	Pershore	10MVA (winter) spare capacity available
Pershore -Interbrook, Abbey View Road / Employment land		4.45	2.2	Pershore	10MVA (winter) spare capacity available
Stonebridge Cross	Droitwich	10	5	Droitwich	15MVA (winter) spare capacity available
Sixways Major Developed Area		2	1	Warndon	30MVA (winter) spare capacity available
Hindlip Major Developed Area		2	1	Warndon	30MVA (winter) spare capacity available
Hartlebury Trading Estate - MDA		2	1	Stourport	20MVA (winter) spare capacity available

Perdiswell	Worcester	4	2	Worcester	30MVA (winter) spare capacity available
Roxell UK - MDA		2	1	Stourport	20MVA (winter) spare capacity available
Malvern, Wider Worcester and Wychavon District Employment sites					
Site	Location	Ha Employe land	Anticipated Demand (TBC)	WPD Primary Substation	Primary System Design Comments
Newland	Malvern	10	n/a	n/a	Duplicate ? See Malvern Employment Sites
QinetiQ Site	Malvern	4.5	n/a	n/a	Duplicate ? See Malvern Employment Sites
Blackmore Park	Malvern	4.5	n/a	n/a	Duplicate ? See Malvern Employment Sites
Former Cattle Market Site, Teme Street	Tenbury Wells	0.88	n/a	n/a	
Temple Laugherne - Worcester West	Wider Worcester Area	5	n/a	n/a	Duplicate ? See Worcester Employment Sites
Broomhall Community and Norton Barrack	Wider Worcester Area	20	n/a	n/a	Duplicate ? See Worcester Employment Sites
Worcester Technology Park	Wider Worcester Area	16	n/a	n/a	Duplicate ? See Worcester Employment Sites
Grove Farm, Bromyard Road	Worcester	11	n/a	n/a	Duplicate ? See Worcester Employment Sites
Worcester Woods	Worcester	11	n/a	n/a	Duplicate ? See Worcester Employment Sites
Midland Road	Worcester	1	n/a	n/a	Duplicate ? See Worcester Employment Sites
Government Offices	Worcester	4	n/a	n/a	Duplicate ? See Worcester Employment Sites

Cedar Avenue Depot	Worcester	1	0.5	Worcester	30MVA (winter) spare capacity available
Nunnery Way	Worcester	8	n/a	n/a	Duplicate ? See Worcester Employment Sites
Land South of Warndon Wood	Worcester	5	n/a	n/a	Duplicate ? See Worcester Employment Sites
Droitwich - Copcut Lane	Droitwich	3.5	n/a	n/a	Duplicate ? See Worcester Employment Sites
Pershore - Land to the North East of Pershore	Pershore	5	n/a	n/a	Duplicate ? See Worcester Employment Sites
Evesham - Vale Park III	Evesham	10	n/a	n/a	Duplicate ? See Worcester Employment Sites
Evesham - Vale Park III	Evesham	10	n/a	n/a	Duplicate ? See Worcester Employment Sites
Throckmorton - Airfield / Employment Land		10	n/a	n/a	Duplicate ? See Worcester Employment Sites
Pershore -Interbrook, Abbey View Road / Employment land		4.45	n/a	n/a	Duplicate ? See Worcester Employment Sites
Stonebridge Cross	Droitwich	10	n/a	n/a	Duplicate ? See Worcester Employment Sites
Sixways Major Developed Area		2	n/a	n/a	Duplicate ? See Worcester Employment Sites
Hindlip Major Developed Area		2	n/a	n/a	Duplicate ? See Worcester Employment Sites
Hartlebury Trading Estate - MDA		2	n/a	n/a	Duplicate ? See Worcester Employment Sites
Perdiswell	Worcester	2	n/a	n/a	Duplicate ? See Worcester Employment Sites
Roxell UK - MDA		2	n/a	n/a	Duplicate ? See Worcester Employment Sites
Wychavon District Residential sites					
Site	Location	Dwellings	Anticipated Demand (TBC)	WPD Primary Substation	Primary System Design Comments

Yew Tree Farm	Droitwich	800	1.2	Droitwich	15MVA (winter) spare capacity available
Total dwellings extracted from Wychavon Mastersheet dated 22/07/2012, minus Yew Tree Farm	Various	2913	4	Multiple locations comprising Pershore, Droitwich, Feckenham & Strensham primary substations	Capacities are Droitwich 15MVA Pershore 10MVA Feckenham 10MVA Strensham 10MVA
Primary Sites	Capacity available as of 28/08/2014	SW IDP Requirements	Shortfall	Probable Reinforcement	
Malvern	8	11.75	-3.75	New 132/11kV transformer	
Brotheridge Green	0.9	2.25	-1.35	New 66/11kV transformer plus 66kV OHL works	
Timberdine	15	14	1		
Worcester	30	15.7	14.3		
Warndon	30	23	7		
Droitwich	15	7.95	7.05		
Pershore	10	9.7	0.3		
Evesham	6	10	-4	New 66/11kV transformer	
Stourport	20	2	18		
Please note that the above calculations do not include the summated residential sites for Malvern, Worcester & Wychavon					

GAS

4.101 The County Council has made its assessment in section 3.2 of the Needs & Issues Report (June 2012). It states that National Grid Gas owns the Local Distribution Zone for most of Worcestershire with a part of South Worcestershire covered by Wales & West Utilities. Gas reaches consumers via individual suppliers. Under the 1986 Gas Act, gas distributors must develop and maintain an efficient and economical pipeline system and must comply, so far as it is economical to do so, to connect the system to any premises. Payment for gas connection might be required depending on the outcome of an economic test. That economic test would be undertaken by the relevant Gas Transporter for the location, either National Grid Gas Distribution or Wales and West Utilities, depending on the location of the connection required.

4.102 National Grid prepares annual delivery plans and major reinforcements can be programmed, if communicated in advance.

4.103 The Baker Associates Study indicated that network reinforcement may be necessary in the Worcester area but it is assumed that National Grid will fund this requirement. More specifically, the SWDP refers to the need for a new gas supply to be provided to the Worcester South extension. The provision of connections is fully open to competition in gas distribution and therefore a range of individual connection providers such as utility infrastructure providers would be likely to want to quote for any connections work.

4.104 A meeting took place between National Grid Gas and the County Council with SWC on 22nd June 2012 to progress these matters. National Grid Gas were consulted on the SWIDPIPS (08/11/12) and Wales & West Utilities provided a very detailed assessment on 09/10/12 for the Wychavon area. The one site where there could be significant costs is the Vale Park employment site in Evesham.

4.105 National Grid Gas provided further information (15/11/12) on the Worcester Urban Extensions and the development at North East Malvern that included the estimated load for each site and whether any reinforcements may be needed.

4.106 National Grid provided the following information in response to the June 2014 technical consultation on the SWIDP:

“in terms of how we would deal with all the sites and ensure we have capacity for them, mostly that would be reactively as and when they come through the new connections route. When consultants or Councils want to know more, we usually invite you to bring any questions and we show you our analysis models. That said, capacity is always given on a first come basis so the picture is constantly changing. The only issue will be if there is capacity but that can be provided (funding subject to an economic test) as and when needed.”

4.107 Wales and West Utilities provided the following information during the 2014 update:

Land at Horsebridge Avenue	Badsey	There is low pressure mains currently in this area. If development is to be extended further to the west some extension/reinforcement of the area may be required.
Land to the rear of 34	Badsey	There is 150mm DI main which will be subject to

Bretforton Road		replacement in due course, (this may mean a smaller diameter main and therefore lower pressures). There is also intermediate pressure mains nearby should capacity in the low pressure become an issue.
Land opposite Horsebridge Avenue	Badsey	There is low pressure mains currently in this area. If development is to be extended further to the west some extension/reinforcement of the area may be required.
Land off Tewkesbury Road	Bredon	Intermediate pressure mains in this area should provide sufficient future capacity
Land off Cheltenham Road	Bredon	Unsure where site in question is, but there is low pressure mains in the area of Cheltenham Road in Bredon. Reinforcement or an extension of the existing network may be required.
Sheldon Avenue Garage Court	Broadway	There is LP and MP mains in this area. If there is insufficient capacity in the LP an MP connection is possible allowing for greater capacity.
Land adjacent to Harvard Avenue, off Stratford Road	Honeybourne	There is LP in this area serving Harvard Road. There are no immediately apparent restrictions with extending this into site but some reinforcement may be required to ensure supply for future homes and maintaining pressures for existing one.
Land Opposite Stonebow Road,	Drakes Broughton	LP mains in the area is 63mm to 90mm which is currently sufficient for existing demand. Access to this is close to the site and as the network is all PE, (as opposed to metallic), pressure can be run a little higher to accommodate an increase in demand.
Land south of Walcot Lane	Drakes Broughton	There is LP available at the site boundary.
Land at New Road / Pershore Road	Eckington	This is a busy junction with plenty of LP mains in the area. Some of it is metallic and will require replacement in the future.
Land to the East of Evesham Road & South of Village Street	Harvington	There are both LP and MP mains this area which should assist with capacity.
Land R/O 71 Village Street	Harvington	As above
Land at Cleveland House,	Pinvin	LP and MP mains in this area.

Terrace Road		
26 Cowl Street	Evesham	There is LP mains in the road for connection, but it will be subject to replacement in the future.
Land off Sawmills Lane & to the rear of Coxlea Close	Evesham	LP is available but as it is quite small in diameter there is a good chance that reinforcement will be required.
Cowl Street	Evesham	See: 26 Cowl Street
Land at Aldington Lodge, Offenham Road	Evesham	There is only intermediate pressure mains in the area. This will allow for greater capacity.
Former Garage and Depot, Brick-Kiln Street	Evesham	LP mains are available in this area. The mains in question is not two-way fed so some reinforcement may be required.
Depot on New Road	Pershore	If this is referring to New Road which joins Pershore Road please see earlier response.
The Ford House, Station Road	Pershore	There is LP running along this road but it may have lower pressures available as it lies towards the end of the network.
Land at Holloway	Pershore	There is LP in the area but some reinforcement may be required.
Land South of Wyre Road	Pershore	Wyre Road has LP, MP and IP mains all available to it. Whilst connection to MP and IP attract additional costs due to equipment required to control pressures there is greater flexibility for capacity.
Land off Defford Rd	Pershore	There is LP mains running to the north of this site, but as it already supplies 10 homes additional reinforcement to increase capacity would be required.

ELECTRICITY AND GAS

4.108 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

4.109 By way of introduction, as set out in the draft Worcestershire Infrastructure Strategy, the supply and treatment of water and the management of flood risk are all inter-related. Changes to any of these can have both positive and negative impacts on the others. This means that the right interventions offer opportunities to deliver multiple benefits across a range of areas. Therefore, although the Water Supply and Waste Water and the Flood Risk issues (see Section 4C) are dealt with in separate sections, the overall SWC approach is an integrated one.

4.110 As context for the Water Supply and Waste section, reference should be made to the following documents:-

- a) The Water Framework Directive, which is designed to improve and integrate the way water bodies are managed throughout Europe.
- b) The Water Act
- c) The River Severn Basin Management Plan, which in itself is a requirement of the Water Framework Directive
- d) The South Worcestershire Water Cycle Study (2010, 2012 & 2014), which looks at the level of planned growth and the ability of the infrastructure (i.e. water supply and waste water treatment) to accommodate it without adversely affecting water quality and quantity.

4.111 Cross reference should be made to the relevant policies in the SWDP, especially policies SWDP 30 on Water Resources, Efficiency and Treatment and SWDP 31 on Pollution and Land Instability along with the reasoned justification in both cases.

4.112 The background is considered in depth in Chapter 5 of the Worcestershire County evidence base (Needs & Issues Paper: June 2012). The capacity of existing water infrastructure in the allocation and phasing of development could have a significant impact on the timing of development and this will apply to both residential and employment land. This section of the SWIDP has been updated to reflect the January 2013 draft Worcestershire Infrastructure Strategy. It has also been updated to reflect on-going work on the SWDP, especially over the last 3 years involving SWC, the County Council, Severn Trent Water Ltd (STW) and the Environment Agency.

4.113 Water Supply and Waste Water Infrastructure is given full consideration in the 2010 Water Cycle Study and the 2012 Update (published May 2013) and again in the 2014 update (published September 2014). All of these were prepared by JBA Consulting and SWC involved Severn Trent Water Ltd and the County Council in the drafting of these documents. The Environment Agency was also involved in the preparation of the 2010 and 2012 WCS. The EA was sent the 2014 WCS update in advance of the formal consultation and their comments on the WCS update were received by SWC on 26/09/14 and then on the SWIDP on 29/09/14.

4.114 The key headline message from the latest Water Cycle Study work is that the proposed level of housing and employment growth in the SWDP can be accommodated either by existing infrastructure or at least deliverable and viable by improvements to that infrastructure i.e. there are no showstoppers.

4.115 It should be noted that Severn Trent Water Ltd. (STWL) has a statutory duty to provide potable water as well as the treating and disposing of waste water.

4.116 Whilst conventional treatment of on-site waste water at water treatment works is the main method used, alternative non-main solutions can be acceptable for small scale developments in rural areas.

4.117 STW has stated the difficulties for them of undertaking upfront analysis to determine the extent and costing of their infrastructure requirements. This is because the details of each site will

not be known until the planning application stage, when the preferred connection location is known. Again STW is not saying that implies there is any fundamental difficulty in delivering any of the proposed housing allocations.

4.118 For new developments, the only recoverable costs for Water and Sewerage Companies (WASCs) from developers apply to connections to the WASC's existing water mains and sewers, and a contribution for on-site works.

4.119 The costs for serving specific developments are not determined until application by developers, when costs are calculated on a site by site basis. Adoption of the sewers is agreed between the developer and STW by way of a s.104 agreement (this is purely for adoption as an administrative exercise and does not receive any commuted sum for capital or revenue).

4.120 Wider infrastructure costs (e.g. sewage treatment works) are not borne by the developer, rather they are agreed through STW Business Plan (or Asset Management Plan (AMP) to 2015 and then 2015-2040. The cost is ultimately borne by STW and their customers (both residential and commercial) through their water bills.

4.121 This is why importance is placed by STW on the need for early communication, as has been the case with the SWDP, with planning authorities about proposed development locations and volumes. Early consultation from developers is also encouraged by STW.

4.122 The STW Water Resource Management Plan re-assessed their demand-supply analysis and indicated sufficient supply to meet demand until 2013/14 but beyond this there is a negative balance, reaching a projected shortfall of about 120ml/day by 2035.

4.123 The 2012 Water Cycle Study (WCS) was published in May 2013 and this takes on board the proposed SWDP allocations. In this 2012 update, STWL has confirmed that there is or will be sufficient "headroom" capacity at the sewage works. The 2014 WCS published in September 2014 assessed the impact of the proposed increase in housing supply on sewerage infrastructure and water quality and has not identified any showstoppers in terms of the principle of the proposed SWDP allocations.

4.124 The emerging 2014 WCS issue was discussed at a meeting between STW, the Environment Agency (EA), the County Council and SWC on 29/07/14.

4.125 In the County Council evidence base in section 5.5, there is reference to the Severn Trent Water Asset Management Plan. This provides notional costs for improvements required taken from work undertaken in the 2010 South Worcestershire Water Cycle Study. A notional cost for improvements in South Worcestershire is in the region of £7.3m for the water supply infrastructure and £4.3m.-£4.4m.for the sewerage infrastructure; however, these costs will be reviewed in the 2015 STW' AMP.

4.126 STW responded to the SWIDPIPS consultation on 28/08/12 and the SWIDP on 27/03/13 and their comments dated 03/07/14 and 20/08/14 have also been included in this version of the SWIDP.

4.127 The 2012 South Worcestershire Water Cycle 2012 Update took into account the 2011 Localism Act, the National Planning Policy Framework, the Government's Water White Paper "Water for Life", the draft Water Bill and important guidance such as PPS25 Practice Guide, as well as up to date evidence and site information and the various discussions with the Environment Agency, STW and the County Council. The update was produced as an addendum to the 2010 Water Cycle Study as much of that is still relevant.

4.128 The 2012 and 2014 WCS updates showed that the majority of the main findings from 2010 still stand and are applicable today but an assessment was carried out to take account of changes to SWDP sites as well as new ones. The approach taken is demand based and therefore growth comes with some “hidden” costs, partly met through water bills. A general allowance is made to fund additional capacity for growth where specific projects have not been costed.

4.129 The 2012 Update states that a small minority of the proposed allocations may require some investment in the sewerage infrastructure and the solutions and costs will need to be reassessed on an on-going basis but there is no indication that the investment is not deliverable or will affect the viability of development.

4.130 Similarly both the 2012 and 2014 WCS reports concluded that investment will be required to the water supply infrastructure for it to be able to accommodate the proposed site allocations. Severn Trent Water, however, has confirmed that this will be funded through their Asset Management Plans (AMP) and developer contributions. The EA view is that they consider the 2010 WCS to have been a sound document and a full update was not necessary in 2012 nor in 2014. The 2014 WCS brings the evidence base up to date with regard to the legislative background and the capacity of the sewerage treatment network to deal with the increased level of housing now proposed. The EA required that STW provide a statement to the effect that any new infrastructure required is deliverable within the plan period and reflected in their AMPs. The 2014 WCS also looks to address issues which are normally a concern for the EA. These include the following:- updated information from the EA’s Catchment Abstraction Management Strategies; a commentary on receiving watercourses and Water Framework Directive status; a brief note on any legislation/policy changes since the previous publication; and any implications for the proposed new allocations.

4.131 Wherever possible, future versions of the SWIDP will include indicative costings for new water supply and sewerage infrastructure. STW has advised that it is difficult to assess the exact costs of infrastructure works until the details of proposed development are known at the planning application stage. The costs of infrastructure will either be borne by STW, through water charges as agreed with OFWAT, or, in the case of site-specific infrastructure, by the developers themselves.

4.132 It also needs to be borne in mind that under the 1991 Water Industry Act, developers have a right to a connection to the existing sewers irrespective of whether there is downstream capacity or not. If additional capacity is required, then the cost will be funded by Severn Trent Water. The developer has only to fund the cost of connecting their site to the existing sewers. However, if funding for infrastructure is limited, it is important to plan development in a way which makes effective use of that infrastructure provision. The SWC will continue to involve the Environment Agency in these on-going discussions.

Severn Trent Water Ltd Response

4.133 Severn Trent Water Limited provided the following information on Water Supply and Waste Water in August 2014, as part of the technical consultation on the SWIDP:

Water Supply:

“In general we do not have data to show where we have spare capacity in our networks. Any assessment will involve carrying out a network analysis exercise to investigate any potential impacts.

The Company has undertaken a detailed assessment of the Area as part of our AMP5 programme of growth studies. The study included predicted housing and commercial development looking forwards 25 years and included a total of 26,000 additional properties, based upon data provided by the local authorities. We are currently installing the necessary improvements to ensure our network will be capable of meeting the predicted demands over this period. We have also included

investment in our new 5 year plan starting in April 2015 which will include a further analysis of the area.

We would not anticipate capacity problems within the urban areas of our network, any issues can be addressed through reinforcing our network. However, the ability to support significant development in the rural areas is likely to have a greater impact and require greater reinforcement to accommodate greater demands. Can I suggest you continue to liaise with us as the plan proposals develop and become more certain. We can then take into account these firmer proposals in our assessment of the area during our AMP6 plan period starting in April.

We now expect surface water to be managed in line with the Government's new Water Strategy, Future Water, which sets out a vision for more effective management of surface water to deal with the dual pressures of climate change and housing development. Surface water needs to be managed more sustainably, by allowing for the increased capture and reuse of water, slow absorption through the ground, and more above-ground storage.

In summary, provided that development is not sited in an area of flood risk, surface water is managed responsibly and individual developments are designed so that any flood water from extreme rainfall will not damage properties, then the risk of sewer flooding will be small. In areas where the risk of flooding is significant then Surface Water Management Plans should be considered."

Waste Water:

"In areas where sufficient capacity is not currently available we will complete necessary improvements to provide the capacity once we have sufficient confidence the development will go ahead. We are obligated to do this and will ensure that our assets have no adverse effect on the environment and as a matter of course we will liaise closely with the Environment Agency to ensure we provide appropriate levels of treatment at each of our sewage treatment works.

In addition to the strategic capacity improvements we may also need to undertake local capacity improvements but these will be assessed as and when development comes forward and separate capacity improvement projects will be promoted when required to align with development phasing. The key to these new developments is to ensure surface water is managed sustainably and is not connected to the foul/combined sewerage system as the additional foul only flows from the new development are expected to have a negligible impact on sewer performance.

Alongside the requirement to provide additional capacity there is our requirement to manage our assets effectively to minimise our customers' bills. Consequently there may be cases where we wait until we have further certainty that development will proceed before investing in additional capacity. This is to avoid making investment on the basis of speculative development that does not go ahead.

We take seriously any concerns regarding capacity and although we accept that there may currently be minimal treatment capacity we would expect that by working closely with yourselves and the Environment Agency that a delivery plan can be put in place to resolve any issue prior to development being occupied. Where appropriate we may need to seek a planning condition to defer development to allow reasonable time for additional capacity to be provided but in such cases we will always endeavour to work with the developer to ensure this does not unduly delay development."

4.128 Liaison took place with the Environment Agency with meetings on 17/07/14 & 29/07/14 and the EA has been kept in the loop on the progression of the 2014 WCS

C) FLOOD RISK AND DRAINAGE

4.134 As set out in the draft Worcestershire Infrastructure Strategy (January 2013), responsibility for flood risk 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 SWC Councils
- Internal Drainage Boards
- Water Companies
- The County Council as highway authority.

4.135 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.

4.136 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.

4.137 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.

4.138 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.

4.139 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.
- About 10% of the land area of South Worcestershire is considered to be at risk from flooding (pluvial or fluvial)
- A number of flood defences schemes are already underway or recently completed in South Worcestershire. These have been led by the Environment Agency and supported by the County Council and the relevant Local Council.

4.140 Based on information from the Environment Agency in Spring 2013, major schemes include:

- Pershore-complete.
- Upton-upon-Severn: New Street complete; Waterside complete.
- Powick; complete
- Kempsey; was completed in summer 2012 but encountered technical difficulties in the floods in November 2012, which are being addressed by the Environment Agency and all relevant partners.
- Riddings Brook: complete.
- Badsey Brook (Broadway, Childswickham, Murcot) Flood Alleviation Scheme: approved in principle but funding still to be finalised.
- Uckinghall: complete.

4.141 Other key points include:-

- There is an understanding of the areas prone to flooding in each District in South Worcestershire.
- The 2009 Baker Associates Study set out indicative costs for providing flood defences.
- The way in which Government funding is allocated to flood risk management schemes is changing.
- Particular importance is attached to the full use of Sustainable Drainage Systems (SuDS), which has informed Policy SWDP 29

Flood Management Schemes.

4.142 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

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. In addition many smaller highway drainage schemes will also be completed during the emerging 6 year programme period by the Highways Authority.

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.

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

The Environment Agency will develop a six year capital programme (2015/16 to 2020/21), for inclusion in the Autumn Statement announcement in December 2014. The Environment Agency have brought the allocation process forward by 2 months to enable input and consent from the Regional flood and coastal committees (RFCCs) before the Environment Agency Board of Directors approve.

Yr 1-6 schemes highlighted in the table below are either already in the current 3 year programme or are likely to be in the emerging 6 year programme (as recently requested by Defra).

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

The following schemes are under construction in 2014/15:

- Wick, Worcestershire, Property Level Protection Scheme, 12 properties 67K
- East Waterside near Ryall, Malvern Hills, Property Level Protection Scheme 40K 16 properties

Revenue

Many existing and new schemes will require significant ongoing maintenance works for example Upton upon Severn FAS, Powick FAS, Barbourne Brook Perdiswell Storage Area, Uckinghall FAS, Hylton Road, Worcester FAS.

	Scheme	Detail	Lead	Cost	Year
1	Kempsey Flood Alleviation Scheme (FAS)	Works to improve the scheme's resilience and future maintenance costs	EA	Tbc	1-6
2	Severn Stoke Flood Alleviation Scheme	River Severn, 19 properties at risk	EA	1.4m	1-6
3	Blanquettes Estate, Barbourne Brook, Worcester	Measures to reduce flood risk – 122 properties	EA	Tbc	1-6
4	Diglis Property Level Protection (PLP), Worcester	River Severn, 20 properties	Worc City Council	120k	1-6
5	Evesham Property Level Protection,	River Avon, 112 properties	EA	852k	1-6
6	Elmbridge Brook, Hunters Way, Droitwich,	Proposed Gauging station on the River Salwarpe to improve flood warning service, 22 properties	EA	176K	1-6
7	Worcester Property Level Protection	River Severn, 34 properties,	Worc City Council	204K	1-6
8	Badsey Brook (Broadway, Childswickham and Murcot) FAS	design and planning started, land purchase this year, 250 properties	EA	4.43m	1-6
9	East Waterside near Ryall, Malvern Hills,	16 properties	MHDC	40K	1-6

	Property Level Protection Scheme				
10	Wick Property Level Protection Scheme	12 properties	WDC	67K	1-6
11	Tenbury Wells Community Flood Alleviation Works	82 properties	EA	5.6m	1-6
12	Himbleton, Bow Brook	Measures to reduce flood risk	EA	199k	1-6
13	Wickhamford, Badsey Brook Flood Alleviation Scheme	18 properties	EA	750K	1-6
14	Perdiswell Culvert, Worcester	Culvert re-lining	Worc City Council	Tbc	1-6
15	Lower Moor Flood Alleviation Scheme	Feasibility study, modelling, implementation	WDC	Tbc	1-6
16	Pebworth and Broad Marston	Feasibility study, modelling, implementation plus possible PLP	WDC	Tbc	1-6
17	New Road, Worcester	Highway adaptation / resilience measures	Worcs CC	Tbc	1-6
18	A4104, Upton	Highway adaptation / resilience measures	Worcs CC	Tbc	1-6
19	A44, Wood Norton	Highway adaptation / resilience measures	Worcs CC	Tbc	1-6
20	A44, Craycombe	Highway adaptation / resilience measures	Worcs CC	Tbc	1-6
21	B4211, Hanley	Highway adaptation / resilience measures	Worcs CC	Tbc	1-6
22	B4084, Pershore	Highway adaptation / resilience measures	Worcs CC	Tbc	1-6
23	A449, Wick	Highway adaptation / resilience measures	Worcs CC	Tbc	1-6
24	Norchard Lane, Peopleton	PLP	WDC	Tbc	1-6
25	Drakes Broughton	Culvert Improvements	WDC	Tbc	1-6
26	Spetchley Road, Worcester	Local flood alleviation measures - tbc	Worcs CC	Tbc	7+
27	Droitwich, Town Centre FAS	Local flood alleviation measures - tbc	Worcs CC	Tbc	7+
28	Sedgeberow	Local flood alleviation measures - tbc	WDC	Tbc	7+
29	Kemerton	Local flood alleviation measures - tbc	Worcs CC	Tbc	7+
30	Broadmore Green, Rushwick	Local flood alleviation measures - tbc	MHDC	Tbc	7+
31	Corse Green, Eldersfield	Local flood alleviation measures - tbc	MHDC	Tbc	7+
32	Eardiston, Lindridge	Local flood alleviation measures - tbc	MHDC	Tbc	7+

33	Elgar Avenue, Malvern	Local flood alleviation measures - tbc	MHDC	Tbc	7+
34	Drakes Street, Welland	Local flood alleviation measures - tbc	MHDC	Tbc	7+
35	Sinton Green, Grimley	Local flood alleviation measures - tbc	MHDC	Tbc	7+
36	Sandhampton, Astley	Local flood alleviation measures - tbc	MHDC	Tbc	7+
37	Beauchamp Lane, Callow End	Local flood alleviation measures - tbc	Tbc	Tbc	7+
38	Power Park, Worcester	Local flood alleviation measures - tbc	Worc City Council	Tbc	7+
39	Warndon Villages, Worcester	Local flood alleviation measures - tbc	Worc City Council	Tbc	7+

SuDS Approval Body (SAB) update

4.143 The current situation regarding long term maintenance of SuDS is that even if the relevant sections of the FWMA 2010 are enacted, National Standards are published and the SAB created by Worcestershire County Council (LLFA), this will only apply to new applications post enactment. It was announced recently that this process will be delayed again, this time by an unspecified period. It is unlikely therefore that adoption of SuDS on new sites will occur for the foreseeable future even if it is considered compliant by the LLFA/SAB. Future maintenance provision will therefore be an important consideration in development proposals.

