

South Worcestershire Development Plan Review

Main Modifications

This schedule contains all of the main modifications to the South Worcestershire Development Plan Review that are necessary in order to make the plan sound and legally compliant. The reasons for the modifications are set out in the Inspectors' Report.

The modifications are indicated as follows:

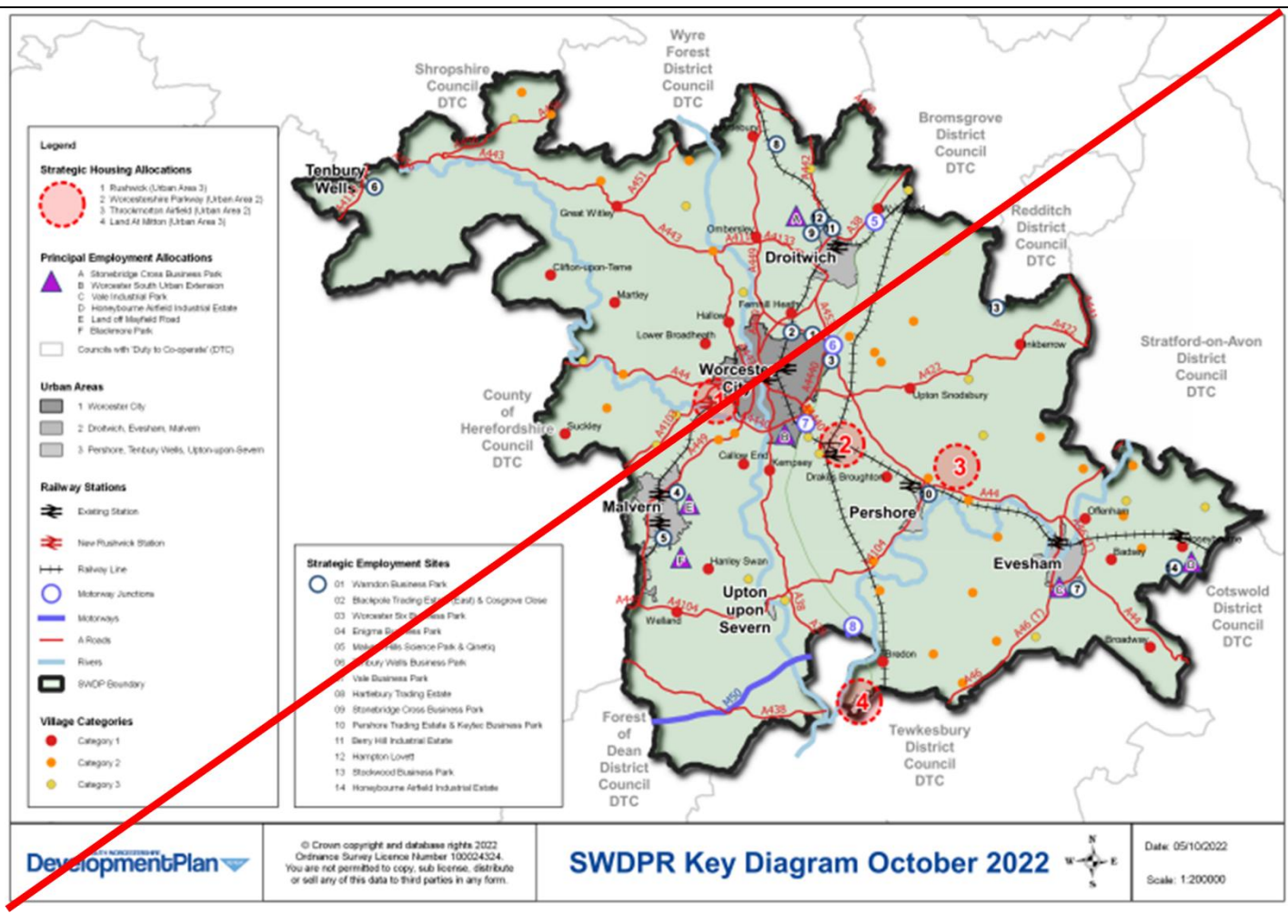
- ~~Strikethrough~~ (deleted text)
- **Bold underline** (new or amended text)

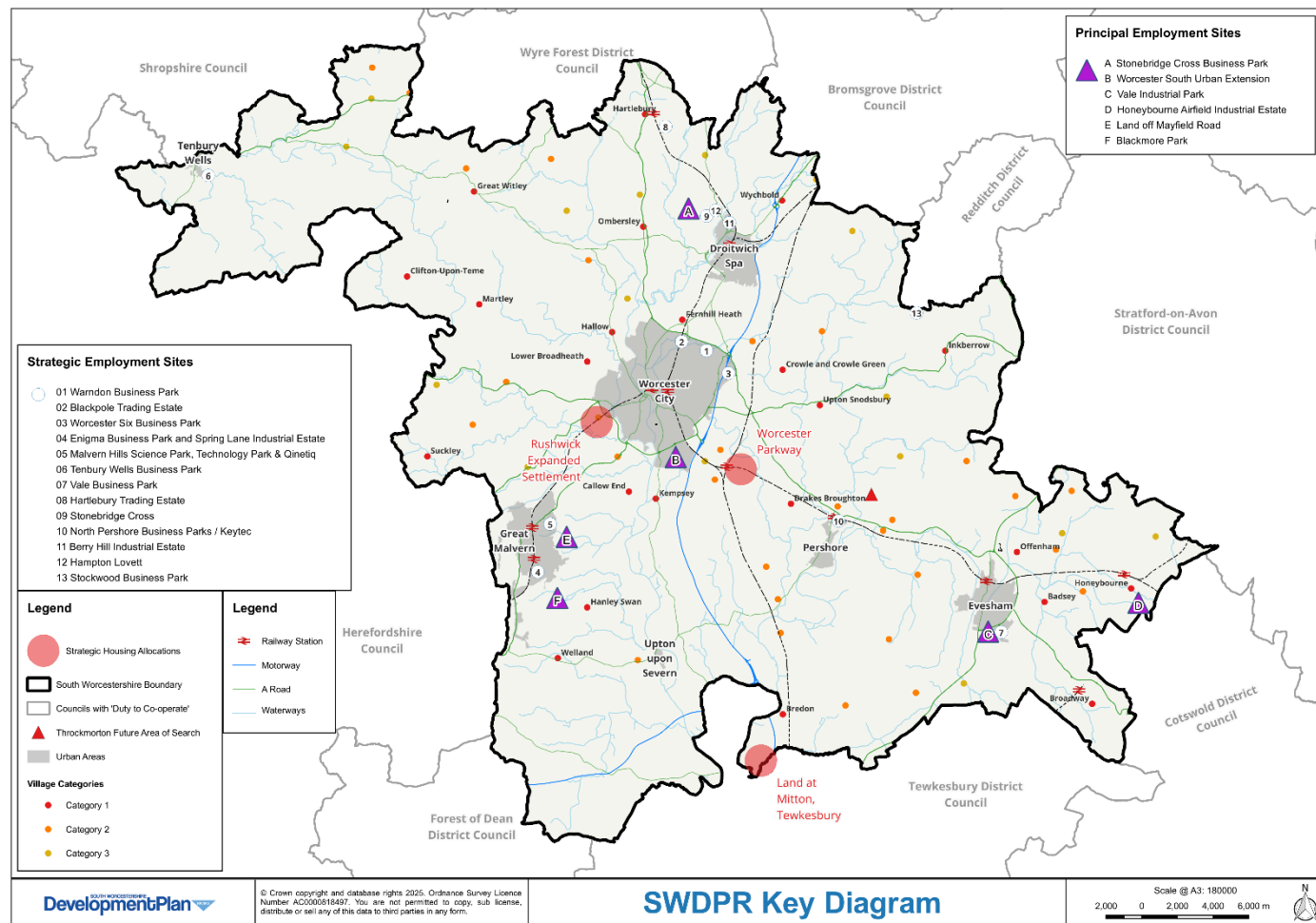
Note: In the interests of clarity and to avoid ambiguity a number of Additional Modifications are included in this schedule.