4.144 In the emerging Worcestershire Infrastructure Strategy (January 2013), the County Council states that Worcestershire has a strong track record of working in partnership to deliver flood defences and this will need to be continued as funding mechanisms for flood defences 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

4.145 By way of context, it needs to be explained that a specific policy on this topic was prepared in summer 2012 and this was refined to Policy SWDP 26 on Telecommunications and Broadband. Cross reference should be made to this policy SWDP 26 and its supporting reasoned justification.

4.146 The situation is assessed in the evidence base for the emerging Worcestershire Infrastructure Strategy. Chapter 6 of the Needs & Issues Paper refer (June 2012)

4.147 Communication infrastructure includes telephone systems (both wire and mobile) and broadband. The Government is committed to securing a world-class communication system and currently the main barrier to this is the availability of super-fast broadband, especially in the more rural areas.

4.148 The law requires that copper wire telephone services are provided to all new development. It is therefore assumed that there will be no issue with the provision of telephone services to new development.

4.149 The County analysis of mobile phone services is still general. Key points include:-

- Mobile phone ownership and usage is rising across the U.K.
- There remain a number of areas of the UK without basic 2G (second generation) coverage. These are known as “not spots” and whilst some are in urban areas, most are in rural areas. These are being investigated by OFCOM.
- Poor mobile coverage makes delivering rural services more inefficient and difficult.
- Mobile phone coverage is measured nationally according to population not landmass so the methodology for calculating coverage does not pick up areas of poor coverage in sparsely populated areas. An area may be classed as covered when in fact large areas may not be. OFCOM classifies a postcode district as covered if 90% of the population within that postcode area can receive outdoor coverage from at least one operator.
- OFCOM calculates that 98% of England has 2G coverage and 87% has 3G coverage.
- Third Generation (3G) technology is increasing in prominence and enables people to use the internet and send and download large quantities of data as well as making calls and sending texts.
- Nationally, 2G coverage has reached its commercial limit so further roll out is unlikely. 3G is unlikely to exceed the footprint of 2G so “not-spots” will remain even when 3G has reached its commercial limit.
- Changing the methodology for measuring access to mobile networks from population to landmass could provide a better overview of “not-spots” and, therefore, a clear indication of where improvements need to be made in coverage in order to enable , at the very least, emergency roaming.
- There are now four UK mobile phone operators: Everything Everywhere (Orange & T-Mobile), O2, Three and Vodafone. The Mobile Operators Association (MOA) represents these four mobile phone operators.
- This section may need to be updated in the future in respect of Fourth Generation (4G) technology but at present 4G is only being deployed in the big cities.

4.150 Likewise, in terms of broadband:

- 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. Chapter 6 of the June 2012 Needs and Issues Paper notes that in Worcestershire 12% of the postcodes fall below the Universal Service Commitment.
- Increasingly the demand is for super fast broadband using fibre optic technology but there is no legal requirement to provide this facility.
- Superfast broadband is not necessarily the best product for businesses with an Ethernet Local Area Network providing a better product.

4.151 The Government's aim is to create the best broadband network in Europe. This is 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).

4.152 Worcestershire County Council is working with partner organisations on an ambitious programme to bring access to Superfast Broadband to Worcestershire.

4.153 In May 2012, Worcestershire's Local Broadband Plan was approved to deliver ambitious targets by 2015.

4.154 In August 2013, Worcestershire County Council signed a £20 million deal to bring Superfast Broadband to nearly 55,000 rural homes and businesses as a result of a multi-million pound „Superfast Worcestershire’ partnership project between Worcestershire County Council and BT. This immense engineering task includes ambitious targets so that by June 2016:

- 90% of business premises in Worcestershire will have the ability to access high-speed fibre Broadband
- High-speed fibre Broadband will be available to at least 90% of Worcestershire residents
- Everyone in the county will have access to broadband speeds of at least 2Mbps.
- This build on BT's on-going commercial fibre rollout which aims to reach more than 176,000 premises across Worcestershire by 2014.

4.155 The approved 2011 Worcestershire Local Broadband Plan (LBP), “Connecting Worcestershire”, is intended to facilitate a drive in economic growth and improve the quality of life for all residents and local businesses. As part of the Broadband Programme, the County Council has been actively engaged with local communities and commercial suppliers. Through such engagement, the County Council is aiming to raise broadband awareness, and to educate communities as to their potential use of broadband and thereby stimulate demand which will then maximise opportunities for private sector investment, thus reducing the need for public sector investment.

4.156 Alongside the Superfast Worcestershire Partnership with BT, Worcestershire County Council has identified additional funding for Pathfinder Community Projects, where work has already commenced in Worcestershire, including some parts of South Worcestershire. Allocated grant funding (Green Infrastructure Fund and Sustainable Transport Fund) is available for improvements to broadband in rural areas which is outside of the LBP. The communities which will receive this funding have been selected through an Expression of Interest and Business Case process.

New Developments

From a broadband perspective, Superfast Worcestershire would expect any new developments to conform with policy SWDP 26 (as proposed to be amended) in order to ensure appropriate infrastructure is put in place to facilitate the provision of high-speed fibre broadband.

E) WASTE INFRASTRUCTURE

4.157 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.

4.158 The position was assessed in the evidence base of the emerging Worcestershire Infrastructure Strategy; chapter 7 of the Needs & Issues Paper refer (June 2012).

4.159 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; and for Worcestershire this means the adopted 2012 Worcestershire Waste Core Strategy.
- The County evidence base refers to the 79 waste management facilities currently operating in Worcestershire.
- It distinguishes between the responsibilities for:
 - a) Local Authority Collected Waste (LACW) which is managed by the County Council as waste disposal authority in partnership with the District Councils as waste collection authorities through a PFI contract with Mercia Waste Management
 - b) Commercial and Industrial Waste (C&I) which is managed by the private sector though with some district council involvement in commercial waste collection
 - c) Construction & Demolition waste (C&D) where there are often crossover contracts between the private and public sectors
 - d) Hazardous waste where special arrangements are required
- The adopted 2012 Worcestershire Waste Core Strategy analyses waste management data from the Environment Agency. The County Council needs to plan for 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. These and waste infrastructure requirements are set out on pages 97-100 of the WIS Needs & Issues Paper (June 2012). Conclusions are drawn on a phased basis up to 2035 on the capacity gap and the consequent total land requirement.
- The evidence base concludes with references to the costing of meeting the Municipal Solid Waste (MSW) element being provided by the WCC Waste Disposal Section. It is also stated that it must be assumed that normal private sector considerations apply to the provision of facilities for C&I, C&D and hazardous waste.
- The evidence base makes some general comments about provision:
- The Energy from Waste facility at Hartlebury, which in July 2012 was approved (as set out in para. 4.90 of this SWIDP), could involve capital expenditure of between £120-160m, according to County Council estimates, but this will not require any public sector expenditure.
- The Landfill Directive notes that up to 68% of household waste is biodegradable. There is more potential from waste generation in Worcestershire. However, the adopted 2012 Worcestershire Waste Core Strategy encourages activities higher in the Waste Hierarchy, such as reuse and recycling, as the primary use for waste. Energy from Waste will only be permitted if these are not possible.
- In relation to private sector recycling facilities, the County Council estimates that this could involve capital expenditure of £70m. up to 2025/2026 and an estimated £210m. up to 2035.
- The County Council is involved in discussions with respect to Household Recycling Centres in Worcester, Malvern, Upton, Tenbury and Evesham in South Worcestershire.
- A key issue in ensuring sufficient waste management capacity is to ensure the provision of sufficient land and this is addressed in the adopted 2012 Worcestershire Waste Core Strategy.

4.160 The information contained in this section is based upon the information provided by the County Council up to September 2012 with some updating on the 2012 County Waste Core Strategy in May 2013 and some minor updating in summer 2014.

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 publically funded school.
- 5.3 The infrastructure needs set out in this section show a need to increase the number of school places by 20 – 30% in the Wider Worcester Area, 7-12% across Malvern Hills and 15-25% across Wychavon during the plan period.
- 5.4 Strategic planning for school places is undertaken by Worcestershire County Council Children's Services and their assessments and means of forecasting are set out in the County evidence base. 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 set out its latest evidence for SWC in July 2014 related to the updated SWDP development proposals following the Inspector's findings. It is recognised that updates will be required for future versions of the SWIDP.
- 5.6 The SWC each adopted an SPD on planning obligations contributions for education in 2007. The County Council recommends inclusion of educational provision within any future Community Infrastructure Levy (CIL) charging schedule on the basis this would enable more effective targeting of resources.
- 5.7 The school landscape has changed significantly since 2011 as a result of changes in national education policy. Academies and Free Schools receive public funding but are independent of the County Council. More autonomy has also been given to all types of publically funded schools to make changes and respond to the perceived needs of their communities. There were 51 academies and one Free School in Worcestershire as at 30 June 2014 and there is a presumption that any new school opened under current legislation will be an academy or a free school.
- 5.8 The role of the County Council has changed 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 ensure there is sufficient overall provision. The County Council does not have powers to compel Academies or Free Schools to provide additional places. As a result of these changes the County Council cannot make authoritative statements on which schools might need to be expanded as a result of new housing but can set out the additional number of places that would need to be commissioned in that area.
- 5.9 The July 2014 County Council evidence 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.

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. The County Council expects at least 50% of the costs of additional educational provision to be met from developers' contributions. Where new schools are required to support specific developments, developers are likely 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 proposed housing growth. No calculation of the sources of funding are made here. Costs are as of April 2014 and reflect the SWDP as of July 2014. Named sites are allocations unless otherwise specified. Please note that completions etc. is a generic heading covering Completions, Dwellings under construction, Long term empty homes, Released housing etc. Section 106 contributions have already been negotiated and agreed prior to planning approval. (This is explained under SWDP 3).

5.12 Worcester City

- The County Council expects at least 50% of the costs of additional educational provision to be met from developers' contributions. Where new schools are required to support developments, then developers may be asked to meet the full cost of the new infrastructure.

TABLE 5A: WORCESTER CITY EDUCATION INFRASTRUCTURE REQUIREMENTS
(Wider Worcester Area dealt with separately below)

Location	Proposed Dwellings	Cost of Primary Phase Infrastructure	Cost of Secondary Phase Infrastructure
Completions etc	2644	£0	£0
Shrub Hill Opportunity Zone (with Sheriff Gate extension)	596	£1,262,994	£1,364,831
Crown Packaging Site	240	£508,589	£549,597
Other Worcester City sites (less than 200 dwellings each)	2,394	£5,073,166	£5,482,224
Estimated windfall	717	£1,519,407	£1,641,919
TOTAL WORCESTER CITY (excludes Wider Worcester Area)	6591	£8,364,155	£9,038,571

TABLE 5B: WIDER WORCESTER AREA EDUCATION INFRASTRUCTURE REQUIREMENTS

Location	Proposed Dwellings	Cost of Primary Phase	Cost of Secondary Phase
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		Infrastructure	Infrastructure
Broomhall Community and Norton Barrack	2,609	£6,000,000	£5,974,571
Temple Laughern	2,150	£6,000,000	£4,923,468
East of Swinesherd Way	300	£635,736	£686,996
Kilbury Drive	256	£542,494	£586,236
Gwilliams Farm	245	£519,184	£561,046
TOTAL WIDER WORCESTER AREA	5460	£13,697,414	£12,732,317

5.13 Current situation: September 2014

- There is pressure on places at primary level due to a rise in birth rates alongside the impact of recent housing development. The County Council has added places at a number of primary schools in the city over the past three years and is monitoring numbers to identify any need for further expansions.
- Secondary numbers have been low as a natural dip in numbers moves through the school system. The impact of a rising primary population is expected to be felt from September 2018 onwards. The County Council is monitoring the situation and making plans to commission additional places in good time 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.
- National population projections suggest that the birth rate may decline in the second half of this plan period. If this proves to be the case then surplus capacity released in existing schools will be available to mitigate some of the impact of housing development and will be factored in accordingly in future updates to this document.

5.14 The cumulative impact of the sites allocated within Worcester City will generate a need for approximately 120 additional primary school places per year group by the end of the plan period.

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. Provision of 120 places could be made by extensions to existing schools in whole or half forms of entry. Estimated costs of a typical expansion are as follows:

- *Estimated Infrastructure Cost per 1 FE 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.

5.17 Due to the size of the development at Broomhall (Worcester South) and location in a greenfield setting with limited existing infrastructure, 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 £6m plus land for a 420 place primary school.

5.18 The development at Temple Laugherne to the West of Worcester is expected to generate a need for at least 60 primary places per year group. This could be delivered by:

- Option 1 - extending one or more existing schools in the wider area
Estimated Infrastructure Cost per 1FE expansion £2m (excl VAT)
Estimated Infrastructure Cost per ½ FE expansion £1.2m (excl VAT)
- Option 2 – creating a new school on the site
Estimated Infrastructure Cost 2FE primary school £6m (excl VAT)
- Option 3 – a combination of new school and expansions

5.19 As part of the commissioning process the County Council is talking to existing schools about their aspirations and the cost of potential expansions. These costs will be weighed against the cost of commissioning a completely new school. The County Council will also take into account the advantages and disadvantages for children and families of the two approaches.

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 2018 onwards. The County Council will therefore need to commission up to 300 places per year group to mitigate against the impact of proposed housing development. This could be delivered by:

- Option 1 - creating a new secondary school in Worcester City area
Estimated Infrastructure Cost 8FE secondary school £26m (excl VAT)
- Option 2 - expansion of existing secondary schools in Worcester
 Estimated Infrastructure Costs will need to be determined following consultation with the individual schools
- Option 3 – a combination of new school and expansions

5.21 Infrastructure costs for the expansions above are expected to be met by combining contributions from multiple sites across Worcester City. In addition to this basic need funding may be required.

5.22 The County Council will engage with existing schools from September 2014 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**

- The County Council expects at least 50% of the costs of additional educational provision to be met from developers' contributions. Where new schools are required

to support developments, then developers may be asked to meet the full cost of the new infrastructure.

TABLE 5C: MALVERN HILLS EDUCATION INFRASTRUCTURE REQUIREMENTS			
Location	Proposed Dwellings	Cost of Primary Phase Infrastructure	Cost of Secondary Phase Infrastructure
Completions etc* (Permitted)	2420	£0	£0
Combined Malvern Town Sites (Breakdown of Costs & Options Below)	1578	£5,200,000	£3,613,596
Kempsey Sites	320	£678,117	£732,795
Powick Sites	119	£252,176	£272,508
Rushwick Sites	113	£239,460	£258,769
Lr. Broadheath Sites	102	£216,151	£233,578
Tenbury Sites	162	£343,297	£370,976
Upton Sites	138	£292,438	£316,018
Welland Sites	90	£190,721	£206,099
Martley Sites	65	£137,743	£148,849
Abberley Sites	35	£74,170	£80,150
Clifton Sites	47	£99,599	£107,630
Hallow Sites	93	£197,078	£212,969
Malvern Villages Sites	231	£489,516	£528,987
Malvern windfall forecast	419	£887,910	£959,504
MALVERN HILLS TOTAL	5932	£9,298,376	£8,042,428

5.24 Current situation: September 2014 – Malvern Town

- Current demographic pressure exists for primary school places within Malvern Town and show growth over the next two years. Data shows additional places are required for the September 2016 intake. The LA is currently undertaking the process to add these additional places. Currently forecasts suggest a drop back of place requirements for 2017.

5.25 Total extra housing within North Malvern totals 1070. This equates to approximately 30 additional children per year group requiring a school place. Current forecasts suggest insufficient capacity exists to accommodate these estimated additional children over and above the demographic pressure. Options to meet this demand are:

- Option 1: Expand existing settings to accommodate 30 additional children per year group. This could be done by adding 15 children per year group to 2 existing schools or a single expansion of 30 children per year group.

Estimated Infrastructure Cost 1 FE Expansion £2m (excl VAT)
Estimated Infrastructure Cost ½ FE Expansions £1.2m each (excl VAT)

- Option 2: Build a new 1 FE primary school to accommodate 210 additional pupils (30 children per year group). Potential sites for this new build are Malvern Vale and Newlands

Estimated Infrastructure Cost 1FE School £4m (excl VAT)

- Option 3: Pupil numbers could drop removing the need for the extra places. This is monitored annually and could show no requirement for the new school at the time of application for the major site of Newlands (850 Dwellings).

5.26 Total extra housing within South Malvern totals 508. This equates to approximately 15 additional children per year group requiring a school place. Current forecasts suggest insufficient capacity exists to accommodate these estimated additional children over and above the demographic pressure

- Options to meet this demand are:
- Option 1: Expand existing settings to accommodate 15 extra children per year group.

Estimated Infrastructure Cost ½ FE Expansion £1.2m (excl VAT)

- Option 2: Pupil numbers could drop removing the need for the extra places. This is monitored annually and could show no requirement for the extra places at the time of application for the major site in the area (QinetiQ 300 dwellings).

5.27 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 application placed in the area will be considered individually at the point of application.

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

5.29 Kempsey

- Kempsey has been subject to high number of applications some of which included in the updated SWDP. The cumulative impact of all the developments needs to be considered. The sites included within the updated SWDP total 372 dwellings. This equates to approximately 11 additional children per year group requiring a school place.

- Current forecasts and known children show a dropping number of children within Kempsey catchment area. Due to this trend the additional pupils created by this total can be accommodated at present. This situation will continue to be monitored on an annual basis. As school numbers can change any application placed in the area will be considered individually at the point of application.
- The Hanley Castle High school is currently forecast to be full for the next four years. Additional places may need to be considered for this setting as part of the cumulative effect of all the villages which feed this setting. Any expansion of this setting will be considered under the annual forecast review completed each December.

5.30 Powick

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

5.31 Rushwick

- The total number of extra places for this area is 113. This equates to approximately 3 additional children per year group. Currently with these estimated additional children added there are sufficient places in the primary school. This will be monitored on annual basis.
- There are insufficient places in Rushwick CE Primary 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.
- Sufficient secondary places exist for this development for the next four years.
- Rushwick's proximity to Worcester allows high numbers of children to attend the school from the City. Any development in Rushwick will strengthen the priority for catchment children and push out of catchment children back to home catchment.
- Rushwick could also potentially support the new Worcester West development as explained in the Worcester options above.

5.32 Lower Broadheath

- The total number of extra places for this area is 102. This equates to approximately 3 additional children per year group. Currently with these estimated additional children added there are sufficient places in the primary school. This will be monitored on annual basis.
- Broadheath's proximity to Worcester is similar to Rushwick and allows high numbers of children to attend the school from the City. Any development in Broadheath will strengthen catchment children and push out of catchment children back to home catchment.

- Broadheath could also potentially support the new Worcester West development as explained in the Worcester options above.
- The Chantry High school is currently forecast to be full for the next four years. Additional places may need to be considered for this setting as part of the cumulative effect of all the villages which feed this setting. Any expansion of this setting will be considered under the annual forecast review completed each December.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

5.33 Tenbury

- The total number of extra dwellings for this area is 162. This equates to approximately 5 additional children per year group. Currently with these estimated additional children added there are sufficient places in both the primary and secondary schools within the area. This will be monitored on an annual basis.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

5.34 Upton

- The total number of extra 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 annual basis.
- The Hanley Castle High school is currently forecast to be full for the next four years. Additional places may need to be considered for this setting as part of the cumulative effect of all the villages which feed this setting. Any expansion of this setting will be considered under the annual forecast review completed each December.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

5.35 Welland

- The total number of extra dwellings for this area is 90. This equates to approximately 3 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.
- The Hanley Castle High school is currently forecast to be full for the next four years. Additional places may need to be considered for this setting as part of the cumulative effect of all the villages which feed this setting. Any expansion of this setting will be considered under the annual forecast review completed each December.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

5.36 Martley

- The total number for extra 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 the primary school.
- The Chantry High school is currently forecast to be full for the next four years. Additional places may need to be considered for this setting as part of the cumulative effect of all the villages which feed this setting. Any expansion of this setting will be considered under the annual forecast review completed each December.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

5.37 Abberley

- The total number of extra 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 primary school.
- The Chantry High school is currently forecast to be full for the next four years. Additional places may need to be considered for this setting as part of the cumulative effect of all the villages which feed this setting. Any expansion of this setting will be considered under the annual forecast review completed each December.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

5.38 Clifton

- The total number of extra 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 primary school
- The Chantry High school is currently forecast to be full for the next four years. Additional places may need to be considered for this setting as part of the cumulative effect of all the villages which feed this setting. Any expansion of this setting will be considered under the annual forecast review completed each December.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

5.39 Hallow

- The total number of extra 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 primary school
- Hallow's proximity to Worcester allows high numbers of children to attend the school from the City. Any development in Hallow will strengthen catchment children and push out of catchment children away.

- The Chantry High school is currently forecast to be full for the next four years. Additional places may need to be considered for this setting as part of the cumulative effect of all the villages which feed this setting. Any expansion of this setting will be considered under the annual forecast review completed each December.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

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 placed in the area will be considered individually at the point of application.

5.41 Wychavon

- The County Council expects at least 50% of the costs of additional educational provision to be met from developers' contributions. Where new schools are required to support developments, then developers may be asked to meet the full cost of the new infrastructure.

TABLE 5D: WYCHAVON EDUCATION INFRASTRUCTURE REQUIREMENTS

Location	Proposed Dwellings	Cost of Primary Phase Infrastructure	Cost of Secondary Phase Infrastructure
Completions & Commitments etc.* (Permitted)	4288	£0	£0
Combined Total for Droitwich Town Sites	1731	£3,668,192	£3,963,964
Combined Total for Evesham Town Sites	1288	£2,729,423	£2,949,501
Combined Total for Pershore Sites	764	£1,619,005	£1,749,549
Badsey Sites	75	£158,934	£171,749
Bretforton Sites	48	£101,718	£109,919
Broadway	137	£290,319	£313,728
Drakes Broughton	89	£188,601	£203,809

Fernhill Heath	120	£254,294	£274,798
Hartlebury	92	£194,959	£210,678
Honeybourne	75	£158,934	£171,749
Inkberrow	100	£211,912	£228,999
Long Marston	380	£805,264	£870,194
Offenham	78	£165,291	£178,619
Ombersley	59	£125,028	£135,109
Pinvin	39	£82,646	£89,309
South Littleton	50	£105,956	£114,499
Wychbold	68	£144,100	£155,719
Wychavon Village Sites	298	£631,497	£682,416
Wychavon Windfall forecast	958	£2,030,114	£2,193,806
WYCHAVON TOTAL	10,737	£13,666,191	£14,768,122

Current situation: September 2014

5.42 Droitwich

- The total number of extra dwellings for the town is 1731. This equates to approximately 50 additional children per year group. At present pupil numbers have been dropping in the Droitwich Education pyramid. With the development of such large housing sites pressure for places will increase.
- Contributions have been secured for use in future years
- Options to cope with this demand will need to be considered at an appropriate time during the development schedule
- As school numbers can change any application placed in the area will be considered individually at the point of application.

5.43 Evesham

- There is a significant difference between the urban and rural areas with the village schools dependent on the movement of pupils out from the town. The total number of extra dwellings for the town is 1288. This equates to approximately 37 additional children per year group.
- Due to the housing growth and demographic pressure the following extra places have been added:

- Bengeworth CE First +30 places for September 2014 intake.
St Andrews CE First + 30 places for September 2015 intake.
- Currently with these estimated additional children added there are sufficient places in the middle and high schools for the next four years.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

5.44 Pershore

- The total number of extra dwellings for the town is 764. This equates to approximately 22 additional children per year group. At present numbers are static within the Pershore Education pyramid. Later within the development of such large housing sites pressure for places will increase.
- Contributions will be requested for use in future years.
- Currently with these estimated additional children added there are sufficient places in the middle and high schools for the next four years.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

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
- As school numbers can change any application placed in the area will be considered individually at the point of application.

5.47 Bretforton

- The total number of extra dwellings for this area is 48. 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.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

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.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

5.49 Crowle

- The total number of extra dwellings for this area is 33. 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.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

5.50 Drakes Broughton

- The total number of extra dwellings for this area is 89. 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
- As school numbers can change any application placed in the area will be considered individually at the point of application.

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.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

5.52 Hartlebury

- The total number of extra dwellings for this area is 92. This equates to approximately 3 additional children per year group.

- There are insufficient places in the local primary school 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 school in the area has sufficient places. This school feeds into Stourport High which is in the Wyre Forest District Council area. This will be monitored on annual basis.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

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.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

5.54 Inkberrow

- The total number of extra dwellings for this area is 100. This equates to approximately 3 additional children per year group. There are insufficient places in the local first school 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 these estimated additional children added the middle and high school in the area have sufficient places. This will be monitored on annual basis.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

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.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

5.56 Offenham

- The total number of extra dwellings for this area is 78. 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.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

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.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

5.58 Pinvin

- The total number of extra dwellings for this area is 39. 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.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

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.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

5.60 Wychbold

- The total number of extra dwellings for this area is 68. 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.
- As school numbers can change any application placed in the area will be considered individually at the point of application.

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	Cost of Primary Phase Infrastructure	Cost of Secondary Phase Infrastructure
Worcester City	£8,364,155	£9,038,571
Wider Worcester	£13,697,414	£12,732,317
Malvern	£9,298,376	£8,042,428
Wychavon	£13,666,191	£14,768,122
Total	£45,026,136	£44,581,438

- The table above shows the estimated total cost of infrastructure for all the districts.
- The County Council expects at least 50% of the costs of additional educational provision to be met from developers' contributions. Where new schools are required to support developments, then developers may be asked to meet the full cost of the new infrastructure.