Introduction

Mod Ref	Policy	Page	Modification
MM1	Introduction	5 - 11	9. The South Worcestershire Development Plan Review (SWDPR) is a review of the 2016 adopted South Worcestershire Development Plan and once adopted, will was adopted on x date replacing that document former Local Plan in its entirety. The superseded SWDP Policies are set out in Annex xx. # This local plan sets out how development will be planned and delivered across the area covered by the South Worcestershire SWC to 2041 and our strategy for delivering growth. 10. This first full draft of the SWDP Review, referred to as the Regulation 19 Publication document, finalises This Plan sets out the housing and employment supply requirements to 2041, the development strategy, the allocated sites for housing and employment opportunities, and planning policies for making decisions on planning applications. Consequently, it is necessary to read the plan as a whole, rather than selectively in terms of both bringing forward development proposals as well as determining planning applications for new development. The plan content is also presented to ensure that the policies remain in general conformity with national planning policy, i.e., the NPPF 2024³, respond to the latest updated evidence, and to the representations to previous consultation stages. Importantly, this document and supporting evidence also considers a range of other matters, such as infrastructure - for example, roads, schools and the healthcare facilities required to support the new development. 11. The Plan provides document sets out a clear vision of the area for the period 2021 to 2041. This reflects extensive consultation from 2018, which has been refined and adjusted as the SWDPR has evolved. It identifies appropriate areas and sites for development and how valuable historic and natural environments will be protected and enhanced. The policies in this plan will be used to help make decisions on planning applications in South Worcestershire. The vision has been informed and reflects the corporate ambitions of the SWC and is the delivery mechanism for many of the ambitions contained in the relevant council strategies. • Malvern Hills Five Year Plan www.malvern hills.gov.uk/about-your-council/your-local-council/five-year-plan • Worcester City Plan www.worcester.gov.uk/council/city-plan • Wychavon's Priorities, Goals and Promises www.wychavon.gov.uk/ourstrategy <u>12. During the examination of the SWDPR, the Areas of Outstanding Natural Beauty were rebranded to become National Landscapes, the SWDPR has been updated to reflect this change.</u> 13. The planned growth in housing and employment, supported by the work of the Worcestershire Local Enterprise Partnership, has created a robust, competitive local economy. This in turn has retained and stimulated significant inward investment and generated numerous job opportunities. Businesses have access to a locally based, highly skilled workforce, thanks to the high quality educational and training provision available in the area. The University of Worcester, further education provision and apprenticeships go from strength to strength and help to attract and retain the best and brightest graduates and apprentices within sSouth Worcestershire. 19. A thriving tourism market is underpinned by a high quality natural and built environment, with its exceptional geological heritage, the highlights of which include the Cotswolds and Malvern Hills National Landscapes and Malvern Hills Area of Outstanding Natural Beauty, the Geopark, the river valleys of the Avon, Severn and Teme, canals, Worcester Cathedral and city riverside and the historic cores of the towns and villages. Residents and visitors value and benefit from the county's rich and diverse wildlife. While there are many outstanding features, including ancient

		woodlands, sandy heathlands and major river valleys, the county is particularly important for its lowland hay meadows and lowland flood meadows, supporting approximately a quarter of England's remaining resource. The need to protect these valued, vital and sensitive landscapes and environments as enshrined within the SWDP forms a cornerstone of s<u>South</u> Worcestershire's continued success as a place in which to live, work and relax. Objectives 20. The objectives, which form the basis of the adopted SWDP, originate from the retracted 'Sustainable Community Strategy for Worcestershire 2008-2013' (2nd edition). However, the objectives are still considered to be a good <u>suitable</u> basis for to <u>planning plan</u> for sustainable development. 8. To work with partners, in particular the Worcestershire Local Enterprise Partnership, and community interest companies, and the voluntary and private sectors to strengthen the urban and rural economies by enabling local businesses, including agriculture and other land-use businesses, to start, grow, adapt and diversify. SWDPR Key diagram
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SWDPR 01: Climate Change Mitigation and Adaptation

Mod Ref	Policy	Page	Modification
MM2	SWDPR 01	13-15	A. This strategic policy aims to ensure that all development minimises its environmental impact and is resilient to the consequences of climate change. The spatial development strategy includes a focus on delivering well planned, sustainable new (and expanded settlements), which will provide a comprehensive range of local services and employment opportunities that can be readily accessed on foot, by bicycle and public transport. The development strategy also focuses growth towards the city, towns and larger (Category 1 – 3) settlements that can accommodate additional growth. B. This strategic policy provides for priority to be given to minimising carbon emissions and the impacts and consequences of climate change in a holistic manner. Good planning, be it the built and natural environment, the quality of design and its sustainability, the minimisation of waste, travel patterns and choice of transport, the use of energy and the generation of energy, delivers sustainable development, which mitigates against and adapts to Climate Change C. To ensure that development contributes to the mitigation of, and adaptation to climate change, development proposals will be required to: - Locate development to minimise the need to travel by car and design layouts and to provide infrastructure to prioritise movement by foot, bicycle and on public transport facilitate active travel (see SWDPR 06) Provide first phase electric vehicle charging infrastructure (see SWDPR 6). ii. Contribute towards and support health and social wellbeing to meet the needs of current and future communities (see SWDPR 110). iii. Provide Green Infrastructure to help mitigate against and adapt to the impacts of climate change, including carbon sequestration, water management, and temperature extremes weather events. Incorporate tree planting appropriate for climate change, soft landscaping, bio-diverse roofs, combination green and blue roofs and green / living walls where suitable (see SWDPR 07, 3741 and 495). iv. Protect and safeguard existing green-open spaces and provide opportunities for community self-sufficiency e.g., through the provision of allotments, community orchards, etc. (see SWDPR 495). v. Deliver measurable net gains in biodiversity of at least 10%, through the restoration, recreation and enhancement of priority habitats, ecological networks and the protection and recovery of legally protected and priority species populations as well as protecting, restoring and enhancing habitats and ecological networks where appropriate (see SWDPR 2927A and SWDPR 30). vi. Generate at least 20% of predicted energy requirements through renewable or low carbon energy measures unless it has been demonstrated that this would be unfeasible or would make the development unviable (see SWDPR 373). vii. Make the most effective and sustainable use of land (see SWDPR 165). viii. Reduce the energy demand from new development in line with the principles of the energy hierarchy, considering the orientation, layout and design of development to maximise passive heating and cooling systems opportunities and implement a fabric first approach to construction and ultra-low energy consumption standards (e.g., Passivhaus) (see SWDPR 05 and 286). Ensure that the built performance of the development (e.g., energy use, carbon emissions, overheating risk, etc.) matches the design performance to minimise the potential performance gap between design aspiration and the completed

development. A recognised performance gap / assured performance and monitoring tool should be implemented to achieve this (see SWDPR 05).

- xi. ~~ix.~~ Prioritise the use of sustainable construction techniques and materials that involve the lowest embodied carbon and minimise their ecological and carbon footprints. Major development should target <500 kgCO₂e/sqm upfront embodied carbon emissions (see SWDPR 05).
- xii. ~~x.~~ Minimise the impact on and from all sources of flood risk (see SWDPR 384).
- xiii. ~~xi~~ Incorporate less resource intensive drainage solutions (see SWDPR 395).
- xiv. ~~xii.~~ Incorporate water use management and conservation features (see SWDPR 4036).
- xv. ~~xiii.~~ Submit Air Quality Assessments to determine the likely impact of development on air quality and resulting mitigation measures (see SWDPR 4137).
- xvi. ~~Incorporate the latest communications infrastructure (see SWDPR 32).~~

D. All development will need to demonstrate the above requirements which may be incorporated into a Design and Access Statement. However, any development involving 10 or more residential units or 500 sqm or more of any additional floor space will furthermore be required to demonstrate this through the BREEAM or Home Quality Mark assessment process as required through policy SWDPR 26. **Development should demonstrate, through a Design and Access Statement or other supporting evidence, (e.g. Homes Quality Mark, Building for a Healthy Life, BREEAM assessment, or equivalent assessment) how the objectives outlined in SWDPR 01 have been addressed, subject to feasibility and viability.**

Reasoned Justification for SWDPR 01

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

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

1.4 Good planning, be it the built and natural environment, the quality of design and its sustainability, the minimisation of waste, travel patterns and choice of transport, the use of energy and the generation of energy, delivers sustainable development, which mitigates against and adapts to climate change.

1.45 It is clear that Local Planning Authorities should adopt proactive strategies to mitigate against and adapt to climate change and support the move to a low carbon future by planning for development in locations to reduce greenhouse gas emissions, and to support energy efficiency improvements. **The spatial development strategy includes a focus on delivering well-planned, sustainable new (and expanded settlements), which will provide a comprehensive range of local services and employment opportunities that can be readily accessed on foot, by bicycle and public transport. The development strategy also focuses growth towards the city, towns and larger (Category 1 – 3) settlements that can accommodate additional growth.** To help increase the use and supply of renewable and low carbon energy and heat, the SWDPR seeks to provide a positive strategy for energy from these sources that maximise the potential for suitable development, whilst ensuring that adverse impacts are addressed.

SWDPR 02: Employment, ~~and~~ Housing and Retail Requirements

Mod Ref	Policy	Page	Modification																														
MM3	SWDPR 02	18 - 19	A. In order to meet the development requirements, the SWC will plan, monitor and manage the delivery of at least 26,360 additional new 18,852 dwellings <u>between 1 April 2025 and 31 March 2041</u>, in addition to <u>313.80ha</u> 362.45ha (against a demand of 350.50ha) of new employment land as set out in the site allocations policies SWDPR 51 to SWDPR 63. <u>SWDPR 55-71</u>. Housing Requirement B. Table 1 below sets out the housing requirement for the local plan period ending 31 March 2041. Table 1: Housing Requirement for the SWDP Review <table><tr><td></td><td><i>Calculating the Requirement</i></td><td></td></tr><tr><td>X</td><td>Standard Method Output 2021-2041</td><td>25,860</td></tr><tr><td>Y</td><td>Additional 500 dwellings at Mitton</td><td>500</td></tr><tr><td>Z</td><td>Total Housing Requirement (X + Y)</td><td>26,360</td></tr><tr><td></td><td><i>Housing Supply: Meeting the Requirement</i></td><td></td></tr><tr><td>A</td><td>Outstanding Deliverable SWDP Allocations (as of 31 March 2021)⁽¹⁾</td><td>3,975</td></tr><tr><td>B</td><td>Commitments as at 31 March 21 (with 5% lapse rate applied to Commitments Not Started)</td><td>8,925</td></tr><tr><td>C</td><td>Contribution from Windfall Development</td><td>2,460</td></tr><tr><td>D</td><td>Net Total Housing Requirement Z — [A + B + C]</td><td>11,000</td></tr><tr><td>E</td><td>Housing Supply (Total Proposed New Allocations)⁽²⁾</td><td>13,240</td></tr></table>		<i>Calculating the Requirement</i>		X	Standard Method Output 2021-2041	25,860	Y	Additional 500 dwellings at Mitton	500	Z	Total Housing Requirement (X + Y)	26,360		<i>Housing Supply: Meeting the Requirement</i>		A	Outstanding Deliverable SWDP Allocations (as of 31 March 2021)⁽¹⁾	3,975	B	Commitments as at 31 March 21 (with 5% lapse rate applied to Commitments Not Started)	8,925	C	Contribution from Windfall Development	2,460	D	Net Total Housing Requirement Z — [A + B + C]	11,000	E	Housing Supply (Total Proposed New Allocations)⁽²⁾	13,240
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¹ This figure excludes sites that are accounted for as commitments as at 1 April 2021 to avoid double counting. It also excludes reallocated sites at: the Canal Basin (Netherwich) (previously SWDP48/6) allocated for 60 dwellings; Land adjacent to Station Road, Broadway (previously SWDP59/19) allocated for 84 dwellings; and Land north of Woodhall, Ombersley (previously SWDP59/26) allocated for 36 dwellings as these have been included in the proposed new allocations calculation. The figure includes remaining deliverable sites allocated in adopted Neighbourhood Development Plans as at 1 April 2021.

² This figure excludes sites that are accounted for as commitments as at 1 April 2021.

F	Balance against Total Housing Requirement (E - D) $\{(E - D) / D\} \times 100$	± 2,240 -(±20.4%)
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Housing Trajectory

B. The Housing Requirement was rebased at 2025/26. Any excess or deficit in supply in the Plan period before 2025 has been discounted. The Five Year Housing Land Supply will be recalculated annually and will include any past deficit or excess from the base date 1 April 2025, using an annual housing requirement of 1,178 dwellings.

C. Annex A of this plan shows the trajectory for delivering new homes over the plan period.

D. Delivery will be monitored on at least an annual basis through the Authorities Monitoring Reports.

Employment Land

~~C. E.~~ **E.** The **minimum** gross demand for employment land, as identified in the 2022 Economic Development Needs Assessment (EDNA) **Addendum (2024)**, for the period 2021 to 2041 is 350.50ha **313.80ha** of which 74.75 ha **97.02ha** is already committed (as of 31/3/2024~~3~~), i.e. has planning permission. The ~~proposed~~ employment allocations in the SWDPR ~~Review~~ total 290.70ha **239.16ha** (including ~~75~~ ha at the strategic locations). This gives a surplus of 44.95ha **22.38ha** of employment land across the plan area.

Reasoned Justification for SWDPR 02

2.1 The local housing need for South Worcestershire was rebased at 1 April 2025, resulting in a housing need of 1,147 dwellings per year. The site at Mitton (SWDPR 57) is allocated for 1,000 dwellings in total, 500 dwellings of which will count towards meeting Tewkesbury Borough Council's housing need. The annual housing requirement for the remainder of the plan period is therefore derived from local housing need plus the 500 dwellings for unmet need of Tewkesbury Borough Council, which is 1,178 dwellings annually, or 18,852 dwellings for the remainder of the plan period to 2041 (1,147 dwellings x 16 years, plus the 500 dwellings for unmet need of Tewkesbury Borough District Council).

2.2 6,175 net dwellings were completed in the first 4 years of the plan period 2021-2025. The remaining housing land supply for the plan period up to 2041 is 21,357 dwellings. The supply provided by the plan consisting of commitments, sites with planning permission, windfall sites and allocations, and the windfall allowance of 1,740 dwellings (180 dwellings for years 2028/29 to 2030/31 and 120 for years 2031/32 to 2040/4), comfortably exceeds the housing requirement by 2,505 dwellings (+13.31%).

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

~~2.2 Paragraph 66 of the NPPF requires strategic policy-making authorities to establish a housing requirement figure for their whole area, which shows the extent to which the identified housing need (and any needs that cannot be met within neighbouring areas) can be met over the plan period. 4,980 of t~~
2.2 The overall housing target for South Worcestershire is to be met by the SWDPR. allocations Therefore, no housing requirement for designated neighbourhood areas are identified in this Plan and are not needed to meet the minimum plan period requirements to 2041. that fall within the current 40 designated Neighbourhood Areas (see Annex E); this figure excludes dwellings allocated in adopted Neighbourhood Plans, some of which are accounted for as commitments at 1 April 2021. The outstanding housing requirement for each Neighbourhood Area reflects the SWDPR's spatial development strategy, any SWDPR

			proposed housing allocations there are, and any housing allocations in a submitted or adopted Neighbourhood Plan. The methodology for calculating the housing requirement in designated Neighbourhood Areas is provided in the Housing Requirement section of the Designated Neighbourhood Areas Topic Paper. The methodology does not take account of any specific physical, environmental or infrastructure constraints to future growth in a Neighbourhood Area. It is acknowledged that not all Neighbourhood Areas may be able to deliver the housing requirements due to local constraints. 2.3 Delivery will be measured on a plan area basis. The SWC are already undertaking tThe Housing Delivery Test based on a single figure for the whole plan area and this approach will continue. Upon adoption of the SWDPR the SWC will maintain and measure 5-year housing supply across the plan area <u>against the requirement identified in part B of this policy.</u> 2.4 The gross demand for employment land is identified in the 2022 Economic Development Needs Assessment (EDNA) <u>Addendum (2024)</u>. The level of provision is consistent with the NPPF and principle of achieving sustainable development. The requirement is designed to enable the plan to support a positive approach to achieving economic development in sSouth Worcestershire, provide choice, as well as responding flexibly to any changes in economic circumstances.
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SWDPR 03: The Spatial Development Strategy and Settlement Hierarchy

Mod Ref	Policy	Page	Modification																
MM4	SWDPR 03	20 - 24	A. <u>To achieve the Vision of this plan, the Spatial Development Strategy is rail-based. The strategic allocations at Worcestershire Parkway, Rushwick, and Mitton have been identified because of their proximity to existing and proposed railway stations. These are considered to be the best locations for delivering supporting infrastructure as well as active and sustainable travel choices.</u> <u>The table 2 below, sets out the spatial development strategy which is based on the settlement hierarchy and indicates where growth will be directed amongst the various categories of settlements following the principles of sustainable development. The existing urban areas are the focus for development since they are the most sustainable locations for growth. Worcester City is the largest settlement within South Worcestershire (Urban Area 1), and has a significant unmet housing need, this is followed by towns (Urban Areas 2 and 3) and then villages (Rural Areas 1 and 2) which have been categorised according to level of services and facilities available (see Annex B which provides further details of the rural settlements in Categories 1 to 4).</u> <u>Table 2 – South Worcestershire Settlement Hierarchy showing allocated housing development</u> <table><tr><th><u>Category</u></th><th><u>Associated Settlement</u></th></tr><tr><td><u>Urban Area (1)</u></td><td><u>Worcester</u></td></tr><tr><td rowspan="6"><u>Urban Area (2)</u></td><td><u>Worcester West</u></td></tr><tr><td><u>Worcester South</u></td></tr><tr><td><u>Droitwich Spa</u></td></tr><tr><td><u>Evesham</u></td></tr><tr><td><u>Malvern</u></td></tr><tr><td><u>Worcestershire Parkway</u></td></tr><tr><td rowspan="4"><u>Urban Area (3)</u></td><td><u>Pershore</u></td></tr><tr><td><u>Tenbury Wells</u></td></tr><tr><td><u>Upton-upon-Severn</u></td></tr><tr><td><u>Rushwick</u></td></tr></table>	<u>Category</u>	<u>Associated Settlement</u>	<u>Urban Area (1)</u>	<u>Worcester</u>	<u>Urban Area (2)</u>	<u>Worcester West</u>	<u>Worcester South</u>	<u>Droitwich Spa</u>	<u>Evesham</u>	<u>Malvern</u>	<u>Worcestershire Parkway</u>	<u>Urban Area (3)</u>	<u>Pershore</u>	<u>Tenbury Wells</u>	<u>Upton-upon-Severn</u>	<u>Rushwick</u>
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	<u>Rushwick</u>																		