5.63 GENERAL METHODOLOGY

5.64 General Note on methodology of calculation of financial contributions

(Number of houses X 0.029 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 2012/2013 building cost multiplier and approximate number of dwellings within the 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 costings

5.66 Individual Site Costings

New GIS Ref	District	Settlement	Site	Phase	Dwellings	Primary Contribution to Education	Secondary Contribution to Education
SWDP45/1	Worcester	Wider Worcester Area	Broomhall Community and Norton Barrack	Phase 1	667	£ 6,000,000	£ 1,527,420
SWDP45/1	Worcester	Wider Worcester Area	Broomhall Community and Norton Barrack	Phase 2	1942		£ 4,447,151
SWDP45/2	Worcester	Wider Worcester Area	Temple Laughern - Worcester West	Phase 1	327	£ 6,000,000	£ 748,825
SWDP45/2	Worcester	Wider Worcester Area	Temple Laughern - Worcester West	Phase 2	1823		£ 4,174,643
SWDP45/3	Worcester	Wider Worcester Area	Kilbury Drive	Phase 1	206	£ 436,538	£ 471,737
SWDP45/3	Worcester	Wider Worcester Area	Kilbury Drive	Phase 2	50	£ 105,956	£ 114,499
SWDP45/4	Worcester	Wider Worcester Area	Gwilliams Farm	Phase 1	245	£ 519,184	£ 561,046
SWDP43/1	Worcester	Worcester	Land South of Leopard Hill	Phase 1	61	£ 129,266	£ 139,689
SWDP43/1	Worcester	Worcester	Land South of Leopard Hill	Phase 2	39	£ 82,646	£ 89,309
SWDP43/2	Worcester	Worcester	Gregory's Bank	Phase 1	145	£ 307,272	£ 332,048
SWDP43/3	Worcester	Worcester	Gas Holder Site	Phase 2	40	£ 84,765	£ 91,599

New GIS Ref	District	Settlement	Site	Phase	Dwellings	Primary Contribution to Education	Secondary Contribution to Education
SWDP43/4	Worcester	Worcester	Old Northwick Farm	Phase 1	45	£ 95,360	£ 103,049
SWDP43/5	Worcester	Worcester	Wyvern Service Station	Phase 2	6	£ 12,715	£ 13,740
SWDP43/6	Worcester	Worcester	Land at Albert Road	Phase 2	20	£ 42,382	£ 45,800
SWDP43/7	Worcester	Worcester	Swimming Pool Site, Sansome Walk	Phase 2	33	£ 69,931	£ 75,570
SWDP43/8	Worcester	Worcester	Grasmere Drive / Ullswater Close	Phase 1	18	£ 38,144	£ 41,220
SWDP43/9	Worcester	Worcester	Old Brewery Service Station, Barbourne Road	Phase 2	12	£ 25,429	£ 27,480
SWDP43/10	Worcester	Worcester	Dudley Close	Phase 1	8	£ 16,953	£ 18,320
SWDP43/11	Worcester	Worcester	Land at Stanley Road	Phase 1	6	£ 12,715	£ 13,740
SWDP43/12	Worcester	Worcester	Brookthorpe Close (north and south of)	Phase 1	10	£ 21,191	£ 22,900
SWDP43/13	Worcester	Worcester	Claines Recreation Ground and Adjacent Land	Phase 2	15	£ 31,787	£ 34,350
SWDP43/14	Worcester	Worcester	Former Ronkswood Hospital Site	Phase 1	176	£ 372,965	£ 403,037
SWDP43/16	Worcester	Worcester	Government Offices	Phase 1	120	£ 254,294	£ 274,798
SWDP43/18	Worcester	Worcester	Grove Farm, Bromyard Road C2 apartments	Phase 1	100	£ 211,912	£ 228,999
SWDP43/19	Worcester	Worcester	Cedar Avenue / Blackpole Road	Phase 2	85	£ 180,125	£ 194,649
SWDP43/21	Worcester	Worcester	Masonic Hall Site	Phase 2	30	£ 63,574	£ 68,700

New GIS Ref	District	Settlement	Site	Phase	Dwellings	Primary Contribution to Education	Secondary Contribution to Education
SWDP43/25	Worcester	Worcester	School of Art and Design, Barbourne (Care Home) C2 apartments	Phase 1	60	£ 127,147	£ 137,399
SWDP43/29	Worcester	Worcester	Henwick Road/Chequers Lane	Phase 2	27	£ 57,216	£ 61,830
SWDP44/4	Worcester	Worcester	Shrub Hill Opportunity Zone (with Sheriff Gate extension)	Phase 1	150	£ 317,868	£ 343,498
SWDP44/4	Worcester	Worcester	Shrub Hill Opportunity Zone (with Sheriff Gate extension)	Phase 2	446	£ 945,126	£ 1,021,333
SWDP44/5	Worcester	Worcester	Blockhouse/Carden Street Opportunity Zone	Phase 2	120	£ 254,294	£ 274,798
WC001	Worcester	Worcester	Bromwich Road P14C0012	Phase 1	11	£ 23,310	£ 25,190
WC002	Worcester	Worcester	Martley Road P14J0046	Phase 1	18	£ 38,144	£ 41,220
WC003	Worcester	Worcester	Malvern Gate P14C0034	Phase 2	45	£ 95,360	£ 103,049
SWDP45	Worcester	Wider Worcester Area	East of Swinesherd Way	Phase 2	300	£ 635,736	£ 686,996
WC005	Worcester	Worcester	Land at Ambrose Close	Phase 1	25	£ 52,978	£ 57,250
WC006	Worcester	Worcester	Land at Hopton Street	Phase 2	30	£ 63,574	£ 68,700
WC009	Worcester	Worcester	County Council Offices, Sherwood Road	Phase 1	15	£ 31,787	£ 34,350
WC010	Worcester	Worcester	County Council Offices, Bilford Road	Phase 1	15	£ 31,787	£ 34,350
WC012	Worcester	Worcester	Laughern Garage, Bransford Road	Phase 1	10	£ 21,191	£ 22,900
WC013	Worcester	Worcester	Lowesmoor Wharf	Phase 1	20	£ 42,382	£ 45,800
WC013	Worcester	Worcester	Lowesmoor Wharf	Phase 2	80	£ 169,529	£ 183,199

New GIS Ref	District	Settlement	Site	Phase	Dwellings	Primary Contribution to Education	Secondary Contribution to Education
WC014	Worcester	Worcester	Crown Packaging Site	Phase 1	100	£ 211,912	£ 228,999
WC014	Worcester	Worcester	Crown Packaging Site	Phase 2	100	£ 211,912	£ 228,999
WC015	Worcester	Worcester	Crown Packaging Site	Phase 2	40	£ 84,765	£ 91,599
WC016	Worcester	Worcester	Bromyard Terrace	Phase 1	30	£ 63,574	£ 68,700
WC017	Worcester	Worcester	Battenhall Road (Former NALGO Sports Ground)	Phase 1	20	£ 42,382	£ 45,800
WC018	Worcester	Worcester	Tolladine Golf Course (Club House & Putting Green)	Phase 1	9	£ 19,072	£ 20,610
WC019	Worcester	Worcester	Earls Court Farm (Community Land)	Phase 1	15	£ 31,787	£ 34,350
WC020	Worcester	Worcester	Royal Mail Sorting Office, Westbury Street	Phase 2	20	£ 42,382	£ 45,800
WC021	Worcester	Worcester	Langdale Drive	Phase 1	10	£ 21,191	£ 22,900
WC022	Worcester	Worcester	Zig Zag site, St John's	Phase 1	15	£ 31,787	£ 34,350
WC023	Worcester	Worcester	The Bridge Inn, Lowesmoor Terrace	Phase 1	20	£ 42,382	£ 45,800
WC024	Worcester	Worcester	Rose Avenue	Phase 1	4	£ 8,476	£ 9,160
WC025	Worcester	Worcester	Holy Trinity Church, Lichfield Avenue	Phase 2	8	£ 16,953	£ 18,320
WC026	Worcester	Worcester	Cavalier PH St George's Lane	Phase 2	8	£ 16,953	£ 18,320
WC027	Worcester	Worcester	Coach Park adjacent to Barley Crescent	Phase 2	8	£ 16,953	£ 18,320
WC028	Worcester	Worcester	Royal Worcester Porcelain site	Phase 2	8	£ 16,953	£ 18,320
WC029	Worcester	Worcester	Brickfields Road	Phase 1	10	£ 21,191	£ 22,900
WC030	Worcester	Worcester	23-24 Foregate Street	Phase 2	10	£ 21,191	£ 22,900

New GIS Ref	District	Settlement	Site	Phase	Dwellings	Primary Contribution to Education	Secondary Contribution to Education
WC031	Worcester	Worcester	Christian Meeting Room, Diglis Lane	Phase 1	17	£ 36,025	£ 38,930
WC032	Worcester	Worcester	White Ladies Close, land at (C2 Apartments)	Phase 1	37	£ 78,407	£ 84,729
WC033	Worcester	Worcester	East Bank Drive (C2 apartments)	Phase 2	38	£ 80,526	£ 87,019
WC034	Worcester	Worcester	Site Area C St Peters Street Royal Worcester Porcelain P13D0385	Phase 2	39	£ 82,646	£ 89,309
WC035	Worcester	Worcester	250 Bransford Road	Phase 1	140	£ 296,676	£ 320,598
WC035	Worcester	Worcester	250 Bransford Road	Phase 2	18	£ 38,144	£ 41,220
WC036	Worcester	Worcester	Diglis Basin, Diglis Dock Road	Phase 1	70	£ 148,338	£ 160,299
WC036	Worcester	Worcester	Diglis Basin, Diglis Dock Road	Phase 2	80	£ 169,529	£ 183,199
WC037	Worcester	Worcester	Former Royal Worcester Porcelain Site	Phase 1	113	£ 239,460	£ 258,768
WC038	Worcester	Worcester	Worcester City Football Club	Phase 1	98	£ 207,673	£ 224,419
WC039	Worcester	Worcester	Earls Court Farm	Phase 1	15	£ 31,787	£ 34,350
WC040	Worcester	Worcester	Gresham Road	Phase 1	51	£ 108,075	£ 116,789
WC041	Worcester	Worcester	Heenan & Froude Social Club	Phase 1	16	£ 33,906	£ 36,640
WC042	Worcester	Worcester	Chamberlain House, Armstrong Drive	Phase 1	22	£ 46,621	£ 50,380
Windfall	Worcester	Worcester	Estimated Windfall 2017/18 to 2029/30	Phase 1 & 2	717	£ 1,519,407	£ 1,641,919
SWDP 49/1	Wychavon	Droitwich	Copcut Lane	Phase 1	281	£ 595,472	£ 643,486
SWDP 49/1	Wychavon	Droitwich	Copcut Lane	Phase 2	459	£ 972,675	£ 1,051,103

New GIS Ref	District	Settlement	Site	Phase	Dwellings	Primary Contribution to Education	Secondary Contribution to Education
SWDP 48/1	Wychavon	Droitwich	Land off Vines Lane	Phase 1	100	£ 211,912	£ 228,999
SWDP 48/2	Wychavon	Droitwich	Boxing Club	Phase 1	10	£ 21,191	£ 22,900
SWDP 48/3	Wychavon	Droitwich	Oaxham Place	Phase 1	6	£ 12,715	£ 13,740
SWDP 48/4	Wychavon	Droitwich	Acre Lane	Phase 1	20	£ 42,382	£ 45,800
SWDP 48/5	Wychavon	Droitwich	Willow Court, Westwood Road	Phase 1	10	£ 21,191	£ 22,900
SWDP 48/6	Wychavon	Droitwich	Canal Basin, Hampton Road	Phase 2	80	£ 169,529	£ 183,199
WY045	Wychavon	Droitwich	Yew Tree Farm	Phase 1	200	£ 423,823	£ 457,997
WY045	Wychavon	Droitwich	Yew Tree Farm	Phase 2	565	£ 1,197,301	£ 1,293,842
SWDP 50/2	Wychavon	Evesham	Employment site, top of Kings Rd	Phase 1	100	£ 211,912	£ 228,999
SWDP 50/3	Wychavon	Evesham	Nursery at Bewdley Land / Blind Lane	Phase 1	56	£ 118,671	£ 128,239
SWDP 50/4	Wychavon	Evesham	Land off Davies Road	Phase 1	36	£ 76,288	£ 82,439
SWDP 50/5	Wychavon	Evesham	Offenham Road East	Phase 2	15	£ 31,787	£ 34,350
SWDP 50/6	Wychavon	Evesham	Land behind Lichfield Avenue	Phase 2	20	£ 42,382	£ 45,800
SWDP 50/7	Wychavon	Evesham	West Abbey Road - South of Boat Lane	Phase 1	100	£ 211,912	£ 228,999
SWDP 50/7	Wychavon	Evesham	West Abbey Road - South of Boat Lane	Phase 2	100	£ 211,912	£ 228,999
SWDP 51/1	Wychavon	Evesham	Cheltenham Road	Phase 1	200	£ 423,823	£ 457,997
SWDP 51/1	Wychavon	Evesham	Cheltenham Road	Phase 2	200	£ 423,823	£ 457,997
SWDP 51/2	Wychavon	Evesham	Pershore Road, Hampton	Phase 1	201	£ 425,943	£ 460,287
SWDP 51/2	Wychavon	Evesham	Pershore Road, Hampton	Phase 2	200	£ 423,823	£ 457,997

New GIS Ref	District	Settlement	Site	Phase	Dwellings	Primary Contribution to Education	Secondary Contribution to Education
WY051	Wychavon	Evesham	Land at Aldington Lodge, Offenham Road	Phase 2	60	£ 127,147	£ 137,399
SWDP 46/1	Wychavon	Pershore	Garage, High Street	Phase 2	20	£ 42,382	£ 45,800
SWDP 46/3	Wychavon	Pershore	Garage Court, St Andrews Road	Phase1	8	£ 16,953	£ 18,320
SWDP 46/4	Wychavon	Pershore	Garage Court, Abbots Road	Phase 1	13	£ 27,549	£ 29,770
SWDP 46/5	Wychavon	Pershore	Land adj. Connisbury Drive	Phase 1	7	£ 14,834	£ 16,030
SWDP 47/1	Wychavon	Pershore	Staion Road / Wyre Road	Phase 1	260	£ 550,970	£ 595,396
SWDP 47/2	Wychavon	Pershore	Staion Road / Wyre Road	Phase 2	435	£ 921,816	£ 996,143
WY057	Wychavon	Pershore	Land off Defford Rd	Phase 2	21	£ 44,501	£ 48,090
SWDP60/9	Wychavon	Ashton Under Hill	Station Road	Phase 1	6	£ 12,715	£ 13,740
SWDP60/10	Wychavon	Ashton Under Hill	Elmley Road	Phase 1	12	£ 25,429	£ 27,480
SWDP59/14	Wychavon	Badsey	Land of Banks Road	Phase 2	39	£ 82,646	£ 89,309
WY003	Wychavon	Badsey	Land opposite Horsebridge Avenue	Phase 1	36	£ 76,288	£ 82,439
SWDP61/2	Wychavon	Bishampton	Land west of Main Street	Phase 1	12	£ 25,429	£ 27,480
SWDP59/15	Wychavon	Bredon	Land to the rear of Oak Lane	Phase 1	24	£ 50,859	£ 54,960
SWDP60/11	Wychavon	Bretforton	Land North of Station Road	Phase 1	48	£ 101,718	£ 109,919
SWDP59/17	Wychavon	Broadway	East Kingsdale Rd	Phase 2	13	£ 27,549	£ 29,770
SWDP59/18	Wychavon	Broadway	Land west of Leamington Rd	Phase 1	59	£ 125,028	£ 135,109
SWDP59/19	Wychavon	Broadway	Land adjacent to Station Road	Phase 2	65	£ 137,743	£ 148,849

New GIS Ref	District	Settlement	Site	Phase	Dwellings	Primary Contribution to Education	Secondary Contribution to Education
SWDP61/3	Wychavon	Conderrton	Land at Conderton Close and Woodbine Cottage	Phase 1	6	£ 12,715	£ 13,740
SWDP60/13	Wychavon	Cropthorne	Land at Field Barn Lane	Phase 1	6	£ 12,715	£ 13,740
WY058	Wychavon	Cropthorne	Land between Pentalow and Berrycroft, Blacksmiths Lane	Phase 1	8	£ 16,953	£ 18,320
SWDP61/4	Wychavon	Crowle	Land opposite village Hall on Church Road	Phase 1	25	£ 52,978	£ 57,250
SWDP61/5	Wychavon	Defford	Land to rear of Railway Inn, Main Street, Defford	Phase 1	5	£ 10,596	£ 11,450
SWDP61/6	Wychavon	Defford	Land east of Upper Street	Phase 1	6	£ 12,715	£ 13,740
SWDP61/7	Wychavon	Defford	Land off Church Lane adjacent to First School	Phase 1	5	£ 10,596	£ 11,450
SWDP60/14	Wychavon	Drakes Broughton	Site south of Drakes Broughton adjacent B4084	Phase 1	50	£ 105,956	£ 114,499
WY017	Wychavon	Drakes Broughton	Land Opposite Stonebow Road,	Phase 2	39	£ 82,646	£ 89,309
SWDP60/15	Wychavon	Eckington	Land north of Russell Drive/Pershore Rd	Phase 2	20	£ 42,382	£ 45,800
SWDP60/16	Wychavon	Fernhill Heath	Dilmore Lane /Station Road	Phase 1	120	£ 254,294	£ 274,798
SWDP60/17	Wychavon	Fladbury	Land off Broadway Lane, adjacent /grey Lyn	Phase 1	7	£ 14,834	£ 16,030
SWDP60/18	Wychavon	Flyford Flavell	Land east of Boot Inn on Radford Road	Phase 1	16	£ 33,906	£ 36,640
SWDP61/8	Wychavon	Hanbury	Site between Pavement Cottage and Nightingales on B4090	Phase 1	9	£ 19,072	£ 20,610

New GIS Ref	District	Settlement	Site	Phase	Dwellings	Primary Contribution to Education	Secondary Contribution to Education
SWDP59/20	Wychavon	Hartlebury	Land west of Worcester Road	Phase 1	50	£ 105,956	£ 114,499
SWDP59/20	Wychavon	Hartlebury	Land west of Worcester Road	Phase 2	42	£ 89,003	£ 96,179
SWDP60/19	Wychavon	Harvington	Land adjacent Crest Hill	Phase 1	9	£ 19,072	£ 20,610
SWDP61/9	Wychavon	Himbleton	Harrow Lane	Phase 2	6	£ 12,715	£ 13,740
SWDP59/21	Wychavon	Honeybourne	High St/Weston Rd	Phase 2	75	£ 158,934	£ 171,749
SWDP59/22	Wychavon	Inkberrow	Land east of Withybed Lane	Phase 1	100	£ 211,912	£ 228,999
SWDP61/10	Wychavon	Kemerton	Land at Parks Farm, Jobs Lane	Phase 1	9	£ 19,072	£ 20,610
WY044	Wychavon	Long Marston	Land Adjacent to, Sims Metals UK (South West) Limited,	Phase 1	150	£ 317,868	£ 343,498
WY045	Wychavon	Long Marston	Land Adjacent to, Sims Metals UK (South West) Limited,	Phase 2	230	£ 487,397	£ 526,697
SWDP61/11	Wychavon	Lower Moor	Land south of Blacksmith Lane	Phase 2	10	£ 21,191	£ 22,900
SWDP59/24	Wychavon	Offenham	Laurels Ave	Phase 1	19	£ 40,263	£ 43,510
WY008	Wychavon	Offenham	Land at Laurels Road	Phase 1	50	£ 105,956	£ 114,499
WY009	Wychavon	Offenham	Spencer Commercial Services Ltd, Evesham Road,	Phase 1	9	£ 19,072	£ 20,610
SWDP59/25	Wychavon	Ombersley	The Racks (east)	Phase 1	34	£ 72,050	£ 77,859
SWDP59/26	Wychavon	Ombersley	Land north of Woodhall Lane	Phase 1	25	£ 52,978	£ 57,250

New GIS Ref	District	Settlement	Site	Phase	Dwellings	Primary Contribution to Education	Secondary Contribution to Education
SWDP60/20	Wychavon	Overbury	Land Adjacent Wine Acres	Phase 2	8	£ 16,953	£ 18,320
SWDP61/13	Wychavon	Pebworth	Land adjacent to Honeybourne Road	Phase 1	13	£ 27,549	£ 29,770
SWDP60/21	Wychavon	Pinvin	Land rear of Green End, Pinvin	Phase 1	5	£ 10,596	£ 11,450
SWDP60/22	Wychavon	Pinvin	Land Adjacent The Workshop	Phase 1	14	£ 29,668	£ 32,060
SWDP60/23	Wychavon	Pinvin	Land north of The Green	Phase 1	20	£ 42,382	£ 45,800
SWDP60/24	Wychavon	Sedgeberrow	Land off Main Street, behind Nos 43 to 57	Phase 1	20	£ 42,382	£ 45,800
SWDP60/25	Wychavon	Sedgeberrow	Land off Winchcombe Road	Phase 1	8	£ 16,953	£ 18,320
SWDP60/26	Wychavon	South Littleton	Long Hide Road & Station Road	Phase 1	20	£ 42,382	£ 45,800
SWDP60/27	Wychavon	South Littleton	Land at Shine Hill, adjacent to The Lanterns	Phase 1	30	£ 63,574	£ 68,700
SWDP61/15	Wychavon	Tibberton	Land rear Hawthorn Rise	Phase 1	15	£ 31,787	£ 34,350
SWDP60/28	Wychavon	Upton Snodsbury	Garage site off A422 Worcester Road and land to the rear.	Phase 1	16	£ 33,906	£ 36,640
SWDP 61/16	Wychavon	Whittington	Land at Walkers Lane	Phase 1	17	£ 36,025	£ 38,930
SWDP59/27	Wychavon	Wychbold	Land off Crown Lane	Phase 1	68	£ 144,100	£ 155,719
	Wychavon		Estimated Windfall 2017/18 to 2029/30		958	£ 2,030,114	£ 2,193,806

New GIS Ref	District	Settlement	Site	Phase	Dwellings	Primary Contribution to Education	Secondary Contribution to Education
SWDP52/1	Malvern	Malvern	Walsh's Yard, Poolbrook Common Road	Phase 1	5	£ 10,596	£ 11,450
SWDP52/2	Malvern	Malvern	BMX Track off Mayfield Road	Phase 1	59	£ 125,028	£ 135,109
SWDP52/3	Malvern	Malvern	Former Playing Fields, Green Lane, Malvern Wells	Phase 1	35	£ 74,169	£ 80,149
SWDP52/4	Malvern	Malvern	Homestead, Halfkey	Phase 1	5	£ 10,596	£ 11,450
SWDP52/5	Malvern	Malvern	Portland House	Phase 1	15	£ 31,787	£ 34,350
SWDP52/7	Malvern	Malvern	Lower Howsell Road	Phase 1	6	£ 12,715	£ 13,740
SWDP52/8	Malvern	Malvern	Landsdowne Crescent	Phase 1	15	£ 31,787	£ 34,350
SWDP53	Malvern	Malvern	QinetiQ Site	Phase 1	250	£ 529,779	£ 572,496
SWDP53	Malvern	Malvern	QinetiQ Site	Phase 1	50	£ 105,956	£ 114,499
SWDP56	Malvern	Malvern	Development at North East Malvern	Phase 2	225	£ 476,801	£ 515,247
SWDP56	Malvern	Malvern	Development at North East Malvern	Phase 2	575	£ 1,218,492	£ 1,316,741
SWDP 52i	Malvern	Malvern	Land at Lower Howsell Road (former allotments)	Phase 2	81	£ 171,648	£ 185,489
SWDP 52d	Malvern	Malvern	Land at Mill Lane, Poolbrook	Phase 1	62	£ 131,385	£ 141,979
NO REF GIVEN	Malvern	Malvern	Pickersleigh Grove (part of Hayslan Fields)	Phase 1	44	£ 93,241	£ 100,759

New GIS Ref	District	Settlement	Site	Phase	Dwellings	Primary Contribution to Education	Secondary Contribution to Education
SWDP 52m	Malvern	Malvern	Former Railway Sidings, Peachfield Road	Phase 2	20	£ 42,382	£ 45,800
SWDP 52 s	Malvern	Malvern	Victoria Road Car Park	Phase 1	21	£ 44,501	£ 48,090
SWDP 52 w	Malvern	Malvern	Land off Brook Farm Drive, Poolbrook	Phase 1	10	£ 21,191	£ 22,900
SWDP 52 w	Malvern	Malvern	Land off Brook Farm Drive, Poolbrook	Phase 2	67	£ 141,981	£ 153,429
SWDP 52 y	Malvern	Malvern	Broadlands Drive, Malvern	Phase 1	33	£ 69,931	£ 75,570
SWDP59/1	Malvern	Abberley Common	The Orchard	Phase 1	6	£ 12,715	£ 13,740
SWDP59/2	Malvern	Abberley Common	Land to west of Apostle Oak Cottage	Phase 1	14	£ 29,668	£ 32,060
SWDP 59 a	Malvern	Abberley Common	Walshes Farm	Phase 1	15	£ 31,787	£ 34,350
SWDP61/1	Malvern	Alfrick	East of Chapel Meadow	Phase 1	14	£ 29,668	£ 32,060
SWDP60/1	Malvern	Bayton	Land adjoining Severne Green	Phase 1	5	£ 10,596	£ 11,450
SWDP60/2	Malvern	Broadwas	Land adj. school	Phase 1	10	£ 21,191	£ 22,900
SWDP 60a	Malvern	Broadwas	Land at Stoney Lea	Phase 1	8	£ 16,953	£ 18,320
SWDP60/3	Malvern	Callow End	Wheatfield Court	Phase 1	15	£ 31,787	£ 34,350
SWDP59/3	Malvern	Clifton upon Teme	Hope Lane	Phase 1	30	£ 63,574	£ 68,700
SWDP 59 b	Malvern	Clifton upon Teme	Church House Farm	Phase 1	17	£ 36,025	£ 38,930
SWDP60/4	Malvern	Clows Top	Land adjacent to Highbrae	Phase 2	17	£ 36,025	£ 38,930