				<u>Mitton</u>												
			<u>Rural Areas (1)</u>	<u>Category 1 (Malvern)</u>												
				<u>Category 1 (Wychavon)</u>												
				<u>Category 2 (Malvern)</u>												
				<u>Category 2 (Wychavon)</u>												
				<u>Category 3 (Malvern)</u>												
				<u>Category 3 (Wychavon)</u>												
			<u>Rural Areas (2)</u>	<u>Category 4</u>												
		The Spatial Development Strategy comprises the following principles: i. Allocate sufficient land to meet the development requirements set out in SWDPR 2. ii. Support windfall development in sustainable locations primarily, in the case of residential uses, within defined development boundaries. Please refer to Table 2 for further information. iii. Conserve the special qualities and features of the Areas of Outstanding Natural Beauty and National Landscape. iv. Maintain the openness of the retained Green Belt and Significant Gaps. v. Ensure effective use of our best and most versatile agricultural land. vi. Utilise opportunities for underused and previously developed land. B. Development proposals will be assessed against all relevant SWDPR and Nneighbourhood Pplan policies. Table 2 below sets out the Settlement Hierarchy for south Worcestershire. It states the quantum of allocated housing development for each category of settlement as well as the approach to be taken in assessing windfall residential development. Table 2 – South Worcestershire Settlement Hierarchy (also see Annex A) <table><tr><th>Category</th><th>Associated Settlement</th><th>Carried Forward Allocations from SWDP 2016</th><th>New Allocations in SWDPR</th><th>Total Allocated Development (Total Units)</th><th>Windfall Development</th></tr><tr><td><u>Urban Area (1)</u></td><td>Worcester</td><td>1,206</td><td>866</td><td>2,072</td><td>The principle of windfall development is</td></tr></table>			Category	Associated Settlement	Carried Forward Allocations from SWDP 2016	New Allocations in SWDPR	Total Allocated Development (Total Units)	Windfall Development	<u>Urban Area (1)</u>	Worcester	1,206	866	2,072	The principle of windfall development is
Category	Associated Settlement	Carried Forward Allocations from SWDP 2016	New Allocations in SWDPR	Total Allocated Development (Total Units)	Windfall Development											
<u>Urban Area (1)</u>	Worcester	1,206	866	2,072	The principle of windfall development is											

								acceptable within the administrative boundary of the City subject to detailed, material SWDPR policies
			Urban Area (2)	Worcester West	2,539	0	2,539	The principle of windfall development is acceptable within defined development boundaries subject to detailed, material SWDPR policies.
				Worcester South	2,600	0	2,600	
				Droitwich Spa	46	916	962	
				Evesham	366	255	621	
				Malvern	874	594	1,468	
				Worcestershire Parkway	0	5,000	5,000	
				Throckmorton Airfield	0	2,000	2,000	
			Urban Area (3)	Pershore	284	212	496	The principle of windfall development is acceptable (except for Mitten) within defined development boundaries subject to detailed, material SWDPR policies
				Tenbury Wells	147	10	157	
				Upton-upon-Severn	70	0	70	
				Rushwick	0	1,000	1,000	
				Mitten				

					0	1,000 (500 for Wychavon, 500 to meet Tewkesbury's need)	1,000	
			Rural Areas (1)	Category 1 – 3 villages (as informed by the Village Facilities and Rural Transport Study 2019)	Cat 1 (Malvern) Total = 79 Cat 1 (Wychavon) Total = 64 Cat 2 (Malvern) Total = 32 Cat 2 (Wychavon) Total = 14	Cat 1 (Malvern) Total = 217 Cat 1 (Wychavon) Total = 644 Cat 2 (Malvern) Total = 107 Cat 2 (Wychavon) Total = 362	Cat 1 (Malvern) Total = 296 Cat 1 (Wychavon) Total = 708 Cat 2 (Malvern) Total = 139 Cat 2 (Wychavon) Total = 376	The principle of windfall development is acceptable within defined development boundaries subject to detailed, material SWDPR policies.
					Cat 3 (Malvern) Total=57 Cat 3 (Wychavon) Total=0	Cat 3 (Malvern) Total= 52 Cat 3 Wychavon) Total=63	Cat 3 (Malvern) Total = 109 Cat 3 Wychavon) Total=63	

			Rural Areas (2)	Category 4 villages and unclassified villages		None		Only the exceptions set out in the annex to SWDPR3-G
Approximate total new allocations = 13,298⁽³⁾; the requirement is 11,000. C. The open countryside is defined as land beyond any defined Development Boundary. A number of SWDPR policies allow certain types of development to be permitted in the Open countryside and these are set out in Annex D. <u>where development will be strictly controlled subject to other policies in the Plan.</u> D. Development proposals should be of an appropriate scale and type with regard to landscape character (see SWDPR 340), location, Settlement Hierarchy classification and infrastructure capacity. The new settlements at Worcestershire Parkway and Throckmorton Airfield, and the expanded settlements of Mitton and Rushwick, are allocated on this basis. These are considered to be the best locations for delivering supporting infrastructure as well as active and sustainable travel choices. E. To encourage sustainable economic growth and ensure a range of diverse sites and premises are available to meet current and potential future economic needs, employment development proposals will be supported at strategic employment sites including Worcestershire Parkway subject to all relevant SWDPR and Neighbourhood Plan policies. Some additional employment provision is also expected to be delivered outside Strategic Employment Areas <u>Sites</u> over the period of the Local Plan, provided development proposals are in accordance with other policies in this Plan. G. The SWDPR is supportive of plan led proposal promoted through Neighbourhood Plans, provided that the level of growth are commensurate to the size of the settlement. <u>any site allocations are in general conformity with the identified strategic policies.</u> H. In accordance with the Duty to Cooperate, the SWC will give full consideration to meeting the unmet development needs of neighbouring Local Planning Authorities where it has been clearly demonstrated to be necessary through their local plan making process and where there is available and suitable land on which to meet the identified need. Reasoned Justification for SWDPR 03 3.2 Worcester has the greatest local housing need, which is why a substantial element of housing and employment is directed towards the City and surrounding areas, in particular at Worcestershire Parkway and the two reallocated urban extensions, Worcester West and Worcester South. Beyond there, growth is directed at the towns, a new settlement at Throckmorton Airfield, an expanded settlement at Rushwick, and then Category 1, 2 and 3 villages (informed by the Village Facilities and Rural Transport Study 2019), the latter in order to satisfy the social objectives of sustainable development. 3.3 The Plan provides for a rail-based strategy. Therefore, all strategic development will be located within three miles of an existing, enhanced or proposed railway station. The strategic sites at Worcestershire Parkway, Rushwick, Mitton and Throckmorton will help to achieve this, whilst meeting the demonstrable needs of the area. <u>3.4 Development Boundaries identify the boundary between a settlement's built-up area and the countryside and are intended to reflect the physical built edge of a settlement. They are shown on the Policies Map and are used to help determine where</u>								

³ This figure does not correspond precisely with the total new allocations in SWDPR2 as this figure does not discount sites with planning permission; there is a difference of 58 dwellings.

		<u>new development should be focussed. Allocations in the Plan are included within Development Boundaries where they are complete or almost built out and include only the extent of the built development within them.</u> <u>3.6 Throckmorton Airfield (the former RAF Pershore site) and the surrounding areas present the opportunity for a sustainable new settlement incorporating residential and employment uses with supporting physical and community infrastructure.</u> <u>3.7 Subject to further work and evidence, Throckmorton could provide a longer-term solution to meeting future housing and employment needs. An approximate Area of Search covering a large area is shown on the Key Diagram (Figure 1) centred on Throckmorton Airfield. Landowners within the Area of Search will be encouraged to engage with the Council in the progression of the proposals for the site prior to the review of the Plan.</u> <u>3.8 A future review of the Plan would decide whether a new settlement is deliverable and if it would be a feasible and viable option and, if so, determine a precise location, scale and quantum of land uses required, and any supporting infrastructure.</u> 3.7 Maintaining the identity and integrity of individual settlements is an important issue for local communities. This is mainly achieved by the West Midlands Green Belt designation to the north and north-east of Worcester within Wychavon, as shown on the Policies Map. The SWDPR includes a specific policy on Green Belt (SWDPR 04). Beyond the Green Belt there are some areas of land that need to be kept largely open, and for which the open countryside policy alone provides insufficient protection. The countryside around settlements can be particularly valuable as it performs a wide variety of functions - for example, acting as a setting to the built-up area, a transition between urban and rural, and a physical separation of settlements. The value of such 'significant gaps' are recognised by local communities and the NPPF which provides that the planning system should be a, 'platform for local people to shape their surroundings' (paragraph 15). Over the years in South Worcestershire, significant gaps have been identified by communities both through the local plan process and Neighbourhood Plans, and designated on the Policies Map, to not only conserve the character of individual areas and prevent the coalescence of settlements and different character areas, both physically and visually. <u>The approach to Significant Gaps is set out in Policy SWDPR 08.</u> but also to conserve and enhance landscapes and green infrastructure. The NPPF recognises that local circumstances should be taken into account, to reflect the character, needs and opportunities of each area; and that: an overall strategy should be set for the pattern, scale and design quality of places, and the conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure (NPPF paragraph 9 and 20 respectively). 3.8 Significant Gaps are, therefore, sensitive areas that should be kept essentially free from development. Acceptable development proposals could include the reuse of rural buildings, agricultural and forestry related development, playing fields and minor extensions to existing dwellings as land will still be largely open post development and is without harm to the purpose, function or character of a Significant Gap. 3.10 South Worcestershire is a predominantly rural area with a strong agricultural history and culture. Local agriculture helps to maintain a sustainable and vibrant economy in the provision of local food and produce, as well as maintaining and contributing to the character of the countryside, its biodiversity and ecosystems. <u>Recognition of the economic and wider benefits</u> Effective use of our best and most versatile agricultural land will, therefore, be ensured <u>be required</u> in decision making. Outside of the plan allocations, proposals for development on the best and most versatile agricultural land (Grades 1, 2, and 3a) will need to demonstrate that no suitable alternative site exists and that the benefit outweighs the harm.
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SWDPR 04: Green Belt