New GIS Ref	District	Settlement	Site	Phase	Dwellings	Primary Contribution to Education	Secondary Contribution to Education
SWDP59/4	Malvern	Great Witley	Land adj to school / Land adj to coalyard and adj to school)	Phase 1	27	£ 57,216	£ 61,830
SWDP59/5	Malvern	Hallow	Land to north of Orchard Close, Hallow	Phase 1	46	£ 97,479	£ 105,339
SWDP 59 d	Malvern	Hallow	Braithwaties Yard	Phase 1	9	£ 19,072	£ 20,610
SWDP 59 zk	Malvern	Hallow	The Royal Oak PH	Phase 1	8	£ 16,953	£ 18,320
SWDP 59 zzi	Malvern	Hallow	Land south of Greenhill Lane	Phase 1	30	£ 63,574	£ 68,700
SWDP59/6	Malvern	Hanley Swan	Land between School & Westmere, Hanley Swan	Phase 1	20	£ 42,382	£ 45,800
SWDP58/1	Malvern	Upton upon Severn (holly Green)	Sunny Bank Meadow, Holly Green	Phase 1	25	£ 52,978	£ 57,250
SWDP59/8	Malvern	Kempsey	Land adj. the Lawns including Bight Farm	Phase 1	138	£ 292,438	£ 316,018
SWDP59/8	Malvern	Kempsey	Land adj. the Lawns including Bight Farm	Phase 2	52	£ 110,194	£ 119,079
SWDP 59 e	Malvern	Kempsey	123a Main Road, Kempsey	Phase 1	10	£ 21,191	£ 22,900
SWDP 59 f	Malvern	Kempsey	Land north of Brookend Lane (adj. to The Limes)	Phase 1	75	£ 158,934	£ 171,749
SWDP 59 f	Malvern	Kempsey	Land north of Brookend Lane (adj. to The Limes)	Phase 2	45	£ 95,360	£ 103,049
SWDP 60 d	Malvern	Leigh Sinton	Kiln Lane	Phase 1	53	£ 112,313	£ 121,369
SWDP59/9	Malvern	Lower Broadheath	Land to the north of Bell Lane/south of Martley Road	Phase 1	48	£ 101,718	£ 109,919

New GIS Ref	District	Settlement	Site	Phase	Dwellings	Primary Contribution to Education	Secondary Contribution to Education
SWDP59/10	Malvern	Lower Broadheath	Peachley Court Farm	Phase 1	6	£ 12,715	£ 13,740
SWDP59/11	Malvern	Lower Broadheath	Strand Cottages, Peachley Lane	Phase 1	6	£ 12,715	£ 13,740
SWDP 45/2c	Malvern	Lower Broadheath	Land adj. Henwick Mill House, Martley Road	Phase 1	35	£ 74,169	£ 80,149
SWDP 45/2c	Malvern	Lower Broadheath	Land adj. Henwick Mill House, Martley Road	Phase 2	7	£ 14,834	£ 16,030
SWDP59/12	Malvern	Martley	Land Adjacent to the Crown (combined sites)	Phase 1	51	£ 108,075	£ 116,789
SWDP 59 k	Malvern	Martley	Land adjacent to Primary School	Phase 1	14	£ 29,668	£ 32,060
SWDP60/5	Malvern	Powick and Collett's Green	Former allotments, Winsmore	Phase 1	30	£ 63,574	£ 68,700
SWDP 60 b	Malvern	Powick and Collett's Green	Land adj. to the Crown Public House, Powick	Phase 1	45	£ 95,360	£ 103,049
SWDP 60 c	Malvern	Powick and Collett's Green	Land south of Sparrowhall Lane	Phase 1	39	£ 82,646	£ 89,309
SWDP 60/5 a	Malvern	Powick and Collett's Green	Former allotments, Winsmore (Extension)	Phase 1	5	£ 10,596	£ 11,450
SWDP60/6	Malvern	Rushwick	Land at Claphill lane	Phase 1	28	£ 59,335	£ 64,120
SWDP60/7	Malvern	Rushwick	Land at Old Bransford Road	Phase 1	20	£ 42,382	£ 45,800
SWDP60/8	Malvern	Rushwick	Land adj Upper Wick Lane	Phase 1	15	£ 31,787	£ 34,350
SWDP 60t	Malvern	Rushwick	Land off Bransford Road	Phase 2	50	£ 105,956	£ 114,499
SWDP 3 g	Malvern	Stourport	Land off Pearl Lane, Astley	Phase 1	62	£ 131,385	£ 141,979

New GIS Ref	District	Settlement	Site	Phase	Dwellings	Primary Contribution to Education	Secondary Contribution to Education
			Cross				
SWDP57/1	Malvern	Tenbury Wells	Land opposite Morningside	Phase 1	43	£ 91,122	£ 98,469
SWDP57/2	Malvern	Tenbury Wells	Land adj the Haven, Oldwood Road	Phase 1	40	£ 84,765	£ 91,599
SWDP 57 a	Malvern	Tenbury Wells	Land at Mistletoe Row, Oldwood Road	Phase 1	44	£ 93,241	£ 100,759
SWDP 57 c	Malvern	Tenbury Wells	Land south of the Oaklands, Tenbury	Phase 2	35	£ 74,169	£ 80,149
SWDP58C	Malvern	Upton upon Severn	Upton Upon Severn, Holly Green/Ryall and Tunnel Hill Area (Upton Marina)	Phase 2	70	£ 148,338	£ 160,299
SWDP 58 d	Malvern	Upton upon Severn	Land at Welland Road, Upton	Phase 1	43	£ 91,122	£ 98,469
SWDP59/13	Malvern	Welland	Land adjacent to the Former Pheasant Inn Welland	Phase 1	10	£ 21,191	£ 22,900
SWDP 59 l	Malvern	Welland	Lawn Farm, Drake Street	Phase 1	50	£ 105,956	£ 114,499
SWDP 59 zl	Malvern	Welland	Land between Old Post Office and Church Farm, Drake Street	Phase 1	30	£ 63,574	£ 68,700
	Malvern		Estimated Windfall 2017/18 to 2029/30	Phase 1 & 2	419	£ 887,910	£ 959,504

5.67 EARLY YEARS

- The County Council has a statutory duty to ensure sufficiency of pre-school provision to allow all 3 and 4 year olds resident in Worcestershire to access free entitlement to childcare and Early Years education. From September 2013, some 2 year olds will be eligible for free nursery 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 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 numbers require access to an SEN place. The proposed additional housing will increase the number of SEN places required. The change will be slow 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

- Under current legislation, those enrolled in education must remain in education until the end of their statutory "school age", which lasts until the end of June of the school year in which they become 16. By 2015, all young people will be required by law to stay in education or training until their 18th birthday. This raising of the participation age is not an extension of the statutory school age.
- 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).

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 SWIDPIPS 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. There will be further engagement with the South Worcestershire Clinical Commissioning Group through autumn 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.

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.”

5.81 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.”

5.82 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.
- 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.
- 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.)
- 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.

- 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.

5.83 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.

5.84 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..

5.85 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.

5.86 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.

5.87 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

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.

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

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

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

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

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.

C) SOCIAL CARE

5.88 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.

5.89 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.

5.90 The evidence base lists out the range of facilities available in Worcestershire.

5.91 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.

5.92 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.

5.93 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

5.94 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.

5.95 This section has been prepared with the information made available by the County Council in 2012 and, whilst no update has been received, it would be sensible to refine this section of the SWIDP in due course.

D) COMMUNITY FACILITIES

5.96 The position as of early 2011 is set out in the Chapter 10 of the Needs & Issues (June 2012) evidence base of the emerging Worcestershire Infrastructure Strategy but this section of the SWIDP has been expanded to include South Worcestershire specific information.

5.97 This section focuses on the provision of community facilities such as libraries, faith buildings, community centres and leisure facilities, which are all important aspects of creating sustainable communities. These facilities need to be front loaded in the development process so that these facilities are available when new residents need them. However, new facilities need a critical mass of people to support them. Given a lead time of 2 years to design and build a community facility, the evidence base suggests that they should be provided midway through the delivery of future developments.

5.98 This section tries to give an initial perspective from the point of view of the County Council before then looking at specific community facilities. Together this gives a more holistic approach than was possible in the 2012 but it would still be helpful to be able to update and refine all of this section for future versions of the SWIDP.

5.99 The Worcestershire Sustainable Community Strategy presents a vision of;

“a County with safe , cohesive, healthy and inclusive communities, a strong and diverse economy and a valued and cherished environment.”.

5.100 The County Council states that the key theme around the future development of community buildings within Worcestershire will be partnership working across the public and voluntary sectors at schemes that look to collocate and integrate facilities where possible. It will not be about developing new bespoke facilities such as libraries, museums and community centres, but rather it will be about working with partners such as schools, Parish Councils and local communities to collocate facilities in a given area. These facilities will often be run locally through the voluntary sector with the public sector taking less of a direct role. On this basis, the County Council does not consider the need for specific new infrastructure in the near future but it should be noted that this is a statement which concentrates on just their own functions.

5.101 The County Council in May 2012 did provide two general statements on social and community infrastructure which are summarised below.

Statement One.

5.102 “ The County Council recognises that the public services landscape will have to change over the next few years in response to the global economic climate. Public sector funding levels are expected to continue to experience downward pressure, demographic changes will impact on levels of demand for services and customer expectations will continue to evolve. In response Worcestershire County Council is embarking on a programme of fundamentally reviewing all of its activities with the view of ensuring that it delivers the right level of service through the most appropriate provider at the right price. This could result in significant change within the Council as it works close with communities and partners to develop different, innovative and sustainable ways of meeting need.

5.103 Worcestershire has a wide variety of communities whose needs and opportunities can be significantly different. As a consequence, the County Council believes that a “one size fits all” approach to service provision is inappropriate, preferring instead to develop bespoke solutions for individual communities. These bespoke solutions will, where possible, avoid reliance on single use buildings, preferring instead to promote multiple use of buildings. Some recent examples of this include:-

a) Working with the County Capital and Asset Partnership partners, the County Council is seeking to rationalise its operational portfolio through collocation of services. There are various initiatives where a number of partners are now sharing back office accommodation, and the Partnership is examining potential efficiencies that will arise from the collaborative use of staff training venues, vehicle maintenance and depots. (See also Statement 2).

b) Funding for positive activities for Young People will be delegated to local Member Forums which will commission targeted positive activities for young people in their local area and use whatever accommodation is deemed appropriate. This may result in existing Youth Service facilities becoming redundant or possibly become an asset transfer to a community group.

c) The Libraries Service is looking at a number of innovative partnership arrangements which may involve sharing staff and buildings as well as exploiting technological advances to enable services to be maintained or improved at lower cost. These arrangements will often involve reliance on local volunteers, and may also include an asset transfer to a community group.

d) Adult Day Services are also experiencing change. The County Council has moved away from traditional day centres for the physically disabled and with the advent of personal choice and personal budgets, service users and their carers now have a wide choice of activities available to them from within the wider locality. The County Council will continue to provide a drop-in centre in its major towns where service users may be dropped off and access care facilities before undertaking their chosen community based activity. This model is now being piloted by the Learning Disability Service.

e) The County Council has a small number of specialised residential homes for the elderly and for people with Learning Disabilities. The County Council also provides Respite services. The pattern of service provision may be subject to commissioning review in future.”

Key Points from Statement Two.

5.104 The Worcestershire Capital and Asset Partnership is engaged with Central Government's Total Place and subsequent Capital and Asset Pathfinder initiatives, focusing particularly on developing a closer working relationship with other public sector organisations in the locality regarding the use of property and collaborative service development. The Partnership includes 19 full partners with an additional 17 organisations from across the public and third service sectors being regularly involved as Stakeholders. Examples of this activity in South Worcestershire include:

a) Droitwich, where the library, CAB and Worcestershire Hub have collocated into the library, improving customer footfall, extending service availability, reducing running costs and releasing two buildings for disposal.

b) Pershore, where the Town Council has bought the Library building, is refurbishing it and co-locating the Library with Tourist Information service and other voluntary groups to improve service availability at a lower cost.

c) Broadway, where options to collocate Police, Library, Parish Council and a voluntary organisation are under consideration.

5.105 As of July 2014, the position outlined above 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

5.106 The County Council has a statutory duty to provide a public library service and to ensure that it is “comprehensive and efficient”. However, previous standards for library provision have been abolished and it is now for local authorities to determine how to provide an efficient service.

5.107 There are currently 23 public libraries in Worcestershire. In Worcester City, these are in St Johns, Warndon and Worcester. In Malvern Hills, these are in Malvern, Martley, Tenbury Wells, Welland and Upton-upon-Severn. In Wychavon, the libraries are in Broadway, Droitwich Spa, Evesham and Pershore.

5.108 The County Council is assessing libraries individually over a three year period. The proposal is to take an individual approach to reform of the service rather than a one size fits all or

“salami slicing”, engaging with local communities and partners to come up with a model, supported by the County Council working with communities and local Members, to deliver a service which meets the needs of communities and provides a sustainable and efficient service. As part of that consultation process, the County Council is seeking expressions of interest from the local community in running a library.

5.109 The position on the various libraries is set out on pages 136-138 of the Needs & Issues Report (June 2012).

5.110 A new multi-million pound Library and History Centre in Worcester City Centre was opened in July 2012. The centre known as “The Hive” is the first joint public and University library in Europe providing University students and the community with a range of services and facilities which include:-

- A fully integrated public and university library
- Worcestershire Record office
- Worcestershire Historic Environment & Archaeology Service
- Worcestershire Hub Customer Service Centre.

The Hive has attracted over a million visitors a year. (For more details see section 5A – item 5.26).

5.111 As of 2014, the review of libraries is still ongoing and the position of the County Council as outlined in statement 1 above, is still to co-locate services where ever possible and to support different models of delivery where appropriate throughout the council.

5.112 This section has been prepared with the information provided by the County Council in 2012 but it would be helpful to be able to refine this section of the SWIDP in due course.

FAITH BUILDINGS

5.113 In this section, faith buildings cover a wide range of faiths and various types of infrastructure, including not only the place of worship but also any associated buildings (e.g. Church halls) which might serve a wider community purpose.

5.114 The earlier version of the County evidence base in March 2012 contains information on religious buildings but this has not been included in the June 2012 Needs & Issues Paper nor is there is any reference to this in the Worcestershire Infrastructure Strategy because it is not regarded as strategic infrastructure. Instead, this section has been updated in liaison with the faith communities for this September 2014 version of the SWIDP.

5.115 Reference is made in the March 2012 County evidence base to some general research done in Cambridge by Three Dragons which concluded that 6% of the population actively participates in religion and that an indicative standard of 0.5 ha per 3,000 dwellings is suggested but with the proviso that provision should be based on an assessment of local religious need.

5.116 There is no information in the March 2012 County evidence base on the funding of religious buildings but there was an event in 2009 on “Faith in the future of Worcestershire” and information from this event was revisited by SWC in Spring 2013. At this meeting in November 2009, the Worcester Diocesan Secretary presented a paper. This recognised the scale of new housing proposed in Worcestershire and the need for all faith communities to work together to ensure that the necessary preparation was done in advance of new development. He emphasised the importance of capacity building of both people (existing faith groups and existing & new residents) and buildings, urging the use of existing buildings, wherever possible.

5.117 The position was refreshed and reappraised at a SWC meeting on 27/03/13 to look at the comments of the faith communities on the SWIDP. At that meeting with SWC, there were present the same Worcester Diocesan Secretary, the Diocesan Heritage Buildings & Community Development Officer, the University Chaplain & Bishop's Inter-faith officer and the Diocese Ecumenical Officer. This meeting reappraised the situation across South Worcestershire. There was very positive evidence of the different faiths and different denominations working together to make sure that facilities were available to all that required them. The principles regarding faith buildings in respect of new development, as set out at the November 2009 conference, were confirmed as remaining sound. Much valuable detailed information was provided for use by SWC and the point about the need for early engagement of the faith communities in any proposed new development was reaffirmed.

A further officer response was received in July 2014 on behalf of the Worcester Diocesan Board of Finance Ltd (WDBF). This stated:

"This needs to be read in conjunction with the response that the Diocesan Secretary's submission on the South Worcestershire Development Plan on behalf of the Diocese of Worcester of Finance Ltd in February 2013.

The DBF 2013 response was primarily related to the provision Community facilities. We consider these submissions even more important and pertinent because of the more recent increased housing numbers.

Experience demonstrates that unresearched provision of more new community buildings is neither a successful nor a sustainable option. The first requirement is an analysis of the existing provision, including church buildings. This information will inform the need for the refurbishment and improvement of existing facilities and the possible provision of new buildings before any development proposal gains consent. Sufficient funding should be allocated using Section 106/CIL monies. A key part of our 2013 submission is *"There should be the use of a sequential test to help assess the best way of providing and sustaining community assets, particularly for new developments. We consider that the opportunities of existing community buildings, including church buildings, to be developed for wider community use needs to be an early consideration. Duplication of community buildings should be avoided (as that will damage sustainability of both existing and new facilities) unless their use would be well justified. It is important to recognise that community infrastructure must be provided at the same time as utility infrastructure."*

COMMUNITY CENTRES / VILLAGE HALLS / CHURCH HALLS

5.118 There is information in the June 2012 version of the County Needs & Issues evidence base but this was not directly covered in the Worcestershire Infrastructure Strategy as this was not seen as a strategic issue. Therefore, information specific to South Worcestershire have been added to this section.

5.119 Community facilities provide valuable facilities to promote community cohesion. It is important with significant levels of proposed residential development that appropriate community facilities are provided.

5.120 The County evidence base assesses current provision with a detailed assessment of the pattern of community provision in Worcester City drawing on existing studies.

5.121 The March 2012 evidence base assesses general standards and, in particular, the Baker Associates Study suggestion that an average standard of one 750 sq.m. facility is provided for every 2,250 dwellings is used to calculate the community centre requirement.

5.122 In respect of youth provision, the June 2012 evidence base sets out the stark reality of a £1.4m. cut in County funding over a 3 year period for youth support. The consequence is that the County Council will no longer be the provider of Youth Support and will instead be the commissioner for this provision. This means that the current assets would no longer be required by the County Council for delivering youth support activities and alternative sustainable options are required. This will have implications both in the level of support and the release of County building assets.

5.123 This section has been prepared with the information provided by the County Council in 2012 and it would be sensible to refine this section in due course with reference to the voluntary & community service provision.

5.124 There is a thriving voluntary and community sector in terms of youth provision; including uniformed organisations (scouts, guides, voluntary provision and Church provision. Most operate from shared community buildings but there are a small number with dedicated buildings, both of which would need consideration with respect to population growth as a result of housing growth.

5.125 Now, looking in turn at the three South Worcestershire Council Districts: Worcester, Wychavon and Malvern Hills.

5.126 **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

WYCHAVON

5.127 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, WR11 1BH	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	Bredons Norton,	Good

Village Hall	Tewkesbury, GL20 7HB	
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	Omersley Street East, Droitwich Spa WR9 8DE	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 Three Parishes Village Hall	Grafton Flyford, Worcester, WR7 4PG	Good in need of further modernisation (£40K)
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, BromsgroveB60 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 Lenchwick Village Hall	Kings Lane, Norton, Evesham, WR11 4TJ	Good some capacity issues
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 Community centre	Cow Lane, Sytchampton, Ombersley, DY13 9SY	Good – capacity issues used by the school for PE 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)

MALVERN HILLS

5.128 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

CURRENT POSITION

5.129 All of this information on Community Centres needs to be refined and updated during 2014/5 and energy audits for 20 have been undertaken providing some condition evidence but this was not available for this version of the SWIDP. Once reviewed by the three SWC Councils, the updated position can be included in a subsequent version of this SWIDP.

SPORTS AND RECREATIONAL FACILITIES

5.130 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. This more holistic approach to this section of the SWIDP is in accordance with the advice received from Sport England on 07/09/12. It has also been decided not to limit the assessment to strategic sports and recreational facilities because, whilst playing field provision is normally dealt with at the District level, this SWIDP underpins the SWDP and local facilities must be considered for plan-making. Moreover, playing field provision had originally been covered in the Green Infrastructure section in the SWIDPIPS and there is certain logic to that. However, on balance, and in response to the County Council's helpful representations

on this matter, the playing field section is now included in this Sports & Recreational Facilities section of the SWIDP.

5.131 The main evidence base is 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 this is being addressed in subsequent work e.g. the playing pitch strategy element is currently being undertaken in accordance with Sport England's current methodology. This will be included in any subsequent review of the Delivery Plan

5.132 In terms of the general assessment of existing assets, reference is made in Chapter 10 of the June 2012 County Council Needs & Issues Paper, to the Sports England recommended approach.

5.133 The evidence base and the emerging Strategy contain new material on South Worcestershire which makes extensive cross reference to the 2010 South Worcestershire Sports Facilities Framework. Generally, sports facilities and playing pitch needs have been identified by a local standard of provision (e.g. the number of facilities needed per 1,000 population in new housing. The Programme for Development (POD) identifies built sports facilities, playing field proposals and tennis and Multi Use Games Areas (MUGAs). It states where these should be located and the expected phasing of implementation which is related to the delivery dates of the individual housing developments. The drivers behind the proposals are:

- natural population changes
- new population from the new housing
- policy objective of 1% per year increase in participation.

Priorities for spending on these facilities will depend on the local authority's POD and Programme of Works (POW).

5.134 The contributions which are to be sought from residential development are based on the capital costs for the provision or extension to a typical facility.

5.135 The last part of the June 2012 evidence base on Built Leisure refers to the University having completed the first stages of developing "The Worcester Arena" including a centre for drama, dance, sport and performance teaching facilities. The Arena is now complete and open

5.136 A replacement swimming pool proposal at Perdisswell is being progressed by Worcester City Council. This is due for completion by mid/late 2016. This was approved at the September 2014 meeting of the Council.

5.137 The evidence base for the emerging WIS (Needs and Issues) refers to the fact that a hierarchy of sports facilities has informed the process of identifying levels of developer contributions and is fully explained in the Herefordshire and Worcestershire Sports Facilities Framework.

5.138 The contributions sought are based on the capital costs of providing a typical facility. For sports facilities costs have been calculated using a combination of Sports England costings and other appropriate data.

5.139 In some cases, new residential developments will not generate the need for a new sports facility. However, where developments are located in areas where additional pressure will be placed on existing sports facilities by the development, the local authorities will seek contributions at the standard rate for the enhancement and extension of existing sports in the vicinity of the development and well within the recommended 20 minute drive time.

5.140 It goes on to say that, where larger developments can generate a need for and/or locate suitable playing pitches/fields, then these will be located on-site with a commuted sum for maintenance. Otherwise, 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.

5.141 No further updates or refinements were available for this version of the SWIDP although the three SWC Councils intend to undertake further review work and updating work during 2014/5, such as the New Playing Pitch Strategy (PPS) using Sport England's newly released methodology.

5.142 The SWIDPIPS 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 for inclusion in this September 2014 version of the SWIDP.

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

5.143 No further significant updates or refinements were available for this September 2014 version of the SWIDP although the three SWC Councils intend to undertake further review work and updating work during 2014/5.

PLAYING FIELDS IN SOUTH WORCESTERSHIRE

5.144 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: No further updates or refinements were available for this September 2014 version of the SWIDP although the new PPS will be included in future revisions.

5.145 The SWSFF focuses primarily on facilities designed for community sport and physical activity. The SWSFF suggests that proposals contained in SWSFF should be considered alongside other local facilities including parks, play areas, routes for walking, cycling and horse riding.

5.146 The demand and supply of grass playing facilities, primarily for football, cricket and rugby have been considered as an integral part of the SWSFF. The findings in relation to grass pitches are summarised below.

5.147 Although both Malvern Hills and Wychavon have a generally sufficient stock of playing fields to meet their communities' needs up to 2026, there are some notable shortages of provision in Evesham, Malvern and, to a lesser extent, Droitwich. These deficits will worsen as new housing is developed in these towns and additional playing fields should be provided. There is a major export of players in all of the pitch sports from Worcester City to Wychavon and, to a lesser extent, to Malvern Hills. The export is primarily due to a lack of pitch provision within the city of Worcester and the situation will worsen if the increased participation rates are achieved for each of the sports and the anticipated housing is provided.

5.148 The South Worcestershire Programme of Development (POD) and Developers' Contributions Report is part of a suite of documents that make up the SWSFF. The POD provides the details of how the proposed built facilities and playing fields should be provided including location, costs and phasing. It also contains policy proposals in relation to developers' contributions.

5.149 The POD identifies the facility needs, their locations and the expected phasing of delivery based on the following timescales; up to 2016; 2016-2021 and 2021-2026. The Developers' Contributions section takes the identified facility needs and identifies how to calculate the developers' contributions in respect of new housing.

5.150 The drivers behind the SWFF arise from a combination of:

- Natural population changes
- New population from the new housing
- A policy objective of a 1% per year increase in sports participation.

5.151 There is a table in the County Council March 2012 evidence base of the WIS drawing on the SWSFF then goes on to give playing field need in South Worcestershire. This information was checked again by SWC in Spring 2013 and is reproduced below in paragraph 5.153.

5.152 No further significant updates or refinements were available for this September 2014 version of the SWIDP although the three SWC Councils intend to undertake further review work and updating work, such as the new PPS.

5.153

- 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

5.154 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.

5.155 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.

5.156 Therefore, total contributions for South Worcestershire are estimated at over £9.5m.

5.157 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

5.158 The current position is set out in this section of the SWIDP, which has been produced in partnership with the emergency services.

5.159 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.

5.160 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.

5.161 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)

5.162 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

5.163 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.

5.164 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.

5.165 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.

5.166 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.

5.167 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.

5.168 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.

5.169 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.

5.170 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.

5.171 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.

5.172 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.

5.173 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.

- 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).
- j) Additional officers (set-up costs for 80 no. officers) - £305,018
- k) Additional vehicles and other operational equipment - £708,206
- l) Additional central support staff (set up costs for 40no. support staff) - £108,080

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.

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.

5.174 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

5.175 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.

5.176 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

5.177 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.

5.178 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.

5.179 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

5.180 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

5.181 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.

5.183 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.

5.184 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.

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.

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 position on Green Infrastructure is outlined in chapter 13 of the County Needs & Issues Paper (June 2012) which was the evidence base for the emerging Worcestershire Infrastructure Strategy (WIS). There is a statement of the County Council position on Green Infrastructure in the emerging 2013 WIS. There has been on-going consultation with the County Council and also with Natural England on the SWIDPIPS and then the SWIDP and the comments of these two organisations are reflected in this September 2014 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 County Council 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, of course in 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.
- The implementation of SuDS (sustainable drainage systems) within 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 or improvements to public space.
- Flood plains flood defence schemes.
- Innovative building design e.g. green roofs.
- Wider landscape enhancements through countryside stewardship or management plans of owners.
- 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 overtaken by the NPPF though this does still emphasise the importance of open space even if it is less prescriptive in defining a standard approach. PPG17 Open Space, sport and recreation remains valid as good practice. The PPS1 Ecotown 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 County Council evidence base explains that a baseline assessment of the green infrastructure themes for biodiversity, landscape, historic environment has facilitated the development of an Environmental Character Areas map for Worcestershire, as part of the Worcestershire Green Infrastructure Strategy (WGIS).

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.

6.12 The Worcestershire Green Infrastructure Strategy has been produced by the Worcestershire Green Infrastructure Partnership. This consists of representatives from the County Council, the six Local Worcestershire Councils, government agencies and the third sector parties.

6.12 The work on the Worcestershire Green Infrastructure Strategy by the partnership has been a broadly parallel but not identical course to both the emerging Worcestershire Infrastructure Strategy and this SWIDP to support the SWDP. The draft Worcestershire Green Infrastructure Strategy was available at the end of December 2012 for comments and initial endorsement by the GI Partnership members.. In May/June 2013 the draft GI Strategy was subject to public consultation. The Strategy was published in winter 2013 and has since been endorsed by Worcestershire County Council. This document has been supported and is in the process of being adopted/endorsed by the remaining GI Partnership members. There is on-going positive dialogue with the County Council in this respect

6.13 The purpose of the WGIS 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 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 GI 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 is currently being developed by the GI Partnership. The Plan is aimed at guiding delivery of green infrastructure and assisting partners in aligning future delivery projects and their funding streams. It is anticipated to be produced in autumn 2014.

6.15 The three evidence papers to support the GI Strategy have been completed, with the fourth one due to be published in draft form in winter 2014.

6.16 The WGIS will be supported by Concept Plans and Statements, which support the delivery of Green Infrastructure on individual strategic development sites. These will 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 site. This approach is being piloted via certain SWDP Sites, such as Worcester South, North East Malvern, Worcester West and Station Road, Pershore. A number of concept plans and statements have been produced so far, outlining the key Green Infrastructure principles and priorities for the sites to enhance, protect and create Green Infrastructure. This approach is currently being tested to determine the long term viability and deliverability of this approach.

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 corridors, country parks (e.g. Worcester Woods), formal parks, allotments, footpaths, cycle ways and SuDS.

6.18 Emerging Worcestershire Green Infrastructure Study Informal Recreation work, prepared for the Worcestershire Green Infrastructure Steering Group by Land Use Consultants, contained the following summary table of sub-regional Green Infrastructure recreational assets in South Worcestershire. This has now been included in the Framework Document 3: Informal Recreation which addresses the issues and opportunities for informal recreation in Worcestershire.

Primary assets:

○ Malvern Hills etc	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 etc.	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.	
○ Staffs. & Worcestershire Canal	31.8 km	
○ Worcester & Birmingham Canal	44.3 km.	
○ North 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)

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|------------------------------------|-----------|--|
| ○ 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 The partnership will be considering five Potential Green Infrastructure Schemes, as recommended by Land Use Consultants, three of which are in South Worcestershire but it should be noted that these are areas of search for indicative schemes which have not as yet been endorsed by the Green Infrastructure Partnership. Please note that these areas are only suggested areas of search with geographical locations being only broadly identified – it may be appropriate to undertake further detailed work to either identify potential recreational sites, or to remove them from further consideration if deemed unsuitable – as such these areas of search have been endorsed by the Green Infrastructure Partnership through the signing off of the Framework 3 document and Green Infrastructure Strategy:-

- 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.

6.21 The needs for informal recreation forms part of the Worcestershire Green Infrastructure Strategy, ensuring that sites can deliver a range of multi-functional benefits for Green Infrastructure. This has been included as part of the analysis for the Green Infrastructure Strategy.

C) CALCULATING GREEN INFRASTRUCTURE REQUIREMENTS AND COSTS

6.22 The County Council evidence base explains that in order to understand or test the viability of the provision of green infrastructure and the implications for developer contributions, it is necessary to have an understanding of the strategic provision of green infrastructure.

6.23 Such an assessment will need to include a summary and analysis of the District authorities PPG17 audits and play pitch strategies. There is then the difficulty in building a strategic picture because each District has adopted a differing methodology for assessing requirements. The analysis of Green Infrastructure provision is wider than PPG17. These assets will be considered to be GI 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 County Council encourages local planning authorities to produce Green Infrastructure Studies and Strategies which should establish GI provision at a local scale.

6.24 The County Council proposes that strategic assessments will 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 County evidence base.

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.

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 Indicative costs quoted from elsewhere are listed in the 2012 County Council evidence: Proposed woodland structure: whip planting; £3 per square metre.

Linear park formal/soft landscaped: £75 per sq. m.

Swales for 10m/ha of developable land: £200 per m.

Dry attenuation basins (1 per 5000 houses): £100,000.

6.30 The County Council evidence base states that there is no overall assessment of the cost of Green Infrastructure in South Worcestershire as this will be determined by strategic priorities and schemes in the WGIS. The Partnership has produced a series of indicative generic capital and revenue costs for green infrastructure based on the type of interventions such as habitat creation, access improvements etc. Using a hypothetical site model, two indicative costs for green infrastructure on a strategic development have been developed for illustrative purposes and are quoted in the County evidence base:

- Capital costs : £ 19,226 per hectare of Green Infrastructure
- Maintenance (revenue costs): £1,346 per ha. per year.
- The Green Infrastructure Partnership is looking at developing a guidance paper in 2014/15 on viability and costing of green infrastructure, which may include some more indicative costs. It should be noted, however, that these costs would vary significantly from site to site, depending on the scale, type of project and other infrastructure commitments on site.

6.31 Green infrastructure is a multifunctional asset and will be influenced by the plans and delivery mechanisms from a number of cross cutting areas. Therefore, in the County Council documentation, 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.

6.32 In the County Council 2012 evidence base document, it is envisaged that Green Infrastructure will come forward through a number of routes including:-

- Areas linked to the strategic allocations of housing and employment land.
- New sustainable transport infrastructure as part of LTP3 (Local Transport Plan).

- Requirements for SuDS approvals prior to planning permission under the 2010 Flood & Water Management Act.

6.33 The Worcestershire Green Infrastructure Partnership currently has no direct funding and is not seeking direct funding as such. Nevertheless, funding will be required for the provision and enhancement of Green Infrastructure assets. In summary, funding envisaged to potentially come through. Please see Section 6 of the Green Infrastructure Strategy for more up to date guidance on funding and viability of Green Infrastructure.

6.34 The Green Infrastructure Partnership is also planning on producing a paper exploring viability and costing of Green Infrastructure in more detail and this is anticipated as being available in Winter 2014.

SPORTS & RECREATIONAL FACILITIES

6.35 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.

6.36 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.

SECTION SEVEN: SPATIAL PLANNING OF INFRASTRUCTURE

7.1 After assessing Physical Infrastructure, Social Infrastructure and Green Infrastructure, the SWDP now moves on to summarise the Spatial Planning of Infrastructure across South Worcestershire. This is related to Appendix Y which itemises all the crucial infrastructure for South Worcestershire.

7.2 The provision of infrastructure is, by its very nature, something which changes through time. Hence the contents of this section will inevitably need some updating. The information listed out below from various sources is the best available at the time of publishing in September 2014.

7.3 The main sources of data are as follows:

- i) SWDP: May 2013 & September 2014. This gives the relevant SWDP spatial policy as a reference point and then lists out the key infrastructure points as given under the relevant SWDP policy.
- ii) SWDP. Reference is made to earlier sections of this document including the material gleaned and summarised from the latest version of the Worcestershire Infrastructure Strategy and its underpinning evidence base.
- iii) The basic SWC schedule on Infrastructure produced in 2010/2011. This is a fairly full schedule giving costings and phasing in most but not in all cases. Reference has been made to this primary source material when first producing the SWDP.
- iv) The Baker Associates Study which informed the South Worcestershire Councils' submissions to the West Midlands Regional Spatial Strategy Examination in Public in 2009.

7.4 It should be explained that table 25, which appeared in the SWDP Preferred Options Consultation document of autumn 2011, has not been reproduced as part of the SWDP Submission Plan document. Instead, its contents have been divided and treated separately as:

- a. The housing and phasing figures which formerly were in Table 25 have been revised as part of the separate work on the housing and employment figures under policy SWDP3, as it is proposed to be amended, and in site specific allocation policies. They are, consequently, not repeated in this work as part of the SWDP.
- b. Appendix Y sets out all the crucial infrastructure requirements for the Plan with costings, prioritisation and phasing, where known.

7.5 As a separate exercise, the County Council has been preparing the Worcestershire Infrastructure Strategy. As the two documents progress, on-going liaison will seek to ensure consistency between them. Where costings are included in Appendix Y they have been based on source data from the service/infrastructure providers themselves (many elements of which are County Council sources).

7.6 The main infrastructure policies in the May 2013 SWDP Submission Plan besides SWDP 7 are SWDP 4, Transport, SWDP 5, Green Infrastructure, SWDP 62: Implementation and some of those site allocation policies which include specific references to infrastructure. The summary text below, and Appendix Y, associate infrastructure with site specific policies, where appropriate. However, it must be noted that these "associations" are for guidance only. In each case a development site is likely to need to contribute pooled contributions for infrastructure beyond the immediate needs of the development, whether collected by the current Section 106 arrangements or via the Community Infrastructure Levy Charging Schedules in the future.

7.7 New development creates demands for infrastructure in a variety of ways and it is important to keep in mind the full range and packages of new infrastructure required. For example, whilst new development creates a wide range of new requirements for the movement of people and goods, it is very important to bear in mind that this needs to be addressed by the full range of sustainable

transport options, not just by increasing road capacity. This requirement is outlined in SWDP 4. Thus, whilst Appendix Y starts with transport schemes, they should not be considered in isolation.

7.8 The analysis which follows is summarised settlement by settlement in the order set out in the Settlement Hierarchy, Policy SWDP 2:

- Worcester
- Droitwich Spa
- Evesham
- Malvern
- Pershore
- Tenbury Wells
- Upton upon Severn
- Villages (Categories 1 to 3)
- Rural Areas (Categories 4a & 4b villages and lower).

7.9 Each “Place” section below sets out:

- a) A table summarising the main policy reference points derived from the May 2013 SWDP and as updated in September 2014, followed by
- b) A description of the known list of infrastructure requirements as now understood (and updated with proposed 2014 main modifications). For a summary of costings (where known) reference should be made to Appendix Y.

7.10 An explanation of the source requirements for infrastructure is set out in the earlier sections of this document: notably Transport (in section 4), Education (in section 5) and Green Infrastructure (section 6).

7.11 All developments across South Worcestershire will be expected to contribute to the transport requirements outlined in SWDP 4, including the Worcester Transport Strategy and wider South Worcestershire transport schemes and measures outlined in the SWIDP.

WIDER WORCESTER a) Policy reference points (2013 and updated with proposed 2014 main modifications).)

WIDER WORCESTER – site allocations Summary of infrastructure needs.		
Policy Reference		Associated Infrastructure
SWDP 43	City allocations	• Developer contributions expected for infrastructure including recreation, education and other community infrastructure. • All development will need to contribute as appropriate to the range of infrastructure required in order to make growth sustainable e.g. Section 106 contributions or Community Infrastructure Levy (including transport infrastructure and services, as set out in SWDP 4; see text below for further details).

SWDP 44	City Centre Opportunity sites	• All development will need to contribute as appropriate to the range of infrastructure required in order to make growth sustainable e.g. Section 106 contributions or Community Infrastructure Levy (including transport infrastructure and services as set out in SWDP 4, see text below for further details). • Developer contributions expected for infrastructure including Travel Plans, public realm, streets and open spaces, and use of Community Infrastructure Levy for strategic infrastructure. Shrub Hill Opportunity Zone transport infrastructure works.
SWDP 45/1	Worcester South Urban Extension: Broomhall Community and Norton Barracks Community. 2,600 dwellings (40% affordable) 20 ha. employment land Provision for one site of up to 10 pitches for Travellers within or on the edge of the urban extension Local Centre	Development will need to contribute to: • Social and physical infrastructure including education, (new primary school) community building, emergency infrastructure children's centre and youth facilities • Provision of a parking hub to be agreed in consultation with Worcestershire County Council. • Provision of a local green network, including local green network buffers • Enhancements to sports and social facilities at Norton Barracks • Improvements to the A4440, the A38 and associated highways, public transport, cycle and walking infrastructure and services shall include measures to improve accessibility by non- car modes to Worcester city centre, and other key employment, health, education, leisure and transport (interchange) facilities, services and destinations across the city including the provision of at least two grade-separated pedestrian / cycle crossings. • Safeguarding land on the southern side of the A4440 for the dualling of the road and the provision of the pedestrian and cycle bridges needed to provide sustainable transport links between the development and the Worcester City walk and cycle networks. • Footpath and cycle networks within the development including safe links to Worcester City, the local centre and Norton Barracks community • Improved sustainable transport links to

		the City Centre, (the text below this table provides further details on transportation and requirements for developments to contribute to transport infrastructure and services, as outlined in SWDP 4).
SWDP 45/2	Worcester West Urban Extension: Temple Laugherne 2,150 dwellings (40% affordable) 5 ha. employment land 10 pitches for Travellers Small local shops with contributions towards enhancing Dines Green Neighbourhood Centre	Development will need to contribute to: • Social and physical infrastructure including education, (new primary school) community building. • A network of open spaces, including play facilities, sporting and informal recreational facilities such as allotments • Local Green Infrastructure (which will include measures for the protection and enhancement of the Earl's Court Scheduled Ancient Monument and its setting). • Measures to maintain separation from Crown East and Lower Broadheath • Local convenience and comparison retailing within a neighbourhood centre. • Contributions to transportation, education, sporting and recreational facilities and emergency services infrastructure (the text below this table provides further details on transportation and requirements for developments to contribute to transport infrastructure and services, as outlined in SWDP 4) • Measures to support and safeguard the implementation of the schemes set out in the Worcestershire LPT3, including the adopted Worcester Transport Strategy, which includes the phased dualling of the A4440 Southern Link Road the initial phase of which is currently being delivered; the requirement for the delivery of a spine road within the site between the A44 and the Martley Road which will protect the alignment / delivery of a Northwest Link Road in the longer term; and improve the accessibility by non-car modes to Worcester city centre, including a parking hub facility close to the A4440. • The northern development boundary would lie along the B4264 Martley Road • The western boundary will follow the approximate line of the spine road serving the development from the A44 to the Martley Road.
SWDP 45/3	Worcester East Urban Extension: Kilbury Drive 250 dwellings (40%	• Measures to maintain separation from Swinesherd Way • Network of open spaces, including play

	affordable) Enhanced public realm related to local shopping provision at Baynham Drive	facilities, informal open space and allotments - Measures to support and safeguard the implementation of the schemes set out in the Worcestershire LTP3, including the adopted Worcester Transport Strategy, improve accessibility by non-car modes to Worcester city centre and key employment health, education, leisure and transport (interchange) destinations, facilities and services across Worcester City as a whole. - Contributions to transport, education, sporting and recreational facilities and emergency facilities (including contributions to transport infrastructure and services as outlined in SWDP 4; the text below this table provides further detail on transport) - A traffic-calmed central spine road linking Spetchley Road to Whittington Road with appropriate public transport movements and facilities - Contribute to public realm enhancements related to local shopping provision at Baynham Drive - Development of Local Green Infrastructure Network. - This proposed housing allocation now has planning permission and construction has started.
SWDP 45/4	Worcester North Urban Extension: Gwillam's Farm 250 dwellings (40% affordable) Enhanced local shopping provision.	- Measures to maintain separation from Bevere. - Network of open spaces, including play facilities, informal open space and allotments - Contributions to transport, education, sporting and recreational facilities and emergency infrastructure (including contributions to transport infrastructure and services, as outlined in SWDP4; the text below this table provides further detail on transport.) - Measures to improve accessibility by non-car travel modes to Worcester City Centre, Bevere, River Severn, local employment areas, schools and leisure centre - Development of Local Green Network. - This proposed housing allocation now has planning permission
SWDP 45/5	Worcester Technology Park, Phase 2.	- Landscaping that contributes to the local Green Network - Measures to support and safeguard the

		implementation of the schemes set out in the Worcestershire LTP3, including the adopted Worcester Transport Strategy, improve accessibility by non-car modes to / from Worcester City Centre and key residential and transport (interchange) destinations, facilities and services across Worcester City as a whole. • Off-site highway works to support access to the site • Safeguarding of pedestrian and cycle access through the allocation through the retention or relocation of public rights way. • This proposed employment allocation now has planning permission
SWDP 45	Land at Swinesherd Way Delivery of a maximum of 300 dwellings of which 40% will be affordable.	• Delivery of a maximum of 300 dwellings of which 40% will be affordable. • Consistent with SWDP 14, the dwellings will be of mixed size, type and tenure in accordance with the needs set out within the SHMA (2012) and informed by local housing needs assessments in consultation with representatives of local communities. • No residential development beyond Flood Zone 1 or on areas previously the subject of surface water flooding. • Measures to secure safe access by non-car modes to Worcester City Centre, local employment areas, Nunnery Wood Primary and Secondary Schools, Worcester Sixth Form College as well as local services at Whittington. • A network of open spaces, to include equipped play space, which will deliver both Green Infrastructure and water management objectives. • A comprehensive landscaping scheme which ensures that traffic noise levels arising from the A4440 and M5 do not breach prescribed standards for residential development. • Developer contributions towards community infrastructure considered necessary to improve accessibility, in particular by non-car modes.

WIDER WORCESTER b) Description of Infrastructure Requirements (2013 and updated with proposed 2014 main modifications).

7.11 Junction capacity enhancements are expected on the M5 Motorway at junctions 5 (£0.5m), 6 (£10m) and 7 (£0.4m).

7.12 As set out above, the delivery of the planned growth contained in the SWDP requires investment in transport infrastructure and services, as specified in SWDP 4. The Worcester Transport Strategy sets out the key infrastructure required for the city and its immediate hinterland including, but not limited to:

- The A4440 Southern Link Road
- Key radial and orbital transport corridors to/from/around the city
- Rail station improvements
- New and improved passenger transport services and supporting infrastructure (particularly linking the urban extensions with the city centre and other key locations)
- New and improved walk and cycle infrastructure (particularly linking the urban extensions with the existing networks).
- With regards to Swinesherd Way the developer will have to fund the cost of access to and from Swinesherd Way

7.13 The A4440 Southern Link Road is already suffering congestion, although works were undertaken in the summer of 2012 at the Whittington roundabout and further improvements will be implemented as part of Phase 1 of the Worcester Transport Strategy (WTS). Significant further works will be needed, however, to accommodate the growth set out in the SWDP, both in and around Worcester and the wider plan area. This will include the dualling the A 4440 between Whittington Junction and the Ketch Roundabout (A44 to A38) by 2021. Allowance also needs to be made for further significant capacity enhancements to the section from the Ketch westwards in the later phase of the plan.

7.14 In addition to the dualling of the A4440, the improvements to the A4440 during the first phase of the plan period will include significant increases to the capacity of the Norton Junction. There will also be a need to provide improved pedestrian and cycle crossing facilities (including foot/cycle bridges over the A4440), and high quality passenger transport services (and supporting infrastructure) linking the proposed South Worcester urban extension with key destinations in and around Worcester City. In other words, the capacity and service improvements must relate to all modes, not just private transport.

7.15 There is a requirement for the delivery of a spine road within the site between the A44 and the Martley Road which will protect the alignment / delivery of a Northwest Link Road in the longer term.

7.15 In addition to work to improve capacity (for all modes) around the periphery of the City, key corridor improvements will be needed on the radial routes linking the urban extensions to the City Centre. These will include new and improved cycle routes, additional walk and cycle bridge to the north of the city (plus associated links), walk and cycle elements of key corridors schemes and, subject to business case and financial sustainability, additional park and ride.

7.16 Important enhancements to rail travel are needed at Worcester Shrub Hill Station. Improvements to Worcester Foregate Street Station were completed in 2014. In addition, the County Council is progressing, in partnership with Network Rail, the development of the Worcestershire Parkway Station scheme located at the intersection of the Bristol to Birmingham line and the Worcester to Oxford line.

7.17 Other transport related schemes will include “Real Time Information Systems” for bus users, and better infrastructure generally on key bus routes, and other passenger transport elements of key corridor schemes.

7.18 Two new primary schools will be required in Worcester, principally to serve the South Worcester and West Worcester urban extensions. Elsewhere, enhancements to existing primary and secondary schools will be required to meet demand without building further new schools.

7.19 In terms of built leisure facilities, the new Worcester Arena is now open and two new sports halls will be required, along with new swimming pools (one a replacement and one new). This is detailed in Appendix Y. An extensive schedule of sports pitch requirements is included in Appendix Y.

7.20 Other crucial infrastructure includes new emergency services infrastructure, including police two new “Police Posts” and two ANPR cameras for the south and west urban extensions. Custody facilities will also be expanded (4 cells). It will be desirable to encourage joint use of buildings to minimise the likely costs of providing dedicated single buildings for each function. An Ambulance ‘hub’ is also required at Worcester (including Wider Worcester Area).

7.21 In terms of Green Infrastructure, the County Council have produced a ‘Green Infrastructure Strategy’ (2013-2018) which sets out county-scale principles to inform plans and strategies being developed by partner organisations. This County-wide strategy may well result in some sub-regional new facilities based partly in and near Worcester – possibly one based on the Worcester/Droitwich “Canal ring” and the other based on the River Severn and environs between Grimley and Northwick.

7.22 Other infrastructure demands cannot be specified at this stage. For example, the health needs of existing and new communities are all under review, following the wind up of the PCT and its replacement by new commissioning bodies. Likewise, precise details of water supply and treatment investment is awaiting further information from the water company concerned, as is details of new energy requirements.

7.23 DROITWICH SPA a) Policy reference points (2013 and updated with proposed 2014 main modifications).

DROITWICH SPA – site allocations Summary of infrastructure needs		
Policy Reference		Associated Infrastructure
SWDP 48	Urban Capacity Sites in Droitwich Spa.	Developer contributions expected for:- • Improved passenger transport links to Birmingham and Worcester. • Droitwich Spa “Diamond Jubilee Walk” and cycle/walking networks. • Increased parking capacity at the station. • All development will need to contribute as appropriate to the range of infrastructure required in order to make growth sustainable (e.g. Section 106 contributions or Community Infrastructure Levy), including

		contributions to transport infrastructure and services as outlined in SWDP 4 (the text below this table provides further details on transport). • Increased school capacity • New police infrastructure (including one new police post). • Regeneration of the Netherwich Canal Basin area for a mixed use scheme comprising residential, office, retail and leisure elements. • Re-opening of the Brine Baths.
SWDP 49	Droitwich Urban Extension (SWDP 49/1 Copcut Lane): 740 new dwellings 3.5 ha of employment land Local neighbourhood centre including shops, community facilities and a police post.	• Enhanced passenger transport, cycle and pedestrian connections. • New public open space as appropriate, to incorporate and enhance the existing Green Infrastructure and community woodland and develop the 'Diamond Jubilee Walk'. A landscaping 'buffer' will be included as part of any future Masterplan along the edge of the railway line. • SWDP 4 outlines the requirement for all developments to contribute to identified transport infrastructure and services contained within the SWIDP.
	Droitwich Urban Extension (SWDP49/2 Yew Tree Hill): 765 new dwellings, 200 unit care facility, a local neighbourhood centre incorporating local shops, food outlets, leisure/ entertainment and community facilities and a police post	• Phased provision of approximately 765 new homes reflecting a range of housing sizes and tenures to reflect and accommodate the needs of both the existing and new population of Droitwich Spa. • Phased provision of 200 unit care facility (C2 uses). • A local neighbourhood centre incorporating local shops, food outlets, leisure/ entertainment and community facilities. A police post should be provided within this element of the development. • Upgraded access to A38 at the junction with Pulley Lane and necessary engineering works along the length of Pulley Lane as required accommodating the level of proposed development. • Enhanced public transport, cycle and pedestrians connections to the town centre via Newland Road and Primsland Way. • New public open space as appropriate, to incorporate and enhance existing Green Infrastructure, provide leisure facilities and to develop the Droitwich Diamond

		Jubilee Walk. • A landscaping strategy for the southern edge of the site, adjacent to Pulley Lane; this should seek to minimise the impact of the development on the countryside and designated Green Belt beyond.
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DROITWICH SPA b) Description of Infrastructure Requirements (2013 and updated with proposed 2014 main modifications).

7.24 As set out above, the delivery of the planned growth contained in the SWDP requires investment in transport infrastructure and services as specified in SWDP 4. The planned development in Droitwich Spa will put additional demand on the highway network in Droitwich and Worcester, including the A38 between Fernhill Heath and M5 Junction 5. This needs to continue to be monitored by the Highways Agency in respect of the motorway, in particular. Capacity enhancements on all the key A38 junctions will be required in conjunction with investment in passenger transport schemes and walking and cycling infrastructure to improve accessibility from new developments into the town centre and railway station. There will also be associated “public realm” investments needed in the Town Centre.

7.25 The land required between Droitwich Spa and Stoke Works has been identified for safeguarding in SWDP 4 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 2015) to Worcester (by 2024), with an aspiration to enhance service frequencies.

7.26 In Droitwich Spa, there will be a strong emphasis on Green Infrastructure, especially the “Diamond Jubilee Walk” around the Town. The landscape strategy will include community woodland and landscaped buffers. Development proposals will need to consider the capacity at the following sewer treatment works – Droitwich (Ladywood).

7.27 Community infrastructure will include appropriate investment in existing schools, a new police post and new sports pitches.

7.28 Various of the above points will come together in the redevelopment proposals for the Netherwich basin, which will be a significant infrastructure project in its own right.

EVESHAM a) Policy reference points (2013 and updated with proposed 2014 main modifications).

EVESHAM – site allocations		
Summary of infrastructure needs		
Policy Reference		Associated Infrastructure
SWDP 50	Urban Capacity Sites in	• Developments will also contribute to

	Evesham	wider strategic infrastructure needs, as set out in the IDP, including contributions to transport infrastructure and services, as outlined in SWDP 4 (the text below this table provides further details on transport). • Improved parking provision at Evesham railway station. • New public open space/recreation /Green Infrastructure facilities. • New pedestrian cycle bridge connecting Hampton with Evesham Town Centre. • Enhanced hospital provision. • New pedestrian/cycle bridge connecting Offenham Road with the High Street. • Enhancement of Hampton Ferry infrastructure. • New pedestrian and cycle crossing / bridge over the A46T at Vale Park. • Extension to West Mercia Police's Section Station in Evesham and two new neighbourhood Police Posts. • Measures to improve accessibility through public transport, pedestrian and cycle links from the allocated sites to the Town Centre, local employment areas, schools, sports, health and community facilities and Evesham Country Park. • Extension to Evesham High Street Regeneration Project. • An extension of the riverside meadows to the west and north linking Corporation Meadows round to Boat Lane within a Green Infrastructure approach. • A broad network of local connections to the Town Centre designed to afford priority for walking and cycling. • Secure the integration of the leisure centre within the town centre.
SWDP 51	Evesham Urban Extensions: SWDP 51/1: Cheltenham Road 400 houses; protection of the Chemtura employment site.	• Measures to improve accessibility through pedestrian and cycle links to Evesham Town Centre and Hampton, local employment areas, schools, sports and health and community facilities. • Protection and enhancement of existing open space, Green Infrastructure and the • Local Green Network, including alongside the River Isbourne. • The provision of high quality public open space, including equipped play space. • Contributions in full to community infrastructure needs including formal sporting facilities, health facilities, schools, emergency services

	SWDP 51/2 South of Pershore Road, Hampton. 400 houses	infrastructure, allotments and transport. • The provision of a new pedestrian / cycle bridge across the River Avon from Hampton to the town centre. • Enhancements to Hampton Ferry infrastructure. • Measures to improve accessibility by pedestrian and cycle to Evesham Town Centre, local employment areas, schools, emergency services infrastructure, sports, health and community facilities. • Contributions in full to community infrastructure needs including formal sporting facilities, health facilities, schools, allotments and transport. • Protection and enhancement of existing open space, Green Infrastructure and the Local Green Network. • Setting out of high quality public open space, including equipped play space. • The provision and protection of a new farm shop.
	SWDP 51/3 Vale Industrial Park Phased delivery of approximately 38 ha (including landscaping) of B1, B2 and B8 employment land.	• Provision of public open space to serve as both a facility for employees and a setting for the development. • Sustainable transport facilities for cycling and walking, including safe and well designed footpaths and cycle paths with appropriate links to the surrounding network, including a contribution towards a new pedestrian / cycle crossing at the A46(T). • Provision of public transport infrastructure including bus stops and shelters.