Mod Ref	Policy	Page	Modification
MM5	SWDPR 04	25 - 28	A. Development on land designated as Green Belt <u>as shown on the Policies Map</u> will be restricted to ensure it continues to fulfil the five purposes of the Green Belt. The essential characteristics of Green Belts are their openness and their permanence. B. Substantial weight will be given to any harm to the Green Belt when assessing planning applications. <u>The NPPF defines what is and is not inappropriate development in the Green Belt and proposals for development in the Green Belt will be determined in accordance with the policies of the NPPF.</u> C. New buildings are inappropriate in the Green Belt with the following exceptions: i. Buildings for agriculture and forestry. ii. Appropriate facilities for outdoor sport, outdoor recreation, and cemeteries. iii. The extension and alteration of an existing building providing the original building is not disproportionately increased in size. iv. A replacement building for the same use providing it is not materially larger. v. Limited affordable housing for local community needs D. The following forms of development are not inappropriate providing they preserve the openness of the Green Belt and do not conflict with its purposes: i. Limited infilling or the partial or complete redevelopment of previously developed land. ii. Mineral extraction. iii. Engineering operations. iv. Local transport infrastructure which requires a Green Belt location. v. The reuse of buildings of a permanent and substantial construction. vi. Development under a Community Right to Build Order. E. Other development is inappropriate in the Green Belt and will only be permitted in very special circumstances. Such circumstances only exist if the potential harm to the Green Belt by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations. F. C. Hindlip Park is a Regional Emergency Services and Civil Resilience Site located within the Green Belt. New development should; and new development proposals for these uses are considered to be capable of demonstrating very special circumstances. Therefore, proposals for the redevelopment or intensification of the site will be supported that: i. Are Be limited to within its the core site boundary as set out on the Policies Map; ii. Utilise previously developed land first where possible; and Be restricted to limited infilling and the redevelopment of previously developed land for emergency and civil resilience uses only; and iii. Minimise and mitigate against any adverse impact on the openness of the Green Belt Not cause substantial harm to the openness of the Green Belt.

Reasoned Justification for SWDPR 04

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

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

~~Impact of development proposals on openness of the Green Belt~~

~~4.5 The following will be taken into account in assessing the acceptability of all development proposals in terms of Green Belt impact:~~

- ~~a. The footprint, volume, height, bulk and location of the proposed buildings and ancillary development compared to the existing development on the site;~~
- ~~b. In the case of replacement buildings, whether the development is located on or close to the site of the existing development or whether an alternative location within the site would have less impact on the Green Belt; and~~
- ~~c. In the case of infilling, whether the development is in proportion with the existing buildings and does not lead to a significant or unacceptable increase in the developed parts of the site.~~

Hindlip Park

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

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

			4.9 Development proposals for police and partner uses will be expected to be sited within the core site area as defined on the Policies Map, whilst minimising harm to the remainder of the Green Belt through appropriate design, layout and landscaping measures. 4.10 The policy support provided at Hindlip Park only relates to development proposals for operational policing or partner emergency service uses. All other forms of development will be considered against full Green Belt policy in accordance with the SWDPR and NPPF.
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SWDPR 05: Design and Sustainable Construction

Mod Ref	Policy	Page	Modification
MM6	SWDPR 05	29 - 32	A. To ensure the delivery of high-quality design and minimise the impact of climate change across sSouth Worcestershire, development proposals will: i. Be required to be of a high quality and inclusive design that responds to any distinctive local character.; Account should be taken of adopted design guidance, Design Codes and Masterplans, Neighbourhood Plans and local design statements. <u>ii. Demonstrate, via Design and Access Statements, how they have responded positively to the design policies in the Plan, have regard to the requirements of relevant adopted design codes, masterplans and design guidance, and conform to the policies and local design statements in 'made' neighbourhood plans;</u> iii. Be designed so that it creates safe, attractive and beautiful environments that meet the needs of users and incorporate the principle of sustainable development.; iv. Promote high quality urban design delivering excellent public realm, including landscaping, streets, townscapes and public spaces.; <u>and</u> v. Maximise opportunities to improve the quality of life and health and wellbeing of current and future residents through the provision of, but not exclusively: • Private, communal and public amenity space.; • Appropriate internal space standards for new dwellings.; • Recreational space for all.; <u>and</u> • Connected spaces and places that promote active travel and alternative means of travel. <u>These will be assessed against the nationally described space standards and the policies in this Plan relating to the provision of outdoor open space for community uses and sporting facilities.</u> B. All new development should mitigate the impacts of climate change through sustainable approaches to design and construction, so development proposals are required to: i. Demonstrate how adaptation measures and sustainable development principles have been incorporated into the design.; ii. Prioritise the use of sustainable construction techniques and materials that involve the lowest embodied carbon and minimise their ecological and carbon footprints.; Major development should target <500 kgCO₂e/sqm upfront embodied carbon emissions. iii. Reuse and recycle materials that arise through demolition and refurbishment, including the reuse of excavated soil and hardcore within the site and demonstrate how materials can be recycled at the end of their lifetime.; iv. Consider the whole lifecycle carbon emissions of the development and demonstrate actions taken to reduce them.; All major development shall calculate whole lifecycle carbon emissions (including embodied carbon emissions) through a nationally recognised Whole Lifecycle Carbon Assessment methodology.

		v. Ensure developments mitigate and are resilient to the impacts of future climate change, including extreme weather events and increased risk from overheating and high rainfall events. v. Reduce the energy demand from new development in line with the principles of the energy hierarchy, implementing a fabric first approach to construction and ultra-low energy consumption standards; (e.g., Passivhaus). vi. Design and orientate buildings to maximise the potential for passive heating and cooling, reducing the need for mechanical heating, ventilation and air conditioning; viii. Implementing water efficiency and recycling measures to reduce mains water use. vii. Expect all new major residential development to achieve a Home Quality Mark assessment <u>(or an equivalent assessment) where feasible and viable;</u> viii. Expect non-domestic developments of 500 sqm of floorspace or above to achieve 'excellent' in BREEAM assessments <u>(or an equivalent assessment) where feasible and viable; and</u> ix. <u>Minimise the potential performance gap between</u> Ensure that the built performance of the development (e.g., energy use, carbon emissions, overheating risk, etc.) matches and the design performance to minimise the potential performance gap between design aspiration and the completed development. A recognised performance gap/assured performance and monitoring tool should may be implemented to achieve this. Reasoned Justification for SWDPR 05 5.2 Design is not simply about how a development looks, but also how it functions and how well it meets the needs of future occupiers and visitors. This strategic design policy sets out a clear steer that applications for new development should be of a high-quality design and that places respond to the distinctive character in sSouth Worcestershire. This reflects the guidance provided in the NPPF (July 2021), which attaches great importance to the design of the built environment. 5.4 In responding to and mitigating against climate change, the strategic policy adopts a 'fabric first' approach to building design. This involves encouraging sustainable construction practices and maximising the environmental performance of the buildings in order to minimise carbon emissions and reduce running costs. <u>5.4 Therefore, great importance is attached to the role of locally prepared design codes, masterplans and guidance, either on a district wide, a local area or site-specific basis, which reflect the principles set out in the National Design Guide and National Model Design Code. For the Strategic Site allocations masterplans and design codes will be prepared having regards to the Concept Plans for each site. These should incorporate the principles of achieving good design set out in the policies in both this Plan and the national documents referred to above.</u> 5.6 New developments should be built to high energy efficiency standards, following a 'fabric first' approach that reduces energy demand. In line with the recommendations of the UK Green Building Council's 'New Homes Policy Playbook' and the Royal Institute of British Architects (RIBA) 'Sustainable Outcomes Guide', new homes should aim for an energy use intensity of less than 70 kWh/sqm/year operational energy use (including regulated and unregulated energy) in Gross Internal Area (GIA), excluding renewable energy contribution. However, this should reduce towards achieving less than 35 kWh/sqm/year by 2030. In addition, new homes should be built to a level of energy efficiency to deliver a space heat demand of 15-20 kWh/sqm/year. All development should consider the guidance and energy performance metrics set out within the RIBA Sustainable Outcomes Guide. 5.7 Reducing energy demand from buildings by following the principles of the energy hierarchy and taking a fabric first approach to construction is a widely used and accepted principle that is supported by the Government through the emerging
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			Future Homes Standard (FHS) and Future Building Standard (FBS). In addition, all development should have regards to the guidance and energy performance metrics set out within the RIBA Sustainable Outcomes Guide. 5.78 Increasing energy efficiency standards will not be fully effective if there is a gap between the design performance of a building and its actual, real-world performance when occupied. <u>Developers should seek to address this performance gap where feasible and viable. This may also include the implementation of</u> The UK Committee on Climate Change state that addressing this performance gap is vital and that greater levels of compliance with standards and monitoring of performance are required to ensure buildings are delivering what is expected. To address this, developers will be expected to implement a recognised performance monitoring tool and process for new major developments. This will be a condition of receiving planning permission. This should <u>could also</u> include post-occupancy evaluation of completed developments that assesses whether the design performance has been met, obtain feedback from building occupants, and scope how efficiently the building operates. Data gathered through this process should be publicly available and shared with the local authority <u>LPA</u>. 5.89 Major residential development will be expected to undertake a Home Quality Mark assessment. This will help to provide transparency and information to prospective households on the design quality of new homes, its environmental and energy performance and running costs. New major commercial <u>non-residential</u> developments are expected to undertake a BREEAM <u>or equivalent</u> assessment and achieve an 'excellent' standard <u>where feasible and viable</u>. The assessments will ensure that development engages thoroughly with the issues of sustainable design and construction. They will also be a tool to demonstrate compliance with this policy, SWDPR 01 Climate Change and other relevant SWDPR policies. Furthermore, it will enable comparable performance data between development in the area.
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SWDPR 06: Transport