EVESHAM b) Description of Infrastructure Requirements (2013 and updated with proposed 2014 main modifications).

7.29 As set out above, the delivery of the planned growth contained in the SWDP requires investment in transport infrastructure and services as specified in SWDP 4. The SWDP identifies capacity enhancements required to the primary road network (County Council) and the Strategic Road Network (Highways Agency), and investment in enhancing accessibility by walk, cycling and passenger transport. This includes cycle/footbridges to connect key trip attractors/generators and investment in local and inter-urban passenger transport services and infrastructure enhancements will be required to improve access to the railway station.

7.30 The A46 is a trunk road, managed by the Highways Agency, who have carried out their own studies relating to proposals due to come forward during the plan period.

7.31 There will be significant investments to increase capacity of local schools, and social infrastructure will include new sporting facilities, an extension to the police station and fire station enhancements.

7.32 Attention to Green Infrastructure will include particular consideration of the River Isbourne and environs, and strategic landscaping corridors/buffers associated with the new developments. It will also include an extension of the riverside meadows to the west and north linking Corporation Meadows round Boat Lane within Green Infrastructure approach.

7.33 The Evesham High Street Regeneration Project is expected to be extended.

7.34 Further investment in Evesham Hospital will be dependent on the overall review of the provision of Health facilities which is currently under way.

MALVERN a) Policy reference points (2013 and updated with proposed 2014 main modifications).

MALVERN – site allocations Summary of infrastructure needs		
Policy Reference		Associated Infrastructure
SWDP 52	Malvern and Allocated Sites	Development will also contribute to wider strategic infrastructure needs, as set out in this SWIDP, including contributions to transport infrastructure and services, as outlined in SWDP 4 (the text below this table provides further details on transport).
SWDP 53	Malvern Technology Centre 4.5 ha of B1 (or associated uses) employment land 300 dwellings	• Development will also contribute to wider strategic infrastructure needs, as set out in the SWIDP, including contributions to transport infrastructure and services, as outlined in SWDP 4 (the text below this table provides further details on transport). • Open space and recreational facilities. • Links to green corridors • Improved public transport links, walk and cycle facilities. • Provision of facilities to promote improved public transport to the site and new footpath and cycle routes to link to the existing built-up area.
SWDP 54	Blackmore Park 4.5 ha of employment land	• Development will also contribute to wider strategic infrastructure needs, as set out in this SWIDP, including contributions to transport infrastructure and services, as outlined in SWDP 4 (the text below this table provides further details on transport). • A masterplan for the site will be

		developed with the landowners. This should take full account of landscape issues and maximise the value of the existing woodland to the south.
SWDP 55	Three Counties Showground Agriculture, horticulture, equestrianism and other countryside uses.	• Development will also contribute to wider strategic infrastructure needs, as set out in this SWIDP, including contributions to transport infrastructure and services, as outlined in SWDP 4 (the text below this table provides further details on transport).
SWDP 56	Development at North East Malvern 10 ha of employment generating uses, 800 dwellings, Neighbourhood shopping facilities.	• Development will also contribute to wider strategic infrastructure needs, as set out in this SWIDP, including contributions to transport infrastructure and services, as outlined in SWDP 4 (the text below this table provides further details on transport). • Community infrastructure including a community hall, cemetery and police post. • Green infrastructure: green buffer. • Sustainable transport measures, public transport and safe pedestrian/cycle links to local services. • Public open space: play areas, playing fields, informal open space and allotments. • Facilities to promote sustainable transport use for public transport and facilities for safe pedestrian and cycle routes linking to local shops, including the Malvern retail park, employment areas, health care, education and Malvern Link Station.

MALVERN b) Description of Infrastructure Requirements (2013 and updated with proposed 2014 main modifications).

7.35 As set out above, the delivery of the planned growth contained in the SWDP requires investment in transport infrastructure and services, as specified in SWDP 4. Malvern will require a number of Town Centre (Great Malvern) improvements and improved links on the connecting roads including Townsend Way, Pickersleigh Road and the A4013 to A449 link via Leigh Sinton. These highway improvements will be required in conjunction with improvements to walk, cycle and local passenger transport infrastructure and services, including enhanced access to the railway stations for all modes.

7.36 Cycle and footpath links, both new and enhancements to existing, will be needed to ensure the new developments are properly served with sustainable transport options to provide access to key trips attractors/generators.

7.37 There will be investments to increase capacity in local schools, new football and cricket pitches, and a new police post at North East Malvern (Newland). Development proposals will need to consider the capacity at the following sewer treatment works – Malvern (Mill Lane).

7.38 Malvern does, of course, benefit from nationally significant green infrastructure in the form of the Malvern Hills AONB - and appropriate green infrastructure links will be needed to enhance this very significant asset.

7.39 A specific Green Infrastructure concept plan for the development site at North East Malvern will be prepared in conjunction with the Worcestershire Green Infrastructure Strategy Partnership and will need to be taken into account during the masterplanning process.

PERSHORE a) Policy reference points (2013 and updated with proposed 2014 main modifications).

PERSHORE – site allocations Summary of infrastructure needs		
Policy Reference		Associated Infrastructure
SWDP 46	Pershore Allocations	• Development will also contribute to wider strategic infrastructure needs, as set out in this SWIDP, including contributions to transport infrastructure and services as outlined in SWDP 4 (the text below this table provides further details on transport) • Enhancements of public transport and train links between Worcester, Evesham and Cheltenham • Enhancement of railway station and links to the town. • Alleviate the bottleneck of the A44/B4082 Pinvin crossroads • Education capacity enhancements. • Extend the High Street regeneration scheme • Green Infrastructure enhancements • Include provision for coach parking • Maintain and enhance the town's shops and services, such as the emergency services and medical facilities; • Contribution to the Pershore Package elements of the SWIDP and a new bridge and link road between the A44 and the B4083.
	Pershore Urban Extensions: SWDP 47/1 Land to the North of Pershore 695 new homes New Link Road if relevant.	• Contributions to education, formal sport, Green Infrastructure • Contribution to the Pershore Package elements of the SWIDP and a new bridge and link road between the A44 and the B4083.
	SWDP 47/2 Land to the	• Contributions towards infrastructure

	North East of Pershore 5 ha of employment land	including the Strategic Green Infrastructure network and appropriate transport infrastructure.
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PERSHORE b) Description of Infrastructure Requirements (2013 and updated with proposed 2014 main modifications).

7.40 As set out above, the delivery of the planned growth contained in the SWDP requires investment in transport infrastructure and services, as specified in SWDP 4.

7.41 The main transport issues in Pershore associated with the planned growth set out in the SWDP include:

- the performance of the A44, particularly in the vicinity of Pinvin Crossroads
- the quality of access to the railway station (by all modes of transport), and the need to improve interchange facilities at the station
- the connectivity by walk, cycle and passenger transport modes to key trip attractors/generators including the town centre.

7.42 The measures needed to mitigate the forecast adverse impacts include (but are not limited to):

- Capacity enhancements to the A44/B4082 junction (Pinvin Crossroads)
- Enhanced access to Pershore station for pedestrians, cyclists and local passenger transport
- Improved car parking facilities at Pershore station as part of an upgrade of interchange facilities
- Improved infrastructure for passenger transport users and operators in and around Pershore
- Improved local passenger transport services
- Improved cycle facilities (including cycle parking in the town centre)
- Improved infrastructure for pedestrians.

7.43 There is a proposed scheme to provide a new link road between Wyre Road and the A44. It is referenced within the Worcestershire LTP3 (SW16) and is a scheme which the promoters view as being necessary to support economic growth. This stance is supported by Wychavon District Council. A jointly funded study, published in April 2013, identifies robust costings for the bridge link.

7.44 Investment will be needed to increase capacity of existing schools, and there will need to be pro-rata increases in public open space..

TENBURY WELLS a) Policy reference points (2013 and updated with proposed 2014 main modifications).

TENBURY WELLS – site allocations Summary of infrastructure needs		
Policy Reference		Associated Infrastructure
SWDP 57	Tenbury Wells and Allocations SWDP 57/1 – Land opposite Morningside 43 dwellings	The text below this table provides further details on transportation and requirements for developments to contribute to transport infrastructure and services as outlined in SWDP 4.

	SWDP 57/2 – Land at the Haven, Oldwood Road 40 dwellings	
	SWDP 57a – Land at Mistletoe Row, Oldwood Road 44 dwellings	
	SWDP 57c – Land south of the Oaklands 35 dwellings	

TENBURY WELLS b) Description of Infrastructure Requirements (2013 and updated with proposed 2014 main modifications).

7.45 The scale of development proposed reflects the role that Tenbury Wells has as the principal settlement in the west of the County, serving as it does the rural hinterland including adjacent areas of Herefordshire and Shropshire. However, no specific infrastructure needs have been identified and therefore a pro-rata approach will be taken to contributions from development to education, recreation, green infrastructure and other social needs.

7.46 Developer contributions expected for the package of transport infrastructure improvements for South Worcestershire (including proportionately, the WTS) are set out in the SWIDP. The contribution towards SWIDP transport infrastructure and services will be proportionate to the transport impact of developments located in rural areas.

UPTON UPON SEVERN a) Policy reference points (2013 and updated with proposed 2014 main modifications).

UPTON UPON SEVERN – site allocations		
Summary of infrastructure needs		
Policy Reference		Associated Infrastructure
SWDP 58	Upton upon Severn and allocations SWDP 58/1 – Land at Sunny Bank Meadow, Holly Green 25 dwellings SWDP 58c – Upton Marina- 70 dwellings SWDP 58d – Land at Welland Road – 43 dwellings	The text below this table provides further details on transportation and requirements for developments to contribute to transport infrastructure and services, as outlined in SWDP 4.

UPTON UPON SEVERN b) Description of Infrastructure Requirements (2013 and updated with proposed 2014 main modifications).

7.47 Upton upon Severn is, of course, very constrained by floodplain issues and flood mitigation works continue to protect the town where possible. This limits the scope for significant new development despite the importance of the town at a crossing point of the River Severn.

7.48 Whilst further enhancement of the town's tourist potential will be encouraged, no specific infrastructure needs have been identified to support this. There is an extant consent for additional holiday accommodation and expansion of moorings at the marina but is subsequent to change due to the recent planning permission (June 2014) for dwellings on the same site (SWDP 58c above). In common with most rural areas, there is a need for appropriate affordable housing.

7.49 In terms of Green Infrastructure one of the County's potential sub-regional facilities, the Clifton (Sandford) Water park may come to fruition during the plan period in a location to the north of Upton upon Severn.

7.50 Developer contributions to infrastructure will therefore be applied on a pro-rata basis.

7.51 Developer contributions expected for the package of transport infrastructure improvements for South Worcestershire (including proportionately, the WTS) as set out in this SWIDP. The contribution towards SWIDP transport infrastructure and services will be proportionate to the transport impact of developments located in rural areas.

VILLAGES a) Policy Reference points (2013 and updated with proposed 2014 main modifications).

VILLAGES – site allocations Summary of infrastructure needs		
Policy Reference		Associated Infrastructure
SWDP 59	Category 1 Villages	The text below this table provides further details on transportation and requirements for developments to contribute to transport infrastructure and services, as outlined in SWDP 4.
SWDP 60	Category 2 Villages	
SWDP 61	Category 3 Villages	

VILLAGES b) Description of Infrastructure Requirements

7.52 The infrastructure needs of individual villages vary considerably, especially in terms of highways and schools investment. Opportunities need to be taken on a village-by-village basis where, for example, local cycle and/or footpath connections require enhancement. Similarly, public transport investment needs to be looked at in terms of whole localities rather than related to individual development sites. This does not diminish the need for pro-rata developer contributions to strategic infrastructure to serve the plan area as a whole.

7.53 Developer contributions expected for the package of transport infrastructure improvements for South Worcestershire (including proportionately, the WTS) set out in the SWIDP. The contribution towards SWIDP transport infrastructure and services will be proportionate to the transport impact of developments located in rural areas.

APPENDIX Y

7.54 Reference can be made to the more detailed information set out in Appendix Y towards the end of this SWIDP.

LIVE DOCUMENT

SECTION EIGHT: COSTINGS OF INFRASTRUCTURE

8.1 The information has been drawn from a number of sources: often starting with the County Council evidence base and then progressing with work being undertaken for the SWDP and then liaising with infrastructure providers so that figures can be refined with the latest position. This is an ongoing process and, as a “living document”, this SWIDP will be updated, as and when necessary.

8.2 The information drawn together in the process described above, taken with the information on funding sources contained in Section 9 and the consideration of delivery mechanisms in Section 10 allow some key conclusions to be drawn in Section 11. The vital issue of how much the infrastructure for South Worcestershire is likely to cost and what the potential funding gap is likely to be is of particular importance for the first phase of the SWDP plan. This is a particularly challenging issue for the SWDP because of the scale of infrastructure required, especially transport infrastructure. Both the County Council evidence and the SWDP evidence is constantly being updated in a proactive way with good liaison between the four authorities but it must be emphasised that the information on costs is still being updated and the work to identify funding is an on-going process which means that a precise funding gap figure can only be estimated at this stage in the planning process. However, both the County Council and the SWC Councils made considerable progress together in 2012 and 2013 and further updating was included in the May 2013 SWIDP. This has been further updated to reflect work done in summer 2013 and again in summer 2014 to provide the most up to date position in this September 2014 version of the SWIDP. It has been particularly important to be as clear as possible on the costing of infrastructure which will be funded wholly or partly by the local authorities and also to try and establish, as far as is possible, the expectations for developer contributions.

8.3 The information on the costs of funding infrastructure in Worcestershire were contained in the 2013 emerging Worcestershire Infrastructure Strategy. However, the County Council is in the process of updating the costings of funding strategic infrastructure in Worcestershire and, at the time of writing this report, that updating had not been completed for inclusion in this September 2014 version of SWIDP.

8.4 In the interim, it is important to summarise the main sources of information on costing of infrastructure for each infrastructure stream in South Worcestershire:

PHYSICAL INFRASTRUCTURE

Transport. Transport costs calculated by the County Council, supported by its consultants, CH2M Hill (formerly Halcrow), and the Highways Agency, and its consultants, are set out in section 4A of this SWIDP and in the Transport Background Paper. The overall total capital cost is estimated to be over £226 m. with limited guaranteed funding at the time of writing this SWIDP. In addition there will be a substantial maintenance cost.

Utilities. Information on renewable energy was derived from the County Council. For electricity, advice was received from the National Grid and Western Power Distribution. For gas, from National Grid Gas and Wales & West Utilities. Water & waste water information came from Severn Trent Water. Information on the schemes required is now a lot stronger than in 2012 but in most cases there is still not yet a precise figure on funding. Many of these costs are likely to be incurred by the industry itself or recouped from developers.

Flood Risk & Drainage. Information came from the additional consultancy work, commissioned by SWC from JBA Consulting for the Strategic Flood Risk Assessment and Water Cycle Study. These interim findings have been discussed with the County Council, the Environment Agency and Severn

Trent Water at a series of meetings in the second half of 2012 and the first half of 2013 and in the Summer of 2014.

Communication Infrastructure. Information came from the County Broadband Team but there is not as yet a specific figure for South Worcestershire alone.

Waste Infrastructure. Information came from the County Waste Team and, given the single large facility at Hartlebury, it is hard to disaggregate this into a South Worcestershire figure.

SOCIAL INFRASTRUCTURE

Education. Updated Information for primary and secondary schools came from the County Council Children Service. In terms of primary and secondary school provision, the total cost is estimated to be over £89m for South Worcestershire, about half of which the County Council needs to recoup from developers. Information about the University came from meetings between Worcester City Council and the University of Worcester during 2012.

Health. The initial information came from the County Council base and was refined and augmented through consultation and meetings with the health industry. The costings for primary healthcare (GP) provision have been provided by NHS Property Services. At the local level there were informal discussions during consultation events with local GPs and their representatives. Because of the health service still being in a state of flux at the present, it is not yet possible to indicate total funding costs for the Plan period.

Social Care. The initial information came from the County Council but will need updating in due course by the County Council.

Community Facilities. Much of the initial information came from the County Council. This was supplemented for Community Centres and Sports & Recreational Facilities by work commissioned by SWC, as described in section 5D of this SWIDP. The information on all these facilities has been updated in 2013 & 2014 by the three SWC Councils. Refined costings will need to be incorporated in a future version of the SWIDP.

Emergency Infrastructure. This was derived from the West Mercia Police, the Hereford & Worcester Fire & Rescue Service and the West Midlands Ambulance Service but in total these costings amount to between £4.4m to £6.5m. for South Worcestershire with no certainty about any of these requirements being funded through public finance.

GREEN INFRASTRUCTURE

All the information came from the County Council in the first instance and the sources for their information can be found in section 6 of this SWIDP. At the time of writing, information is not available on any of these costings. This work focuses on green infrastructure and there is also provision of green infrastructure at the local level but again, at the time of writing this report, no detailed information on costings is available. It is worth mentioning that often Green Infrastructure will be provided by developers, with a contribution to maintenance, depending on the type of Green Infrastructure (see also Section Nine).

CONSULTATION ON COSTINGS

8.5 A full list of the consultees from the SWIDPIPS consultation process in summer 2012 and the SWIDP consultation process in early 2013 and again in Summer 2014 is set out in Appendix Z to this SWIDP.

CONCLUSIONS.

8.6 Whilst there is still some way to go in ascertaining the full costs of infrastructure to support the SWDP, the SWC Councils have decided to include in the SWIDP an indicative ballpark aggregate figure for infrastructure based on assumptions made from the available evidence. Thus, given the latest transport and education capital figures of over £315m it seems reasonable to assume a total infrastructure capital cost of about £550m. This excludes a figure for waste which it is assumed is self funding. A strong case can be made for public funding and developer funding of major items such as transport and education. Some of the funding on utilities may be self financing. It might therefore be expected that the capital funding gap will be at least half of the total estimate (excluding waste). This is broadly in line with on-going infrastructure work by the County Council. However, it is recognised that all of this information needs to be reviewed and updated for future versions of the SWIDP. Once the SWDP is adopted, the SWIDP will be used as a tool to justify and, where appropriate, make a business case for regional and national funding opportunities. It is recognised by South Worcestershire Councils that the full cost of the infrastructure requirements set out in this document cannot all come from developer contributions.

SECTION NINE: DELIVERING INFRASTRUCTURE

9.1 Given the scale of infrastructure required, as set out in sections 4, 5, 6 and 7 of this SWIDP and the costings of infrastructure, as set out in section 8, it is important to consider the delivery of infrastructure required by the SWDP in this section.

9.2 This topic is given careful consideration in the SWDP: Proposed Submission Document and specifically in policy SWDP 62 and the associated text in the reasoned justification towards the end of the SWDP. Whilst Policy SWDP62: Implementation may require some subsequent updating, as of May 2013, it reads as follows:

SWDP 62 Implementation

A SWDP 62/1. Planning obligations through section 106 agreements will continue to be sought to provide funding to mitigate negative impacts relating to specific developments. A s106 SPD will be produced for this purpose to be used in conjunction with the Community Infrastructure Levy Schedule

B SWDP 62/2. Progress on the delivery of the SWDP will be reviewed at intervals throughout the Plan period with the first review to take place in 2019.

9.3 Cross reference should also be made to the reasoned justification text which needs to be read in full. However, for ease of reference, the following key topics are summarised in this section:-

- **Introduction:** This explains the importance of the successful delivery of new development in the period up until 2030 in line with the vision, aims and objectives of the SWDP and the fact that this is coordinated with strategic infrastructure provision. It states that the successful implementation of the Local Plan will depend on the actions and contributions of a wide range of organisations and bodies including the private, public and third sectors.
- **Delivery and funding:** This refers to the role of the SWIDP, the need for a positive Development Management approach through the planning application process and the importance of funding being secured through a range of mechanisms, with engagement of the private sector, including the Worcestershire LEP.
- **Governance and a joint delivery partnership approach:** This talks about the continuation of a joint approach to overseeing the delivery of the Plan, building on existing informal arrangements initially and extending membership to include additional key players such as Worcestershire LEP and the Homes & Community Agency.
- **The Worcestershire Local Enterprise Partnership:** The importance of the LEP and their specific support not just for the SWDP but also specifically for the SWIDP has already been referred to in para.1.19 of this SWIDP document.
- **The Worcestershire Partnership and Place Shaping Group and also the Worcestershire Local Nature Partnership:** The Worcestershire Partnership aims to shape Worcestershire's future by working with key stakeholders from the public, private and third sectors to unlock barriers to growth and to ensure that the County realises its full economic potential. This Group has been jointly set up with the Worcestershire LEP. The operational arm is the Worcestershire Place Shaping Group (PSG). The aim of the PSG is to shape Worcestershire by developing a strategic voice for the key strands of economy, housing, transport and infrastructure. Its role in respect of the emerging Worcestershire Infrastructure Strategy, as already referred to in paragraph. 1.13 of this SWIDP and it will be picked up again in section 11.
- **Public sector bodies and land holdings:** Worcestershire County Council is the major public sector land owner in South Worcestershire. The three District Councils and emergency and health services also have land holdings throughout the area and therefore have the potential to

have a direct impact upon the implementation of the Plan through the control of land and buildings.

- **City and Town Centre Delivery Vehicles:** Worcester City Council has raised significant funds through business rates to develop a Business Improvement District within its retail core as one of many vehicles to support the delivery of the City Centre Masterplan. The towns throughout South Worcestershire have developed a similar approach on a smaller scale with the introduction of Town Centre managers in towns such as Evesham, Pershore and Droitwich.
- **Working with the Community:** Each of the three partner SWC Councils is committed to involving the public in the development of policies and guidance and in determining planning applications. Moreover, once the SWDP is adopted there will be opportunities for local communities to produce their own Neighbourhood Plans.
- **Development and infrastructure:** This section makes cross reference to the level of development, as set out in the table under policy SWDP 3, and SWDP 2 on the Settlement Hierarchy, and to policy SWDP 7 on Infrastructure.
There are two delivery periods for phasing of development are as follows;-
 - ii) **Phase One; up to 2019.** This represents the key stages for the delivery of strategic infrastructure and brownfield regeneration. The National Planning Policy Guidance paragraph 18 requires Local Plans “should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development”.
 - ii) **Phase Two; 2020-2030:** the bulk of greenfield development will be delivered following the implementation of strategic infrastructure, including improvements to the Southern Link Road.
- **Viability:** This section sets out the overall context of the important viability issue. It cross refers to the separate Overall Viability Study commissioned by the three SWC Councils which demonstrates that the SWDP meets the requirements of the National Planning Policy Framework, especially paragraph 173 of the NPPF. This is available as a separate part of the SWDP evidence base.

SECTION TEN: DELIVERY OF INFRASTRUCTURE: FUNDING MECHANISMS

FUNDING SOURCES

10.1 The starting point for this issue has been the analysis in the County Council evidence base for the 2013 Worcestershire Infrastructure Strategy and, in particular, the paper on Infrastructure Funding & Delivery Mechanisms which is dated March 2012 but was circulated in June 2012 (see in particular pages 11-59). In summary, this analysed the following funding sources and some specific South Worcestershire text has been added, where appropriate, at the end of this section, especially in light of the discussions at the 19/03/13 SWC Infrastructure Seminar:-

- a. Community Infrastructure Levy (CIL). A planning charge where the legislation came into effect in April 2010. It is intended to act as transparent means of securing money to fund the infrastructure required to support growth. Updated regulations and Government advice have been issued on a number of occasions. The latest progress in South Worcestershire is set out in paragraph 10.3 below.
- b. Planning Obligations. The purpose of planning obligations (s. 106 agreements) is to secure requirements, especially infrastructure requirements that facilitate the granting of permission, whereas CIL is intended for more general infrastructure needs.
- c. New Homes Bonus. This has been designed by Government to „incentivise” local authorities to increase housing supply by rewarding them with a „bonus payment”, equal to the national average for the Council Tax band on each additional property and paid for the following six years as a un-ring fenced grant. The latest position in South Worcestershire is set out in paragraph 10.2 below.
- d. Neighbourhood Planning and Community Right to Build. This was introduced by the 2011 Localism Act and enables local communities to bring forward additional developments and add to the development management policies of the plan.
- e. Community Right to Buy, which could be relevant in terms of Asset Management.
- f. Devolving Local Major Transport schemes. The Government is proposing that local transport bodies would be responsible for establishing a programme of local major schemes for delivery beyond 2015.
- g. Local Transport Capital Settlement for schemes below £5m.
- h. Local Sustainable Transport Fund. Separate national funding of £560m.
- i. Transport Funding. This is a particularly important topic for South Worcestershire and cross reference should be made to the County document. Some specific points are highlighted in paragraphs 10.4 to 10.7 below.
- j. Water and Flooding. Again this is very important for South Worcestershire and direct reference should be made to pp. 22-26 of the County Council document.
- k. Regional Growth Fund. This is a discretionary Fund that will operate until 2015 to provide support for projects and programmes with potential to create long term private sector led economic growth and employment. The Worcestershire LEP was successful in securing funding for the Worcester Technology Park.
- l. Growing Places Fund. The Government’s Growing Places Fund is intended to generate short term activity by addressing immediate infrastructure and site constraints by empowering LEPs to deliver their economic strategies by establishing revolving funds so that funding can be invested to unlock further development and the leverage of private investment. Two successful schemes secured support in March 2012 at :
 - Worcestershire County Cricket Ground, Worcester: £750,000 funding to Worcestershire County Cricket Club to speed up its £10million redevelopment plans to aid construction of improved access and infrastructure to a new 120-bedroom hotel and to the club’s new hospitality, conferencing, administration and spectator facilities.
 - Springhill Farms scheme on the A44 at Pershore: £275,000 for the development of a new road traffic island on the A44 to enable the

construction of a £5million anaerobic digester to generate energy and heat for the adjacent commercial glasshouses.

The University sought funding of £1m to help bring forward the first phase of development at University Park but rates of interest were no more favourable than those which the University could obtain in the commercial market and the application was withdrawn.