Mod Ref	Policy	Page	Modification
MM7	SWDPR 06	33 – 39	Managing Travel Demand A. Development proposals, taking into account their nature and location, must demonstrate that the proposed layout and design will minimise the need to travel by car, provide infrastructure to facilitate active travel, <u>avoid unacceptable impact on highway safety, and that the residual cumulative impacts on the road network, following mitigation, would not be severe,</u> at least maintain highway safety for all users, and <u>have regard to</u> be consistent with the delivery of the objectives in the latest Worcestershire Local Transport Plan (LTP). B. Travel Plans will be required for <u>development that will generate significant amounts of movement</u> all major developments proposals⁽⁴⁾. These must set out appropriate and enforceable measures to manage and limit single occupancy private car use in favour of incentivising active travel and public transport use as active and space-efficient modes of transport. C. Development proposals should <u>have regard to</u> be clearly supportive of the design criteria and principles set out in Manual for Streets (Part 1 and 2), LTN 1/20 Cycle Infrastructure Design, the Worcestershire Local Transport Plan (<u>LTP</u>) and the Worcestershire Streetscape Design Guide. In the Cotswolds National Landscape and the Malvern Hills <u>National Landscape</u> Area of Outstanding Natural Beauty (AONB), highway design guidance produced for these areas should also be utilised. Development proposals within or on the periphery of these highly valued landscapes should not give rise to significant traffic increases and associated effects on tranquillity and enjoyment. Reducing the Environmental Impacts of Travel D. In accordance with policy SWDPR 06<u>10: Infrastructure</u>, development proposals will be required to provide, or contribute financially to, a package of active travel infrastructure and services according to their nature, scale and likely impact on the highway network. E. All new freestanding residential development will be required to provide Electric Vehicle (EV) charging infrastructure; for all other development required EV charging infrastructure will be determined by the proposed use, scale, location and indicative likely need. Delivering Transport Infrastructure to Support Economic Prosperity F. E. The following transport schemes, as identified within the latest Worcestershire LTP, are the most significant for the successful implementation of the SWDPR: i. Active Travel Corridor and Network Enhancements. ii. Worcestershire Parkway Station – Cycle and vehicle parking capacity enhancement and additional platform. iii. Pershore Railway Station cycle and vehicle parking capacity enhancement. iv. Worcester Shrub Hill Station Masterplan. v. Worcester City Centre Masterplan.

⁴ Major development is defined in the glossary of the NPPF: housing development of 10 or more homes, or where the site has an area of 0.5 ha or more, and non-residential development with a net additional floorspace of 1,000sqm or more, or where the site area is 1 ha or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

		vi. Rushwick Station Masterplan. G. F. Development proposals will not be permitted if they are likely to prejudice the implementation of the transport schemes set out in clause F-E, the implementation of identified highway improvements or traffic management schemes, or the operation of existing or proposed public transport facilities, or any transport proposals as set out in the Worcestershire <u>LTP Local Transport Plan</u>. H. The provision of dwellings, employment land and retail as set out in policy SWDPR 02 across south Worcestershire to 2041, will require the phased implementation of a significant package of essential transport investments as set out in the latest Worcestershire Local Transport Plan. I. G. The following sites and corridors, as shown on the Policies Map, will be safeguarded from development that would prejudice sustainable transport network developments: i. The Cotswolds and Malvern <u>Line</u> railway. line. ii. The railway alignment between Droitwich Spa and Stoke Works. iii. The former alignment of the Stratford to Cheltenham railway line, including the former Chord Lines at Honeybourne Junction. iv. The former railway alignment between Great Malvern and Upton-upon-Severn. v. Land around the Newland roundabout in Malvern Link. vi. Land for the provision of Rushwick Railway Station, cycle and car parking facilities. vii. <u>Enhancements to Pershore Railway Station to include a second platform, a 500-space car park and a pedestrian bridge over the railway tracks.</u> viii. The transport infrastructure set out in the strategic allocations <u>policies for</u> at Worcestershire Parkway (SWDPR <u>551</u>), Throckmorton Airfield (SWDPR 52), and Rushwick <u>Expanded Settlement</u> (SWDPR <u>563</u>) <u>and Mitton (SWDPR 57).</u> Transport Assessment Strategy K. H. Transport Assessments are required for all major developments⁽⁵⁾ and must be carried out as required by the Worcestershire Local Transport Plan and agreed by the Local Planning Authority (LPA) in consultation with Worcestershire County Council (as the Highway Authority). The following are supporting policies and guidance: i. Worcestershire Local Transport Plan. ii. Worcestershire Rail Investment Strategy. iii. Worcestershire Streetscape Design Guide. Parking L. I. In all urban areas development <u>proposals</u> ers will be required to <u>should have regard to</u> meet the standards set out in the Worcestershire Streetscape Design Guide. Implementation
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⁵ Major development is defined in the glossary of the NPPF: housing development of 10 or more homes, or where the site has an area of 0.5 ha or more, and non-residential development with a net additional floorspace of 1,000sqm or more, or where the site area is 1 ha or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

~~M. J.~~ In cases where new transport infrastructure is necessary in order to make a development proposal acceptable in planning terms, financial contributions will be secured through a Community Infrastructure Levy (CIL) and/or a Section 106 legal agreement or where appropriate via section 278 of the Highways Act.

Reasoned Justification for SWDPR 06

6.5 Reference to local guidance produced by the Cotswolds National Landscape and the Malvern Hills AONB ~~National Landscape~~ will help ensure that transport related development does not impact on these nationally designated landscapes. The potential adverse effects on tranquillity for example, of large residential developments in close proximity to these landscapes is recognised in ~~their~~ the respective Management Plans (e.g., Policy TRP6 in the Malvern Hills AONB Management Plan) and in supporting work such as the Malvern Hills AONB Position Statement 1: on Development and Land Use Change in the setting of the Malvern Hills AONB National Landscape).

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

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

6.11 Since June 2023, Active Travel England (ATE) has been a statutory consultee on large planning applications where certain thresholds are met. ATE works alongside local planning authorities to ensure new infrastructure and developments are designed with active travel at the forefront. This includes providing provision for high quality cycling and walking networks, open spaces and green routes, and supporting facilities such as cycle parking.

6.12 ~~6.13~~ Detailed plans for the implementation of transport infrastructure will come forward during the lifetime of the LTP and these will be developed so that the proposals taken forward have a strong business case and thus represent value for money. The LTP Scheme Appraisal ~~NPPF~~ will guide Worcestershire County Council's capital spending, which includes Section 106 funding and grant allocations to optimise value for money.

6.13 ~~6.14~~ The current plan, Worcestershire LTP4, which relates to the ~~adopted~~ SWDP (2016), includes a specific section for ~~s~~South Worcestershire, setting out a series of proposed investments in transport infrastructure and services that tackle both existing accessibility constraint, and, more importantly, provide additional capacity to accommodate growth. The SWDPR (2026) will also be supported by Worcestershire LTP5. The provisions of the Gloucestershire Local Transport Plan should also be taken into account in regard to the cross-boundary effects of SWDPR 57 Mitton.

6.22 ~~6.23~~ New development will be incorporated into a co-ordinated infrastructure and service delivery programme agreed with the SWC and Worcestershire County Council and, where relevant, to the Strategic Road Network, through National Highways ~~Highways England. An~~ The latest Infrastructure Delivery Plan explains ~~will provide~~ how and when transport infrastructure will be provided and sets out which partners are expected to ~~will deliver~~ the infrastructure ~~it~~.

SWDPR 07: Green Infrastructure

Mod Ref	Policy	Page	Modification
MM8	SWDPR 07	40 - 46	A. Housing proposals are required to contribute towards the provision, maintenance, improvement and connectivity of multi-functional Green Infrastructure (GI), <u>including Biodiversity Net Gain</u>,⁶-as follows: i. For greenfield sites exceeding 1 ha (gross) - 40% GI, excluding private gardens. ii. For greenfield sites of less than 1 ha but more than 0.2 ha (gross) - 20% GI, excluding private gardens. iii. For all brownfield sites, and on greenfield sites of less than 0.2 ha (gross) - the proportion of GI will be determined by site characteristics and local circumstances and will be agreed with the Local Planning Authority (LPA) on a case-by-case basis. B. For e Employment and retail proposals (including mixed use commercial schemes), <u>are required to contribute towards the provision, maintenance, improvement and connectivity of multi-functional Green Infrastructure (GI), including Biodiversity Net Gain</u> the proportion of GI will be determined by site characteristics and local circumstances and will be agreed by the LPA on a case-by-case basis. C. For developments that fall within sections A and/or B of this policy: i. The precise form and function(s) of GI will depend on the wider strategic green network, site characteristics, the local context and the Worcestershire GI Strategy's priorities. Developers should <u>are encouraged to</u> discuss their proposals for GI with the local planning authority <u>LPA</u> before submitting a planning application. ii. Developers will be required to demonstrate how the functionality and connectivity of existing and proposed GI features will be retained, protected and enhanced through the lifetime of the development. iii. Strategic allocation sites⁷: will be required to accord with the relevant GI Concept Plans⁸ and Concept Statements⁹ as developed by the Worcestershire GI Partnership in consultation and agreement with the relevant Local Planning Authority, once produced¹⁰. Any additional master planning processes and spatial frameworks produced for the strategic allocation sites must also be informed by these Plans or Statements, where available. iv. On all other sites, developers will be required to prepare proportionate GI appraisals in consultation with the Local Planning Authority. D. Effective management arrangements must be clearly set out and will be secured by condition(s) <u>and/or legal agreement</u>. Once a planning permission has been implemented, <u>where appropriate</u>, the associated GI will be protected as Green <u>Open Space</u> (SWDPR 484).