- m. Get Britain Building scheme. This was a £420m. fund announced in November 2011 which aims to unlock stalled sites with planning permission.
- n. Business Improvement Districts. A geographical area where ratepayers have voted to invest collectively in local improvement e.g. Worcester City Centre.
- o. Grants & Funds such as the Landfill Community Trust Fund, the Aggregates Levy Sustainability Fund (ALSF), funding for the Voluntary and Community Sector and the Community Generation Fund are all explained on pp. 31-35 of the County Council document.
- p. European Funding, including 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), the LEADER scheme (which funds projects and initiatives that benefit rural areas) are all assessed on pp.36-45 of the County document.
- q. Local Authority Borrowing covering two closely related mechanisms:-
 - a) Prudential Borrowing. Under the 2003 Local Government Act, local authorities can borrow to invest in capital works so long as the cost of that borrowing is affordable and in accordance with the principles set out in a professional Prudential Code. The South Worcestershire situation is set out in paragraph 10.2.
 - b) Tax Increment Funding. (TIF). This is a mechanism for using anticipated future increases in tax revenues to finance the improvements to infrastructure; for example, that are expected to generate those increased revenues. It is a requirement that a TIF needs to have a comprehensive development plan so that piecemeal and uncoordinated development does not take place; in particular, there needs to be clarity about what infrastructure is going to be provided. The South Worcestershire situation is set out in paragraph 10.2.
- r. Green Investment Bank for green infrastructure projects since April 2012 geared to achieving a low carbon economy.
- s. Big Society Bank. There are outline proposals for this to act as a social investment champion.
- t. Local Asset Backed Vehicle (LABVs). These are public and private partnerships that allow public sector bodies to use their assets (usually land and buildings) to attract long-term investment from the private sector in order to deliver socio-economic development and regeneration.
- u. The County Council assesses issues such as Land Auctions, Asset Management & Co-location and Co-location from a Developers' Perspective on pp 52-56 of the County document.
- v. Enterprise Zones. The Worcestershire LEP is giving consideration to this issue.
- w. BDUK- National and Local Broadband Strategy. This issue is of particular importance to South Worcestershire and cross reference should be made to pp.56-59 of the County document. This matter has also already been considered in Section 4D of this SWIDP.

CURRENT POSITION. SEPTEMBER 2014

10.2 All of the sources of funding for infrastructure and the issues raised in both the County evidence and emerging Strategy and the statements in the SWDP and this SWIDP required further work and progression, following the publication of the SWIDP in November 2012. This was

considered in earnest at the SWC Infrastructure seminar on 19/03/13. It was agreed that the Treasurers of the four Councils would give a focused narrative on the key funding mechanisms in liaison with relevant colleagues in the four Councils. This narrative is set out below, including some updating which has been done for this September 2014 version of the SWIDP:-

a) Council Tax

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 approaching £1,500 per year. Of this, over £1,000 is the County council element. Police, Fire, District and Parish precepts make up the difference.

From a financial planning perspective, the four Councils are now responsible for the operation and budget for Council Tax benefits where funding is provided through the Revenue Support Grant. For reference the County Council's Revenue Support Grant will reduce by 25% between 2014/15 and 2015/16 and the relationship between demand and funding for Council Tax benefits will continue to need close monitoring alongside increases in the Council Tax base.

Clearly with additional homes comes additional capital financing and revenue costs. For instance, the increased demand 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. However, work is currently underway to identify the revenue gains associated with increased council tax, the extent to which this is absorbed by increases in revenue costs and the historical trend by central governments to amend other funding streams to equalise Councils' spending power. Any income in addition to this analysis could be available to support new borrowing for infrastructure. (See d) below on borrowing).

b) New Homes Bonus

New Homes Bonus (NHB) payments are un-ring fenced but they are unreliable as a funding stream for infrastructure. Whilst amounts paid to the District Councils and County Council will be directly linked to new homes built and occupied, whether the system continues in its current form or at all is uncertain. Indeed, Central Government consulted upon the removal of this funding stream from Councils during summer of 2013. With the exception of London, this proposal was not implemented; however Central Government did not confirm that this proposal would not return in the future. Furthermore, New Homes Bonus payments are now regarded by the Government as contributing to councils' core 'spending power'. Therefore, the extent to which Councils can use any NHB to fund infrastructure will diminish rapidly as further financial pressures are applied to Councils, certainly in the first 5 years of the Development Plan period. Assumed funding from the New Homes Bonus for longer term infrastructure is therefore nil.

c) Business Rates

The South Worcestershire Councils and Worcestershire County Council, along with Wyre Forest District Council, are members of the Worcestershire Business Rates Pool (WBRP). Members of the WBRP consider that the Pool will be 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 will allow 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. Approximately 50% of retained levy as a result of the creation of the WBRP will be added to the risk reserve and, once the risk reserve has reached a £2m level, then this 50% share will be available for joint investment in infrastructure across Worcestershire. Amounts available for South Worcestershire are difficult to predict and in

any event will be subject to resets to the business rates system. Experience from Year One of the WBRP was that the additional income retained within Worcestershire was materially in line with the estimate of £0.6 million. However, the majority of this additional income was needed to support significant reductions in Business Rate income in some parts of the pool due to appeals and business closures. Given a realistic estimate of business growth in line with the Development Plan, then up to £5m may be available to support the SWIDP in years 6 – 15 of the Plan subject to Central Government's ongoing work to reform the operation of Business Rates.

d) Borrowing

District Councils, with boosted cash reserves following housing stock transfer, have generally been debt free for some time and have been reluctant to take on new borrowing for political reasons and also given the revenue implications of doing so.. The County Council over the last three years has been actively engaged in reducing its levels of debt, by either borrowing internally from its own cash reserves or setting aside amounts from its revenue budget to repay debt rather than raising any new debt. The County Council has authorised in its Medium Term Capital Plan (2014/15 to 2016/17) scheme allocations to the value of £37.3 million in addition to the forecast grants and third party contributions that will be received for the intended purpose of Highways and Education infrastructure. Further information is available in the County Council's budget report to Cabinet in February 2014. Other than further grants from Central Government and third party contributions, there remains little opportunity to extend Prudential Borrowing commitments over and above this current plan as the revenue costs of Prudential Borrowing compete for the available revenue budget with key service delivery areas.

e) Mainstream District Funding

The District Councils in South Worcestershire do not receive capital grants from the Government for new infrastructure. Capital receipts are minimal and generally already earmarked to finance existing capital programmes. The extent to which mainstream district funding could be available as a funding source for the SWIDP is therefore minimal and cannot be relied upon.

f) Mainstream County Funding

The County Council receives notification of Central Government grants and third party contributions either within the year or shortly before the year in which schemes are planned. The County Council has committed funding of £134.8 million of Central Government Grants and £16.5 million of third party contributions towards projects contained within its medium term capital programme (2014/15 to 2016/17) and further details of the projects which this funding is supporting is contained in the February 2014 report to the County Council Cabinet. The County Council will continue to work with Central Government to access further opportunities to support local infrastructure projects and this will be dependent on future allocations from Central Government that may be better determined after the Spending Review in 2016.

g) Community Infrastructure Levy Funding

10.3 With regard to the Community Infrastructure Levy, the position in South Worcestershire can be summarised as follows;

- The three South Worcestershire Councils joined together with the County Council and the three North Worcestershire Councils through the course of 2012 to progress a coordinated approach to CIL, with all authorities contributing to the work stream. Consequently, the County Council commissioned, on behalf of all seven authorities, a Worcestershire CIL Viability Study. This work was undertaken by a consultant and involved two Stakeholder

Workshops in July and October 2012 and two Member workshops in October/November 2012. This Worcestershire CIL Viability Study was published in early 2013.

- The three South Worcestershire Councils gave initial consideration to the way forward on CIL at the meeting of the SWDP Joint Advisory Panel on 16/11/12. It was agreed that it was sensible for each of the three South Worcestershire Councils to progress separate but coordinated charging schedules. Subsequently, this approach was endorsed by each of the South Worcestershire Councils in September 2013 when they approved the coordinated CIL Preliminary Draft Charging Schedule (PDCS) for consultation in October & November 2013. CIL workshops were held by each Council and there was then a combined workshop with Town & Parish Councils (which could be eligible to receive up to a quarter of the receipts from CIL) and also a combined workshop with developers. The consultation process was successfully concluded in early November 2013.
- Unfortunately, the delays with progressing the SWDP through Examination meant that the CIL timeline could not be adhered to and this was accepted by the SWDP Joint Advisory Panel on 14/11/13. The subsequent proposed uplift on the housing numbers has both delayed the progression of CIL and will require the repeating of the PDCS stage.
- Following consideration by the SWDP Joint Advisory Panel in September 2014, it is now being recommended to the South Worcestershire Councils on 30/09/14 that the PDCS stage should be reconsidered by those Councils at their December 2014 meetings. A revised CIL timeline will also be considered by the Councils on 30/09/14.
- Initial provisional estimates of the potential yield from the Community Infrastructure Levy in South Worcestershire suggested a ballpark figure of £50m. over the plan period. This is only a tentative figure based on projections in the Worcestershire CIL Viability Study and is included only for indicative purposes as this figure must be revisited during autumn 2014. The actual figures to be charged via the South Worcestershire Councils CIL Charging Schedules will be progressed and tested during the course of 2015 and 2016 via the proper CIL process.

The relationship between the SWDP and the funding of infrastructure through CIL or s106 planning obligations is a particularly important one. This will be clarified as the South Worcestershire CIL charging schedules are progressed. The SWDP provides the basis for that progression in informing the South Worcestershire Councils of the choices that have to be made.

h) Transport funding

10.4 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.

10.5 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.

10.6 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.

10.7 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 Worcester 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 view this as being an important mechanism in helping to ensure that the schemes needed to ensure that the transport network is able to accommodate planned growth are delivered. This mechanism is to be extended to include non-Worcester elements of the SWIDP.

h) Private sector

10.8 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, 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. Meetings have taken place with a wide range of infrastructure providers as part of the consultation process as well as with Council Treasurers and the Worcestershire LEP on 18/03/13 to raise awareness of the issues with a particular focus on the first period of the SWDP up to 2019. This SWIDP is a living document and it is the intention of the three South Worcestershire Councils that this should be updated and refined, as and when appropriate. The WLEP has a heightened brokering role, given its responsibilities for the SEP and ESIF, and will continue to facilitate private-public sector solutions as well as pursuing further Growth Deal funding for future capital schemes.

SECTION ELEVEN: CONCLUSIONS.

11.1 This section is focused on the key issues on the way forward and purposefully does not duplicate all that is contained in the previous ten sections. The work has been progressed as far as is possible in the time available in consultation with the infrastructure providers. This is a living document and all the information has been refined and updated as far as possible in September 2014. The SWIDP must be an ongoing document and will be reviewed on an on-going basis. There are eight key issues which are particularly important to the SWC Councils at the time of writing this document. These were discussed and assessed particularly at two high level Infrastructure Seminars in March 2013. One on 18/03/13 was with the Worcestershire LEP, and the second on 19/03/13 involved SWC Chief Executives & Directors and Chief Officers from both SWC and the County Council. This was of particular importance in taking stock and drawing the SWIDP to a conclusion for the May 2013 version of the SWIDP, especially in respect of financial and prioritisation issues. The eight issues are as follows

- a) The internal consistency of the document in what has been described as a “triangulation” process, as explained in paragraph 11.2
- b) Phasing
- c) The site specifics and liaison with the development industry
- d) Costing of infrastructure
- e) The funding gap
- f) Prioritisation, as explained in paragraphs 11.9 – 11.12 below
- g) The relationship between Worcestershire LEP and Worcestershire Infrastructure Strategy
- h) The need to make the case for South Worcestershire development and the funding of infrastructure, particularly to Central Government.

a) The internal consistency of this document

11.2 Every effort has been made to ensure the accuracy and consistency of this document in the time available. The intensive technical consultation in summer 2012 in early 2013 and again in Summer 2014 has improved the quantity and quality of the information contained in the SWIDP (see Appendix Z for details). The consistency process has included the so called “triangulation” process in 2012 & 2013 of the inter-relationship between the infrastructure streams (as set out in sections 4, 5 and 6 on Physical, Social and Green Infrastructure), the spatial aspects of infrastructure (as set out in section 7) and the schedule of infrastructure requirements (as set out in Appendix Y). However, the September 2014 SWIDP update has been particularly challenging in dealing with the implications of the significant housing uplift in a limited space of time. Moreover, it is recognised that this document has had to be finalised in parallel with much other SWDP policy work and important sources of information in the evidence base (e.g. SFRA Update and Water Cycle Study Update). Therefore, if any unintentional inaccuracy or inconsistency has arisen then the SWC Councils will take the first opportunity to correct that in the next version of the SWIDP. This is a living document and it is important that it is both as accurate and up to date as possible.

b) The phasing issue

11.3 Considerable work has been done on the phasing of development and the phasing of infrastructure. The May 2013 position on the phasing of development is set out in the Table under policy SWDP 3, paragraph 43 of policy SWDP 62 and in respect of infrastructure under policy SWDP 7. The up to date position on the phasing of specific infrastructure in September 2014 is set out in this SWIDP, especially in Appendix Y.

11.4 It is worth recording that the inter-relationship between timing of infrastructure delivery and timing of development has been explored in depth to answer the question: should the timing of infrastructure dictate the timing of development, or should the timing of development dictate

infrastructure provision? Clearly market forces are an important factor in this respect and there is no simple answer to the question but the exploration of this issue, especially with County Council transport and education colleagues, means that the SWC Councils are better placed to understand the issues and to engage with the development industry through the development management process. This issue was discussed again at the 18/03/13 and 19/03/13 Infrastructure Seminars and the latest position as of September 2014 is set out in Appendix Y to this SWIDP.

c) The site specifics issue

11.5 The finalisation of the SWDP and the SWIDP for December 2012 SWC Councils involved close assessment of key sites on a dynamic basis throughout 2012 and early 2013 and every effort has been made to record that accurately in the SWIDP. Again, corrections and refinements were included in the May 2013 version of the SWIDP. Moreover, there have also been some on-going intensive discussions on key sites through the development management process. Again liaison has taken place through the course of 2014. However, it is recognised that on-going discussions during the course of 2014 with developers through the development management process may involve future refinement and updating of the SWIDP. That engagement is welcomed by the three SWC Councils both in terms of its refinement of its SWIDP and its progression of its work both on Viability and on the Community Infrastructure Levy Charging Schedules. Mutually, there is everything to be gained by that continued engagement.

d) The issue of costing infrastructure

11.6 Every effort has been made to include the most accurate figures which could be provided by infrastructure providers, based on the best available information and the results of the technical consultation in the summer 2012 and in early 2013 and Summer 2014. However, this is a continuing process and any further refinements will be captured in the next version of the SWIDP. There is a particularly important continuing dialogue with the County Council both in terms of the consistency between their costings in their emerging strategic Worcestershire Infrastructure Strategy and in their role as a strategic infrastructure provider, especially in terms of transport and education.

11.7 Discussions between County Council and SWC are still ongoing. Some County wide costs are difficult to disaggregate, such as waste management communications and water supply. In other cases, there are good estimates of the costs but less certainty on the funding. Transport is a good example of this. In the case of the utilities, the Councils have a better understanding of the picture now and most of these costs are borne by the utilities and developers and not by the local authorities. There are some cases where there are reasonable estimates of costs but little prospect of Government funding: emergency services are good examples of this. The long schedule of community facilities and sport and recreational facilities are going to prove challenging to the three SWC Councils and their partners and would benefit from updating and refinement. This process was progressed by the SWC Councils in 2013 and 2014 but this exercise will not be complete for inclusion in this September 2014 version of the SWIDP, but it should be included in a future version of the SWIDP.

e) The funding gap

11.8 As set out in paragraph. 8.7 of the SWIDP, it is hard to conclude on a precise total infrastructure cost for South Worcestershire and even harder to be clear what the funding gap is, particularly in the current financial climate, which is not seen a short term phenomenon but a factor which is likely to continue for at least through the period up to 2019. In 2013 the SWC Councils suggested a ballpark total figure of £500m and suggested that the infrastructure funding gap will be at least half that figure. In September 2014 that total estimate has risen to about £550m. These are

ongoing discussions about the funding of infrastructure involving the Treasurers from the four Councils and that is to be welcomed. The SWIDP provides the platform for those discussions and any further refinement can be included in a future version of the SWIDP.

f) The prioritisation issue.

11.9 This was a fundamental issue for the SWC Councils to consider in Spring 2013, as explained in the November 2012 version of the SWIDP. There is a whole range of infrastructure required in the South Worcestershire area in order to deliver the SWDP proposals. That whole range is generically described as “crucial infrastructure” in policy SWDP7. And yet, in accordance with best practice, the SWC Councils were all too well aware of the need to prioritise this range of infrastructure.

11.10 Accordingly in March 2013, after careful consideration, a set of three key criteria were finally agreed as the basis for the prioritisation of infrastructure into two categories: “essential” and “necessary”, based on best practice advice from PAS:-

i) “Essential” infrastructure which is the higher priority category and highlights infrastructure which is a fundamental requirement for development to take place.

ii) “Necessary” infrastructure which is the second priority and highlights infrastructure which is required for development to take place

11.11 As finally agreed at the 19/03/13 Infrastructure Seminar, the three criteria used in the two level prioritisation process were as follows:-

a) The potential of the proposed infrastructure to support the delivery of the South Worcestershire Economic Strategy and the relationship with priorities for infrastructure established by the Worcestershire LEP.

b) The importance of the infrastructure to delivering the SWDP Spatial Strategy for a particular location or settlement.

c) The ability of the proposed infrastructure to enable the delivery of other publically programmed infrastructure.

11.12 The prioritisation process was an iterative one throughout March and April 2013 including the seminar of the SWC Chief Executives and SWC and County Council Chief Officers and a specific liaison seminar with the Worcestershire LEP. The completed results of that prioritisation process are clearly set out in Appendix Y of this SWIDP. In the final column of that Appendix Y, for each item of infrastructure, the status column indicates whether that crucial infrastructure is regarded as either “essential” or “necessary”. This has not been an easy exercise to complete, given the inter-connections between infrastructure items and the issue of phasing (considered under 11 b of this SWIDP). It was also recognised at the 19/03/13 Seminar that the SWC Councils have also to balance infrastructure provision, affordable housing and the policy requirements of the SWDP, whilst always taking into account viability considerations. However, the SWC Councils, in liaison with the County Council and the Worcestershire LEP, considered it to be important to give a clear steer on the prioritisation of infrastructure in the SWIDP.

g) The relationship between Worcestershire LEP and the emerging Worcestershire Infrastructure Strategy.

11.13 Both of these matters were considered in section 1 and reference should be made to that section. In this section the sole focus on both matters is on the way forward.

11.14 The support of the Worcestershire LEP both in terms of the SWDP and specifically in terms of the SWIDP is most welcome. The 18th March WLEP Infrastructure Seminar confirmed that Worcestershire LEP has a key role in continuing to advocate and support the case for infrastructure in South Worcestershire, especially through its established dialogue with Government Ministers and Departments and parallel discussions, as the Worcestershire Infrastructure Strategy emerges in more detail. WLEP is a key broker for private-public sector funding for priority schemes as well as drawing from its EU allocation and current and future Growth Deal schemes.

11.15 In terms of the Worcestershire Infrastructure Strategy, there has been good ongoing liaison between the County Council and the three SWC Councils. The inter relationship between the non statutory Worcestershire Infrastructure Strategy and the SWDP, which is subject to the statutory planning processes has been considered throughout the development of both documents. The distinction from a planning point of view is a very clear one. Nevertheless, when it comes to the prioritisation and securing of infrastructure, the role of the emerging Worcestershire Infrastructure Strategy is fully recognised by the three SWC Councils.

11.16 The County Council has advised that the emerging Worcestershire Infrastructure Strategy (WIS) will now be focused on challenging the way infrastructure is delivered in more sustainable integrated ways. This approach has been taken partly in response to District Council concerns about conflicts between the two levels of strategy. The WIS will not be making any statements about prioritisation of types of infrastructure, location of sites or phasing of sites. The WLEP has incorporated the Game Changer Programme in the SEP and ESIF ambition, starting with strategic employment land priorities and which will work on a planned pipeline of projects with public and private sector partners, including the SWC authorities.

11.17 Regarding the WIS, SWC has been advised that the County Council will seek to provide a summary of the known position on infrastructure issues within the County i.e. a very high level summary of this SWIDP based on the County Needs & Issues Paper. The County Council will then look to establish a framework that challenges the current „business as usual” models of delivery i.e. seek future infrastructure to be delivered in more sustainable forms and via private-public partnerships acknowledging that existing funding sources and models will not always be fit for purpose. This strategy will focus solely on civil infrastructure matters of water, energy, communications, transport and waste but will also highlight the work that the County Council are leading on in regards to Capital Assets Partnership which addresses matters such as education, emergency services, health etc. The Strategy will then conclude with a section on how the game changing sites can be accelerated in the delivery and how they can implement the preceding sustainable framework. The WIS will provide a framework for delivery of infrastructure and has benefited from close working with infrastructure providers. The WIS will undergo consultation, be accompanied by a sustainability statement and a quasi duty to cooperate statement to be sponsored by the WLEP and its Place Development and Infrastructure Sub Group.

h) Making the case for South Worcestershire development and infrastructure

11.18 Clearly, the scale of infrastructure needed to facilitate the requisite development in South Worcestershire is challenging. **Further work needs to be done, especially by the South Worcestershire Councils and the County Council, but also the WLEP, particularly with the private sector and MPs, to make out the case for infrastructure funding for South Worcestershire.** Clarity on costings and wise use of all scarce resources at a time of economic difficulty are both going to be required. **That campaigning case for South Worcestershire must be made to Government by a broad alliance of partners.** Indeed, as discussed at the SWDP Joint Advisory Panel, opportunities have been taken by South Worcestershire members to discuss these issues with Worcestershire MPs and Government ministers. Much of this activity is outwith the planning process but it is considered fundamental that reference should be made to it in this concluding section of the SWIDP because of its importance in delivering the crucial infrastructure

which is required to facilitate the planned development of South Worcestershire in the period up to 2030.

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.

LIVE DOCUMENT

SOUTH WORCESTERSHIRE DEVELOPMENT PLAN - APPENDIX ON CRUCIAL INFRASTRUCTURE
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Appendix to be read in conjunction with Policy SWDP 7, Infrastructure

Notes:

1. Policy numbers (in this version) are as up to date as possible at the time of finalising this Table (based on SWDP: Proposed Submission Document) and Proposed Modifications in September 2014.
2. The Schedule now includes a prioritisation of infrastructure between “essential” and “necessary”, as included for the first time in May 2013 version of the SWIDP. For a full explanation, please refer to section 11f of the September 2014 SWIDP.
3. The educational measures needed to support the SWDP are very detailed and are listed in full in section 5A of the SWIDP. In Appendix Y, only the education measures needed on the key sites are shown. For the smaller sites, reference should be made to Section 5A of the SWIDP. In both cases, these figures may be the subject of future refinement.
4. The transportation measures needed to support the SWDP have been identified on the basis of an assessment of the performance of the network with SWDP planned growth in place. The transport schemes proposed have been identified to mitigate against predicted future year transport issues and cover highways, passenger transport cycle and walk infrastructure and services.
5. In identifying the future year transport infrastructure and service schemes, the work has, where appropriate, drawn on existing LTP3 Transport Packages. Where additional (SWDP growth related) transport issues have been identified which were not previously covered in the LTP3, the necessary infrastructure and service enhancements have been developed and costed.
6. The transportation schemes have been identified on the basis of the cumulative impact of SWDP developments on the local and strategic transport network. Individual site policies (e.g. SWDP45/1 Worcester South Urban Extension) refer to specific schemes; however development will be expected to contribute to projects/schemes on the evidence of their cumulative impact across the transport network; therefore, it is likely that developer contributions will not be limited to just one scheme.
7. The cumulative impact of development is a key issue for Worcestershire County Council (and its key stakeholders) as it has to manage the transport network such that it supports the key policy aim of supporting economic growth. 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 measures identified.
8. “Developer” contributions typically arise at present from S 106 payments which may be targeted at a specific project or a pooled contribution. Once the CIL charging schedules come into effect (which should be the case for most of the plan period), that will be a source of pooled developer contributions.
9. Some rounding differences may occur where costs are summarised to £million to 2 decimal places.
10. Whilst all costs are estimates at this stage it should be noted that in the “Transport” section the costs do not include land acquisition and CPO costs (if needed), passenger transport operating costs and local highways agreements under Highways Act Section 278.

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11. Abbreviations:

- C&RT=Canal & River Trust
- County = Worcestershire County Council (as transport authority and as the local authority for other services such as adult social care, children's services, countryside services etc. etc.)
- DfT = Department for Transport
- EA = Environment Agency
- FC = Forestry Commission
- HA = Highways Agency
- NR = National Rail
- LSTF = Local Sustainable Transport Fund
- STF = Sustainable Transport Fund
- PT = Public transport generally
- SE = Sport England
- SEP = Strategic Economic Plan
- STWL = Severn Trent Water Limited
- SWC = South Worcestershire Councils, i.e. Malvern Hills District Council, Worcester City Council and Wychavon District Council acting collectively.
- TOC = Train Operating Companies
- WLTB = Worcestershire Local Transport Board
- WLEP = Worcestershire Local Enterprise Partnership
- WMP = West Mercia Police
- WTSMSB = Worcester Transport Strategy Major Scheme Bid
- WWT = Worcestershire Wildlife Trust

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.