⁶ Proposals will need to satisfy other SWDPR policies: e.g. SWDPR 01 – Climate Change; SWDPR 10 Health and Wellbeing; SWDPR 26 Design; SWDPR 27 Biodiversity and Geodiversity; SWDPR 35 Sustainable Drainage Systems; SWDPR 36 Water Resources; Efficiency and Treatment; SWDPR 43 Built Facilities and Community Buildings; SWDPR 45 Provision of Green Space and Outdoor Community Uses in New Development; SWDPR 46 Playing Fields.

⁷ Worcestershire Parkway (SWDPR 51); Throckmorton (SWDPR 52); Rushwick (SWDPR 53); Worcester West Urban Extension and Worcester South Urban Extension (SWDPR 60) and Mitton (SWDPR 54).

⁸ Concept Plans: Detailed evidence base; key issues for each of the GI themes; evidence-based maps.

⁹ Concept Statements: Summary of detailed information in the Concept Plan; identify key GI priorities for the site; indicative of GI map; costs; and viability and funding.

¹⁰ The Worcester West and Worcester South Urban Extensions (SWDPR60) will be informed by the GI statements associated with their respective planning applications.

E. Other than specific site allocations in the SWDPR, development proposals that would have a detrimental impact on GI attributes within the areas identified as 'protect and enhance' or 'protect and restore' as identified on the Environmental Character Areas **as shown on the Policies Map (and Figure xx below)** will not be supported unless:

i.

A robust, independent assessment of community and technical need ~~(using recognised national methodology where available)~~ clearly demonstrates that the specific GI typology is surplus to requirements in that location; and

ii.

The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location¹¹, **which will be dependent on the need for, and the type of, facility being proposed.**

~~G. All major developments¹² will be required to demonstrate compliance with standards set out in 'Building with Nature' or equivalent benchmarks and demonstrate how this standard will be maintained throughout the lifetime of the development¹³.~~

Areas of Informal Recreation (AIRs) Allocations

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

Table 3: Locations allocated for new AIRs

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

Proposed Site Use Descriptions

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

~~J. Land south of Jennet Tree Lane, Deblin's Green (CP003/AIR02) — Retention and enhancement of pastoral and arable landscape with woodland and veteran trees, with increased and enhanced public access routes within the site and to the adjacent Old Hills. Provision of small-scale car parking facilities.~~

~~K. Land north-east of Blenheim Farm, Honeybourne (CP006f/AIR03) — Creation of new woodland and associated habitats with new and enhanced access trails around the site. Provision of small-scale car parking facilities.~~

¹¹ A suitable location will be dependent on the need for, and the type of, facility being proposed.

¹² Major development is defined as residential development of 10 units or more and non-residential development additional floorspace of 1,000 sq. m or more.

¹³ Compliance with 'Building with Nature', or equivalent benchmarking standards can be incorporated into a GI Concept Plan/Statement, where applicable.

G. To address recreational pressures association with housing growth, with the exception of sites located on previously developed land or where on site mitigation is provided, developer contributions will be sought from all residential developments of five or more dwellings within the identified 25 km zone of influence within South Worcestershire (as shown on the Policies Map) towards the delivery of the mitigation strategy for the Malvern Hills SSSI, subject to viability.

Reasoned Justification for SWDPR 07

7.1 Green Infrastructure (GI) is the network of green **and blue** spaces and natural elements that helps intersperse and connect our cities, towns and villages with the wider environment. GI comprises many different elements including biodiversity, the landscape, the historic environment, the water environment and publicly accessible ~~green~~ **open** spaces and informal recreation sites. Green/**open** spaces and natural elements do not exist in isolation. Considering networks in an integrated way achieves benefits that are far greater than when individual components are considered separately. There are many advantages to be gained from securing a critical mass of GI in a locality – creating a wide range of benefits that contribute to meeting the individual site priorities as listed at Environmental Character Area level within the Worcestershire Green Infrastructure Partnership (2012) **and the** Worcestershire Green Infrastructure Strategy **(2023)**.

~~7.2 The NPPF (paragraphs 92, 154, 175 and 186) recognises the need for inclusive and safe spaces that enable and support healthy lifestyles and help avoid increased vulnerability to the range of impacts arising from climate change. A strategic approach is required, which includes the provision of safe and accessible green infrastructure and suitable adaptation measures. GI provision and enhancement can deliver a range of benefits:~~

- a. Helping to mitigate extreme temperatures through limiting the urban heat island effect.
- b. Carbon capture and storage.
- c. Flood mitigation.
- d. Habitat protection and creation.
- e. Pollution reduction and improvements to air and water quality.
- f. Property value enhancement.
- g. Stimulating inward investment.
- h. Supporting health and wellbeing.
- i. Supporting employment growth, including tourism.

7.4 GI will need to be carefully planned into new developments from the outset. Successful delivery of GI will depend on the comprehensive consideration of all GI components - both within and neighbouring the site and in the immediate locality - to include biodiversity, landscape, historic environment, access and recreation, flood risk management, and water quality and quantity. To achieve this, any GI provision should accord with the relevant requirements of other **plan** policies. ~~in particular those in policies SWDPR 01 Climate Change Mitigation and Adaptation, SWDPR 10 Health and Wellbeing, SWDPR 26 Design, SWDPR 27 Biodiversity and Goodiversity, SWDPR 35 Sustainable Drainage Systems, SWDPR 36 Water Resources, Efficiency and Treatment, SWDPR 43 Built Community Facilities, SWDPR 45 Provision of Green Space and Outdoor Community Uses in New Development, and SWDPR 46 Playing Fields. Paragraph 71 of the NPPF provides the justification for seeking local policy protections for residential gardens.~~

7.5 Development of both greenfield and brownfield sites will be expected to retain, protect and enhance the integrity of the GI network and its connectivity. Key GI features such as Sustainable Drainage (SuDS), green roofs, green walls, tree planting (particularly in urban settings) and measurable biodiversity net gain will be delivered wherever possible and integrated into the wider GI network. The

			delivery of GI should be benchmarked against recognised approaches. Building with Nature is the SWC preferred example of such a standard, which can provide accreditation based on a specific framework of principles that assesses the quality, functionality and long-term management of GI, as well as the additional value that a scheme may bring to the economy, sense of place or health and wellbeing. 7.6 The policy supports the Worcestershire Green Infrastructure Strategy⁽¹⁴⁾, <u>a non-statutory county-wide guidance document which aims to direct and drive the delivery of GI in Worcestershire and inform relevant strategies and plans of partner organisations.</u> which <u>The Strategy</u> is informed by the Worcestershire Green Infrastructure Framework⁽¹⁵⁾, <u>which consists of a number of evidence documents and guidance notes that inform the Worcestershire GI Strategy.</u> Together these documents identify the most appropriate actions (protect, enhance and/or restore) deemed necessary to maximise the multi-functional benefits of GI in those areas where this is most critical. In particular, development should show how the site context and development proposals complement and enhance strategic GI networks. 7.7 The GI Environmental Character Areas (ECA), <u>as shown on the Policies Map (and Figure xx below)</u> have been developed for Worcestershire <u>(‘Planning for a Multi-functional Green Infrastructure Framework in Worcestershire – Green Infrastructure Framework 2: Environmental Character Areas, 2019’)</u>. They are a synthesis of detailed evidence bases for each of the main GI attributes, including access and movement, landscape character, historic environment, blue infrastructure and biodiversity. They set an overall strategic approach for interventions within the areas based on the quality of the existing GI: - Protect and enhance. - Protect and restore. - Restore and create. 7.10 The ‘Worcestershire GI Strategy’ promotes the GI Concept Plan and GI Concept Statement approach for strategic development sites and seeks to promote collaborative working with developers. GI Concept Plans and Concept Statements establish principles for development that identify key GI assets and opportunities for their protection and enhancement in line with the Worcestershire GI Strategy and NPPF including the ECA priorities. Developers will be expected to prepare their schemes in accordance with GI Concept Plans and Concept Statements as produced by the Worcestershire GI Partnership in consultation and agreement with the relevant Local Planning Authority (LPA). When considering GI Concept Plans and Concept Statements in their schemes, developers should give due consideration to the wider site context, and how GI can link to existing green corridors and strategic green network sites. 7.11 Applicants will be required to prepare their own GI appraisals on all other sites that qualify under parts A and/or B of SWDPR 07 to demonstrate how their proposals will contribute to the successful delivery of GI. The exact format of the GI appraisal is not prescribed but it should be proportionate to the scale of the development and undertaken in consultation with the LPA. Some major development schemes may consider GI Concept Plans and Concept Statements as an appropriate mechanism through which to demonstrate this requirement. 7.12 7.10 The policy also requires that effective management arrangements are put in place, and it is accepted that a range of mechanisms can be employed to deliver this requirement, whether it is through a management company, a community led scheme, <u>Conservation Covenant</u> or the adoption of the GI by another organisation. Whichever approach is used; it should allow effective
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¹⁴ ~~The ‘Worcestershire GI Strategy’, prepared by the Worcestershire GI Partnership and endorsed by the SWC, is a non-statutory county-wide guidance document which aims to direct and drive the delivery of GI in Worcestershire and inform relevant strategies and plans of partner organisations. The Strategy is available at <http://www.worcestershire.gov.uk/GI>.~~