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- (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 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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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
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	(Worcester Transport Strategy)			Total £170.8 M				
Highway Schemes	A4440/Southern Link Road capacity enhancements (phases 3 & 4, Whittington - Ketch - Powick), Key Corridors Infrastructure and operational enhancements, traffic signals enhancements (SCOOT/MOVA etc.), VMS signing. NOTES: EXCLUDES costs for M5 junctions 5, 6 and 7 which are within the jurisdiction of the Highways Agency. EXCLUDES costs for highway schemes needed to mitigate proposed new development in and around Worcester Shrub Hill/Sherriff Gate	SWDP 4 & SWDP 7	Worcester shire CC (ITBlock), Development Industry, WLEP/SE P, WLTB, New Homes Bonus, Central Govt.	£121.21M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +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		Essential

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
	area					A4440 and remaining key corridors		
Rail Schemes	Worcestershire Parkway & Shrub Hill Station improvements (limited to improved access arrangements for users, EXCLUDES development-specific infrastructure improvements associated with major new developments such as Sherriff Gate	SWDP 4 & SWDP 7	Rail Industry (NR/TOC/DfT), Worcester shire CC (ITBlock), Development Industry, WLEP/SE P, WLTB, New Homes Bonus, Central Govt.	£18.97 M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), Network Rail, Train operating Companies, DfT +other funding sources as available	2012-2019: (1) Worcestershire Parkway (2) Shrub Hill Station (if Opportunity Zone development proposals advanced for delivery in this period) 2020 - 2030: (1) Shrub Hill (if delivery of Opportunity Zone development delayed)		Necessary

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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, Worcester shire CC (ITBlock), Development Industry, WLEP/SE P, WLTB, New Homes Bonus, LSTF, Central Govt.	£19.57 M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (£106 & £278), New Homes Bonus, +other funding sources as available	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)		Necessary
Walk and Cycle Schemes	New and improved walk and cycle routes, additional walk and cycle bridge to north of city (and associated access links) and walk	SWDP 4 & SWDP 7	Sustrans, Worcester shire CC (IT Block), Development	£11.04 M	Worcs CC (IT Block), Local Transport Board (Devolved	Across both phases (2012 - 2019 and 2020 - 2030)		Necessary

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
	& cycle elements of key Corridor schemes		Industry, WLEP/SE P, WLTB, New Homes Bonus, LSTF, Central Govt.		Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as available	aligned with key Corridor improvements and delivery of SWDP planned growth (in particular the urban extensions)		
Droitwich Spa				Total £8.9 M				
Highway Schemes	Local highway network improvements and elements of A38 highway enhancements in vicinity of Droitwich, including: A38 Roman Way / B4065 Bromsgrove Road, A38 Roman Way / A442 Kidderminster Road, A38 Roman Way / B4090 Worcester Road and Hanbury Street / Queen Street / Saltway / Bromsgrove Road	SWDP 4 & SWDP 7	Worcester shire CC (ITBlock), Development Industry, WLEP/SE P, WLTB, New Homes Bonus, Central Govt.	£3.62 M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as	Across both phases (2012-2019 & 2020 – 2030)		Essential

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
					available			
Rail, Local Passenger Transport and Walk and Cycle Link Schemes	Including: (1) Improvements to Droitwich rail station and associated interchange facilities (including parking, information, access routes etc.). (2) Provision of Infrastructure to enable local PT services to access & serve SWDP development sites (particularly Copcut & Yew Tree Village). (3) Provision of walk & cycle footbridge over A38 linking proposed development sites to town centre & railway station. (4) Improvements to walk & cycle routes, crossing facilities, signage and other associated facilities	SWDP 4 & SWDP 7	Sustrans, Bus Industry, Rail Industry (NR/TOC/DfT), Worcester shire CC (ITBlock), Development Industry, WLEP/SE P, WLTB, New Homes Bonus, LSTF, Central Govt.	£5.32 M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as available	Across both phases (2012-2019 & 2020 – 2030)		Necessary
Evesham				Total £8.8 M				
Highway Schemes	Including town centre junction enhancements, including: (A4184 / B4624) Greenhill / High Street / Worcester Road, Vine Street /	SWDP 4 & SWDP 7	Worcester shire CC (ITBlock), Development Industry,	£1.20M	Worcs CC (IT Block), Local Transport Board (Devolved	Across both phases (2012-2019 & 2020 – 2030)		Essential

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
	High Street / Bridge Street, Bridge Street / Port Street / Waterside and A4184 (Cheltenham Road) / Davies Road. NOTE: EXCLUDES A46 schemes which are within the jurisdiction of the Highway Agency.		WLEP/SE P, WLTB, New Homes Bonus, Central Govt.		Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as available			
Rail, Local Passenger Transport and Walk and Cycle Link Schemes	Including: (1) Provision of walk & cycle footbridges over A46 and River Avon linking proposed development sites to town centre, railway station, retail parks and employment centres. (2) Improvements to Evesham rail station and associated interchange facilities (including cycle parking, information, access routes etc.). (3) Provision of Infrastructure to enable local PT services to access & serve SWDP development sites. (4) Improvements to	SWDP 4 & SWDP 7	Sustrans, Bus Industry, Rail Industry (NR/TOC/ DfT), Worcester shire CC (ITBlock), Developm ent Industry, WLEP/SE P, WLTB, New Homes Bonus, LSTF,	£7.600 M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as available	Across both phases (2012-2019 & 2020 – 2030)		Essential

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
	walking and cycling connectivity		Central Govt.					
Malvern				Total £6.4 M				
Highway Schemes	Local highway network improvements, including: A4103 / B4503 Leigh Sinton Road, A449 Worcester Road / Richmond Road / Pickersleigh Avenue, A449 Worcester Road / Howsell Road / Pickersleigh Road, A449 Worcester Road / B4505 (Newtown Road) / Hornyold Road, B4208 Pickersleigh Road / North End Lane / Hayslan Road, B4208 Pickersleigh Road / North End Lane / Hayslan Road, B4211 Barnards Green Rd / B4208 Pickersleigh Rd / Upper Chase Rd / Court Rd / Avenue Rd, A449 Belle Vue Terrace / Wells Road / B4211 Church Street, B4208 Barnards Green	SWDP 4 & SWDP 7	Worcester shire CC (ITBlock), Development Industry, WLEP/SEP, WLTB, New Homes Bonus, Central Govt.	£5.6 M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (£106 & £278), New Homes Bonus, +other funding sources as available	Across both phases (2012-2019 & 2020 – 2030)		Essential

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
	Rd / B4211/ Poolbrook Road and B4208 Blackmore Park Rd / B4209 Hanley Rd. NOTE: EXCLUDES improvements to Townsend Way/A449 Junction associated with proposed Newland development.							
Rail, Local Passenger Transport and Walk and Cycle Link Schemes	Including: (1) Provision of Infrastructure to enable local PT services to access & serve SWDP development sites. (2) Improvements to walking and cycling connectivity, including to/from proposed development sites (3) Improvements to town centre walking and cycling facilities	SWDP 4 & SWDP 7	Sustrans, Bus Industry, Rail Industry (NR/TOC/ DfT), Worcester shire CC (ITBlock), Development Industry, WLEP/SE P, WLTB, New Homes Bonus, LSTF, Central Govt.	£0.7 M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as available	Across both phases (2012-2019 & 2020 – 2030)		Necessary

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Pershore				Total £4.4 M				
Highway Schemes	Local highway network improvements, including: (A4104 / B4084) Worcester Road / Three Springs Road, (A4104 / B4084) Station Road / Worcester Road / High Street and A4104 Station Road / B4083 Wyre Road NOTE: See Inter-Urban Highway section (below) for A44 highway enhancements.	SWDP 4 & SWDP 7		£1.050 M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as available	Across both phases (2012-2019 & 2020 – 2030)	The authorities support all the transport schemes set out in the Pershore Package elements of the SWIDP and a new bridge and link road between the A44 and the B4083.	Essential
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.). (2) Provision of Infrastructure to enable	SWDP 4 & SWDP 7		£3.360 M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers	Across both phases (2012-2019 & 2020 – 2030)		Necessary

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
	local PT services to access & serve SWDP development sites. (3) Improvements to walking and cycling connectivity (4) Improvements to town centre walking and cycling facilities				(s106 & s278), New Homes Bonus, +other funding sources as available			
Rural Malvern Hills				Total: £0.2 M				
Local Passenger Transport and Walk and Cycle Link Schemes	Including: (1) Provision of Infrastructure to enable local PT services to access & serve SWDP development sites. (2) Improvements to walking and cycling connectivity to the existing network (3) Improvements to walking and cycling facilities and infrastructure	SWDP 4 & SWDP 7		£0.2 M	Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as available	Across both phases (2012-2019 & 2020 – 2030)		Necessary

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Rural Wychavon				Total: £2.3 M				
Rail, Local Passenger Transport and Walk and Cycle Link Schemes	Including: (1) Provision of Infrastructure to enable local PT services to access & serve SWDP development sites. (2) Improvements to rail stations (Hartlebury) and associated interchange facilities (including parking, information, access routes etc.).	SWDP 4 & SWDP 7		£2.3 M	Worcs CC (IT Block), Local Transport Board (Devolved Major scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as available	Across both phases (2012-2019 & 2020 – 2030)		Necessary
Inter-Urban Highways				Total: £4.1 M				
Highway Schemes	Including improvements to the A44 mainline (Evesham-Worcester - Bromyard) at Pinvin Crossroads, Crown East, A38 Fernhill Heath (Hurst Lane) &	SWDP 4 & SWDP 7		£4.1 M	Worcs CC (IT Block), Local Transport Board (Devolved Major	Across both phases (2012-2019 & 2020 – 2030)		Essential

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
	Martin Hussingtree, A449 roundabout at Claines NOTE: EXCLUDES A449/Townsend Way Junction, subject to s278 discussions with the developer of Newland site				Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as available			
				Overall County Total: £205.9 M				
Highways Agency: Strategic Road Network								
Strategic Highway Network Scheme	A46 Evesham Bypass Junctions	SWDP 4 & SWDP 7	Highways Agency, Developers, Worcester shire County Council	£9.50 M	Developers (S106 & S278) + other funding sources available	Across both Phases (2014-2019 and 2020-2030)		Essential

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
Strategic Highway Network Scheme	M5 J5	SWDP 4 & SWDP 7	Highways Agency, Developers, Worcestershire County Council	£0.50 M	Developers (S106 & S278) + other funding sources available	Across both Phases (2014-2019 and 2020-2030)		Essential
Strategic Highway Network Scheme	M5 J6	SWDP 4 & SWDP 7	Highways Agency, Developers, Worcestershire County Council	£10.00 M	Developers (S106 & S278) + other funding sources available	Across both Phases (2014-2019 and 2020-2030)		Essential
Strategic Highway Network Scheme	M5 J7	SWDP 4 & SWDP 7	Highways Agency, Developers, Worcestershire County Council	£0.40 M	Developers (S106 & S278) + other funding sources available	Across both Phases (2014-2019 and 2020-2030)		Essential
	TOTAL			£20.40 M				
	OVERALL SWDP TRANSPORT TOTAL			£226.3M				

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B. Utilities								
Renewable Energy schemes	Hartlebury Energy from Waste Plant		County Council & Partners	tbc	County Council Partners	To be updated	As set out in section 4 E of SWIDP	Essential
Electricity	Western Power Distribution schemes	strategic sites generally	Western Power	tbc	Developers Utility companies	As required	Schemes as set out in SWIDP	Essential
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	Essential
Water (supply and waste water)	Supply – detail of new capital schemes being discussed with STWL. Waste – detail of any new capital schemes being discussed with STWL.	strategic sites generally	STWL	tbc	Developers STWL	As required	Info as set out in SWIDP	Essential
			STWL	tbc	Developers STWL	tbc	Info as set out in SWIDP	Essential
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 Developer s County Developer s	tbc	County Council, SWC Developers	As required	Position on schemes set out in SWIDP Section 4C	Essential

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
D. Communications Infrastructure								
	Broadband scheme well advanced - Worcestershire Local Broadband Plan	SWDP 26	County, Developers	tbc	County, BDUK Developers	2012-2020	Position set out in SWIDP Section 4D	Essential
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	Essential
SOCIAL INFRASTRUCTURE								
A Education								
Worcester City and Wider Worcester Area								
Category	Project	SWDP Policy/Ref	Delivery	Estimated cost	Potential sources if	Estimated	Cost/Funding/	Status

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost		Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
		No.	Partners	Primary	Secondary	funding	timescale	Delivery Notes	
	Worcester West	SWDP 45/2	County, Developers	£6,000,000	£4,923,468	County Council, Developers	Up to 2019 & 2020-2030	Information as set out in Section 5A of SWIDP	Essential
	Worcester South (includes new Primary School)	SWDP 45/1	"	£6,000,000	£5,974,571	"	Up to 2019 & 2020-2030	""	Essential
	East of Swinesherd Way	SWDP 45	"	£635,736	£686,996	"	2020-2030	"	Essential
	Kilbury Drive	SWDP 45/3	"	£542,494	£586,236	"	Up to 2019 & 2020-2030	""	Essential
	Gwillam's Farm	SWDP 45/4	"	£519,184	£561,046	"	Up to 2019	""	Essential
	Ex Ronkswood Hospital site	SWDP 43/14	"	£372,965	£403,037	"	Up to 2019	""	Essential
	Shrub Hill Opportunity Zone	SWDP 44/4	"	£1,262,994	£1,364,831	"	Up to 2019 & 2020-2030	""	Essential
	Gregory's Bank	SWDP 43/2	"	£307,272	£332,048	"	Up to 2019	""	Essential
	Govt. Offices, Whittington Road	SWDP 43/16	"	£254,294	£274,798	"	Up to 2019	""	Essential
	Blockhouse Opportunity Zone	SWDP 44/5	"	£254,294	£274,798	"	2020-2030	""	Essential
	South of Leopard Hill	SWDP	"	£211,912	£228,998	"	Up to 2019	""	Essential

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		43/1					& 2020-2030		
	Grove Farm, Bromyard Road C2 apartments	SWDP 43/18	""	£211,912	£228,999	""	Up to 2019	"	Essential
	Crown Packaging Site	WC014	""	£423,824	£457,998	""	Up to 2019 & 2020-2030	"	Essential
	250 Bransford Road	WC035	""	£334,820	£361,818	""	Up to 2019 & 2020-2030	"	Essential
	Diglis Basin, Diglis Dock Road	WC036	""	£317,867	£343,498	""	Up to 2019 & 2020-2030	"	Essential
	Former Royal Worcester Porcelain Site	WC037	"	£239,460	£258,768	"	Up to 2019	"	Essential
	Various across Worcester	Cumulative total of all sites below 100 dwellings	"	£2,780,281	£3,004,467	"	Up to 2019 & 2020-2030	See section 5A of SWIDP	Essential
	Windfall in City	SWDP 43	"	£1,519,407	£1,641,919	"	Up to 2019 & 2020-2030	See section 5A of SWIDP	Essential

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost		Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
Malvern Hills District									
Category	Project	SWDP Policy	Delivery Partners	Estimated cost		Potential sources if funding	Estimated timescale	Cost/Funding/Delivery Notes	Status
				Primary	Secondary				
	QinetiQ Site, Malvern	SWDP53	"	£635,735	£686,995	"	Up to 2019 & 2020-2030	See section 5A of SWIDP	Essential
	Development at North East Malvern	SWDP56	"	£1,695,293	£1,831,988	"	Up to 2019 & 2020-2030	"	Essential
	Land adj the Lawns inc Bight Farm, Kempsey	SWDP59/8	"	£402,632	£435,097	"	Up to 2019 & 2020-2030	"	Essential
	Land north of Brookend Lane (adj to The Limes), Kempsey	SWDP 59f	"	£254,294	£274,798	"	Up to 2019 & 2020-2030	"	Essential
	Various across Malvern	Cumulative total of	"	£3,566,478	£3,854,048	"	Up to 2019 & 2020-	See section 5A of SWIDP	Essential

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost		Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
		all sites below 100 dwellings					2030		
	Estimated Windfall 2017/18 to 2029/30	Malvern	"	£936,650	£1,012,173	"	Up to 2019 & 2020-2030	See section 5A of SWIDP	Essential
Wychavon District									
Category	Project	SWDP Policy	Delivery Partners	Estimated cost		Potential sources if funding	Estimated timescale	Cost/Funding/Delivery Notes	Status
				Primary	Secondary				
	Copcut Lane, Droitwich	SWDP 49/1	"	£1,568,147	£1,694,589	"	Up to 2019 & 2020-2030	"	Essential
	Land off Vines Lane, Droitwich	SWDP 48/1	"	£211,912	£228,999.00	"	Up to 2019	"	Essential
	Yew Tree Farm, Droitwich	WY045	"	£1,621,124	£1,751,839	"	Up to 2019 & 2020-2030	"	Essential
	Employment site, top of Kings Rd, Evesham	SWDP 50/2	"	£211,912	£228,999	"	Up to 2019	"	Essential

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost		Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
	West Abbey Road - South of Boat Lane, Evesham	SWDP 50/7	"	£423,824	£457,998	"	Up to 2019	"	Essential
	Cheltenham Road, Evesham	SWDP 51/1	"	£847,646	£915,994	"	Up to 2019 & 2020-2030	"	Essential
	Pershore Road, Hampton, Evesham	SWDP 51/2	"	£849,766	£918,284	"	Up to 2019 & 2020-2030	"	Essential
	Station Road / Wyre Road, Pershore	SWDP 47/1	"	£1,472,786	£1,591,539	"	Up to 2019 & 2020-2030	"	Essential
	Dilmore Lane /Station Road, Fernhill Heath	SWDP60/16	"	£254,294	£274,798	"	Up to 2019 & 2020-2030	"	Essential
	Land east of Witherbyed Lane, Inkberrow	SWDP59/22	"	£211,912	£228,999	"	Up to 2019	"	Essential
	Land Adjacent to, Sims Metals UK (South West) Limited, Long Marston	WY044	"	£805,265	£870,195	"	Up to 2019 & 2020-2030	"	Essential

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost		Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
	Various across Wychavon	Cumulative total of all sites below 100 dwellings	"	£3,157,489	£3,412,083	"	Up to 2019 & 2020-2030	See section 5A of SWIDP	Essential
	Estimated Windfall 2017/18 to 2029/30		"	£2,030,114	£2,193,806	"	Up to 2019 & 2020-2030	See section 5A of SWIDP	Essential
Total cost for SWDP plan area for Primary				£45,026,1364					
Total cost for SWDP plan area for Secondary				£44,581,438					
SWDP Education Total				£89,607,574					
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	Necessary
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	Necessary
B. Health and Public Health									
	Public consultation on the „Future of Worcestershire Acute	SWDP 7	Clinical Commissioning	Position set out in the SWIDP		tbc	tbc	Further info in SWIDP section 5	Necessary

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
	Hospitals' scheduled to be undertaken this autumn 2014, with final decision on agreed way forward to be undertaken in spring 2015. Primary care facilities especially in relation to Worcester urban extensions.		Group, Worcester shire Acute Hospitals NHS Trust, NHS Property Services. County					
C. Social Care								
	County Council has no plans for new facilities.	SWDP 7	County	tbc	tbc	tbc	Further info in SWIDP	n/a
D. Community Facilities								
Libraries	Unlikely to be major new capital investment in near future following the opening of "The Hive" in Worcester in summer 2012	SWDP 7	County	tbc	tbc	tbc	Further info in SWIDP	Necessary
Faith Buildings	Information in SWIDP	SWDP 7	Faith Partners, Local Authorities & Developers	tbc	tbc	tbc	Updated info in SWIDP section 5D	Necessary

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Community Centres	Community Facilities	SWDP 7	Developer s, Various service providers. Local communities	tbc	Developers, Various service providers. Local communities. County	tbc	Further info in SWIDP section 5D.	Necessary
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	Necessary
	New Swimming Pool Worcester	SWDP 43 44 and 45 sites	SWC SE Developer s	£10.5M	SWC, SE, Developers	Completion early 2016.	April 2013 figure	Necessary
	4 court sports hall (Worcester West)	SWDP 45/2	SWC Developer s	£2.7 M (tbc)	Developers	2016-2026	Plus full size synthetic turf pitch and tennis courts.	Necessary

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
	4 court sports hall (Worcester South)	SWDP 45/1	SWC Developers	£2.7 M	Developers	2021-2026	Plus outdoor tennis court.	Necessary
	6 Court badminton performance centre	SWDP 43, 44 and 45 sites	SWC Developers	£4.5 M	Developers	2011-2016	Autumn 2012 figure	Necessary
	Football: full size 3G STP	SWDP 43, 44 and 45 sites	SWC Developers	£0.8 M	Developers	2011-2016	Autumn 2012 figure	Necessary
	4 court indoor tennis centre	SWDP 43, 44 and 45 sites	SWC Developers	£5.5 M	Developers	2016-2021	Autumn 2012 figure	Necessary
	2 MUGA	SWDP 43, 44 and 45 sites	SWC Developers	£1.6 M	Developers	2021-2026	Autumn 2012 figure	Necessary
	8 Lane synthetic athletics track, Malvern Hills: Malvern College	SWDP 52	SWC Developers	n/a	Developers	2011-2016	Based on 2010 Sports Facilities Framework	Necessary
	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	Necessary
	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	Necessary
	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	Necessary

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
	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	Necessary
	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	Necessary
	Sand filled STP	SWDP 48, 50, 51, 46, 47, 59, 60, 61	SWC Developers	£0.8 M	Developers	2016-2018	April 2014 figure	Necessary
	Outdoor athletics training facility, school site, Evesham	SWDP 50, 51	SWC/ County/ Developers	£0.4 M	SWC/ County/ Developers	2016-2021	Autumn 2012 figure	Necessary
	Outdoor athletics training facility, School Site, Pershore	SWDP 46, 47	SWC/ County/ Developers	£0.4 M	SWC/ County/ Developers	2021-2026	Autumn 2012 figure	Necessary
	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	Necessary
	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	Necessary
	Worcester West	SWDP	SWC, SE,		SWC	2016-2021	Autumn 2012	Necessary

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
	football pitch (6.5 ha)	45/2	Developer s	£1.1 M	Developers		figure	
	Worcester East football pitch (6.9 ha)	SWDP 45/3	SWC, SE, Developer s	£1.2 M	SWC Developers	2016-2021	Autumn 2012 figure	Necessary
	Worcester East cricket pitch (4 ha) (location tbc)	SWDP45/3	SWC, SE, Developer s	£0.85M	SWC Developers	2016-2021	Autumn 2012 figure	Necessary
	Worcester South - 2 ha for cricket	SWDP 45/1	SWC, SE, Developer s	£0.65 M	SWC Developers	2021-2026	Autumn 2012 figure	Necessary
	Worcester West - 4 ha for cricket	SWDP 45/2	SWC, SE, Developer s	£0.85 M	SWC Developers	2016-2021	Autumn 2012 figure	Necessary
	Worcester south – 7 ha for rugby	SWDP 45/1	SWC, SE, Developer s	£1.25 M	SWC Developers	2016-2021	Autumn 2012 figure	Necessary
	Malvern Town - 6 ha for football	SWDP 56	SWC, SE, Developer s	£1 M	SWC Developers	2016-2026	Autumn 2012 figure	Necessary
	Malvern Town / Malvern North East- 2 ha for cricket	SWDP 56	SWC, SE, Developer s	£0.65 M	SWC Developers	2021-2026	Autumn 2012 figure	Necessary
	Evesham - 6 ha for football	SWDP 52	SWC, SE, Developer s	£1 M	SWC Developers	2016-2026	Autumn 2012 figure	Necessary
	Evesham north - 6 ha for football	SWDP 52	SWC, SE, Developer s	£1 M	SWC Developers	2011-2016	Autumn 2012 figure	Necessary
	Evesham south or	SWDP 51	SWC, SE,	£0.85 M	SWC	2011-2016	Autumn 2012	Necessary

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
	south-west 4 ha for cricket	and 52	Developer s		Developer s	or 2026	figure	
	Evesham north - 2 ha for cricket	SWDP 52	SWC, SE, Developer s	£0.65 M	SWC Developer s	2011-2016	Autumn 2012 figure	Necessary
	Droitwich – Copcut Lane or Pulley Lane – 2 ha for cricket.	SWDP 49	SWC, SE, Developer s	£0.65 M	SWC Developer s	2012-2016	Autumn 2012 figure	Necessary
	Total for sports facilities listed above =			£76.35 M				
E. Emergency Infrastructure								
	Police Post for South Worcester	SWDP 45/1	WMP Developer s	£0.159-£0.450 M	WMP Developer s	2012-2019	Updated figure	Necessary
	ANPR cameras- Worcester South	SWDP 45/1	WMP Developer s	£0.166 M	WMP Developer s	2012-2019	Updated figure	Necessary
	Police Post for West Worcester	SWDP 45/2	WMP Developer s	£0.159-£0.450 M	WMP Developer s	2012-2019	Updated figure	Necessary
	ANPR cameras – West Worcester	SWDP 45/2	WMP Developer s	£0.052M	WMP Developer s	2012-2019	Updated figure	Necessary
	Extension to Evesham Police Station	SWDP 50, 51	WMP Developer s	£1.42 M	WMP Developer s	2012-2019	Updated figure	Necessary
	New Police Posts at: - Worcester (2) - Droitwich - Hartlebury	SWDP 43, 44, 45, 48, 49, 56 and 59,	WMP Developer s	£1.007M-£2.462 M	Developer s	2012-2019	Updated figure. Includes custody facility expansion at	Necessary

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
	• North East Malvern	WC004 sites					Worcester	
	Additional Officers (set-up costs for 80no. officers)	SWDP 43-54, 56-61 sites	WMP Developers	£0.305 M	WMP Developers	2013-2019	Updated figure	Necessary
	Additional vehicles and other operational equipment	SWDP 43-54, 56-61 sites	WMP Developers	£0.708 M	WMP Developers	2013-2019	Updated figure	Necessary
	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	Necessary
	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”	Necessary
	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	Necessary
	Total for Emergency Infrastructure listed above			£4.4M - £6.5M (approx.)				
GREEN INFRASTRUCTURE								
	Sub-Regional facility:	SWDP 43,	County,	tbc	County,	tbc	Concept only at	Necessary

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Category	Project	SWDP Policy	Delivery Partners	Estimated cost	Potential sources of funding	Estimated Timescale	Costs/Funding/Delivery Notes	Status
	"Worcester/ Droitwich Park" (based on the canal ring)	44, 45, 48 and 49 sites and various rural sites	Developer s, SWC, NE, EA, FC, WWT, BW		Developers, SWC, NE, EA, FC, WWT, C&RT		this stage. To be updated in due course	
	Sub-regional facility: "Hallow Riverside Park" (includes sites on both sidea of the River Severn between Grimley and Northwick)	SWDP 45/2	County, Developer s, 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	Necessary
	Sub-regional facility: "Sandford (Clifton) Water Park" (south of Draycott and extending south to base of Knight Hill)	SWDP 45/1 SWDP 59	County, Developer s, 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	Necessary

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

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.

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

Organisation	SWIDPIPS Technical Consultation 2012 Response Date (received)	SWIDP Fact checking exercise 2013 Response Date (received)	SWIDP Technical Consultation 2014 (date received)
West Mercia Police and Hereford and Worcester Fire and Rescue Service	04/09/2012	22/02/2013	Early August 2014 & 8/09/14
Severn Trent Water	05/09/2012	27/03/2013	20/08/14
BPA	06/09/2012	11/03/2013	Nothing further received
Canal and River Trust	12/09/2012	21/2/2013	Nothing further received
Network Rail	13/09/2012	Nothing further received	Nothing further received
Worcestershire Acute Hospitals NHS Trust	13/09/2012	22/02/2013	11/07/14
Environment Agency	17/09/2012	22/03/2013	11/07/14 and 29/09/14
Worcestershire County Council Planning & Environmental Policy, Transport and Waste & Minerals teams at WCC	18/09/2012	12/02/2013	July 2014 and ongoing.
Highways Agency	13/09/2012	14/03/2013	05/09/14
BT	13/08/2012	21/01/2013	11/06/14
Western Power Distribution	19/09/2012,	Nothing further received	28/08/14

SOUTH WORCESTERSHIRE DEVELOPMENT PLAN - “APPENDIX Z”

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	updated 09/11/2012		
National Grid Gas	08/11/2012, updated 15/11/2012	07/03/2013	29/08/14
Natural England	25/09/2012	14/02/2013	30/06/14 & 15/07/14
Sport England	07/09/2012	13/03/2013	11/07/14
Wales and West Utilities	9/10/2012	Nothing further received	11/07/14
Worcestershire Health and Care NHS Trust.	19/09/2012	21/01/2013	n/a
NHS Property Services	n/a	n/a	09/07/14
Centro	10/09/2012	Nothing further received	Nothing further received
Worcestershire LEP	13/09/2012	21/01/2013	22/06/14
Worcester Diocese	n/a	27/03/2013	15/07/14