¹⁵ ~~The Worcestershire GI Framework consists of a number of evidence documents and guidance notes that inform the Worcestershire GI Strategy. All documents are available at the above link.~~

		engagement of residents and others contributing to the management (directly or financially) over the effectiveness of the management regime and costs and dispute resolutions. AIRs Allocations 7.13 The Worcestershire Green Infrastructure Framework 3: Access and Recreation Document (2020)⁴⁶ highlighted limited opportunities to expand existing informal recreation sites across Worcestershire. 7.14 The report identified areas of search for sites for new recreation assets in the county, including three locations in south Worcestershire. The focus for these areas was on the creation of new, large strategic informal recreation sites that form part of a wider network of accessible greenspaces, and to take pressure off existing GI assets, such as the Malvern Hills SSSI and Croome Court. 7.15 Work undertaken by Footprint Ecology⁴⁷ relating to recreational impacts on the Malvern Hills Site of Specific Scientific Interest (SSSI), including visitor surveys, established that there is a need to address recreational pressures on the Malvern Hills SSSI as a result of previous local plan growth and the growth planned in the SWDP Review, and that this pressure has been potentially exacerbated by increased use during the Covid-19 pandemic. It is recognised in the report that further housing growth will increase pressure on the Malvern Hills SSSI, and the role that strategic planning has in ensuring adequate protection. 7.16 A range of recommendations relating to visitor management and access strategies and the related mitigation measures were identified, including the creation of alternative greenspace; 53% of interviewees indicated that they would use a new AIR or similar area of new greenspace. A mitigation strategy for the Malvern Hills SSSI has also been prepared by Footprint Ecology, which recommends ways to manage the impacts of increased recreational pressures on the Malvern Hills. The concerns related to increased pressure on the Malvern Hills SSSI have also been raised by Natural England as part of the SWDP Review process. 7.17 In a response to these evidence base updates and Natural England's concerns, the South Worcestershire Councils complemented the County Council's recommended areas of search with their own 'Call for Sites' consultation. As a result of assessing all the submissions and suitable options, three new AIRs have been allocated. The three allocations have been selected further to detailed assessment taking into account considerations including land constraints, flood risk, access, heritage and landscape, and in consultation with Natural England; the detailed assessments have been published as part of the supporting SWDPR Evidence Base. 7.18 The delivery of these sites will involve the creation of informal publicly accessible land intended to increase the amount of natural green space available to local residents for their recreation and wellbeing. This will include development of routes and trails suitable for all visitors and provision of cycle and limited car parking facilities in the first instance. Opportunities to provide educational access may be explored in the future, as may the addition of other visitor facilities, such as toilets and refreshments, subject to further consultation on a site-by-site basis. Malvern Hills SSSI Mitigation Strategy <u>7.11 A Recreational Impacts Report for the Malvern Hills Site of Specific Scientific Interest (SSSI) undertaken by Footprint Ecology (2021) established that there is a need to address recreational pressures on the Malvern Hills SSSI as a result of previous local plan growth and the growth planned in the SWDPR. It is recognised in the report that further housing growth will increase pressure on the Malvern Hills SSSI, and the role that strategic planning has in ensuring adequate protection.</u>
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⁴⁶ [Green Infrastructure Framework 3: Access and Recreation \(worcestershire.gov.uk\)](https://www.worcestershire.gov.uk/green-infrastructure-framework-3-access-and-recreation)

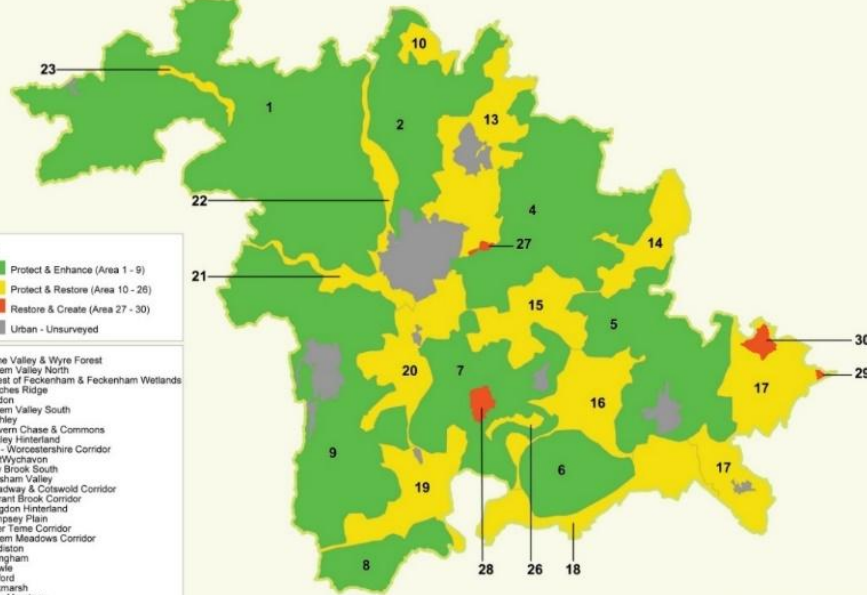
⁴⁷ [Recreation Impacts on the Malvern Hills SSSI to inform the South Worcestershire Development Plan Review \(2021\)](https://www.swdevelopmentplan.org/recreation-mitigation-strategy-swdp-review-evidence-base) Recreation Mitigation Strategy – SWDP Review Evidence Base – South Worcestershire Development Plan (swdevelopmentplan.org)

			<u>7.12-A The Malvern Hills SSSI Recreation Mitigation Strategy Report (2022)</u> prepared by Footprint Ecology which recommends ways to manage the impacts of increased recreational pressures on the Malvern Hills, <u>as reflected in part G of the policy. On site mitigation should be provided in partnership with the Malvern Hills Trust. The mitigation strategy provides the evidence to support the requirement for developer contributions from new development which will be applied to all residential development of five or more dwellings within the 25km zone of influence of the Malvern Hills SSSI (excluding PDL), as shown on the Policies Map (subject to viability). Indicative costs associated with the delivery of the mitigation strategy have been set out in the South Worcestershire Infrastructure Delivery Plan (2024) and have been factored into viability testing of the plan. Contributions will be collected through Section 106 agreements and will be used to mitigate the adverse impacts of development, as informed by the Malvern Hills SSSI Recreation Mitigation Strategy Report (2022). Information relating to how the provision requirements translate into a developer contribution will be set out in an update to the South Worcestershire Developer Contributions SPD.</u> <u>7.13 Through the Local Plan Review, to help protect the Malvern Hills SSSI from recreational pressures, the SWC will work with the Malvern Hills Trust, Natural England, local authorities, and other key stakeholders to build on the mitigation measures put forward in this plan and in line with further increased growth in the region. Any further required mitigation including the potential for in perpetuity funding will be based on significant scrutiny agreed by all stakeholders, with viability at its core.</u> <u>7.14 The Malvern Hills SSSI Recreation Mitigation Strategy is supported by the Areas of Informal Recreation (AIRs) (see policy SWDPR 32). The AIRs will provide informal publicly accessible land intended to increase the amount of natural green space available to local residents, and to offer alternative areas for recreational purposes, taking pressure off sensitive assets such as the Malvern Hills SSSI.</u> <u>Figure xx: Environmental Character Areas Map</u>
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Key

- Protect & Enhance (Area 1 - 9)
- Protect & Restore (Area 10 - 26)
- Restore & Create (Area 27 - 30)
- Urban - Unsurveyed

- 1. Teme Valley & Wyre Forest
- 2. Severn Valley North
- 4. Forest of Feckenham & Feckenham Wetlands
- 5. Lenches Ridge
- 6. Bredon
- 7. Severn Valley South
- 8. Bushley
- 9. Malvern Chase & Commons
- 10. Hagley Hinterland
- 13. Mid - Worcestershire Corridor
- 14. EastWychavon
- 15. Bow Brook South
- 16. Evesham Valley
- 17. Broadway & Cotswold Corridor
- 18. Carrant Brook Corridor
- 19. Longdon Hinterland
- 20. Kempsay Plain
- 21. River Teme Corridor
- 22. Severn Meadows Corridor
- 23. Eardiston
- 26. Birlingham
- 27. Crole
- 28. Defford
- 29. Bickmarsh
- 30. Long Marston



SWDPR 08: Significant Gaps

Mod Ref	Policy	Page	Modification
MM9	SWDPR 08	N/A	<u>A. The Significant Gaps listed below and shown on the Policies Map are designated to retain the separate identity of settlements and prevent coalescence either within or between settlements.</u> • <u>Droitwich Spa – Doverdale – Hampton Lovett;</u> • <u>Evesham – Hampton;</u> • <u>Leigh Sinton;</u> • <u>M5 Corridor, Worcester;</u> • <u>Pebworth;</u> • <u>Whittington – south of Whittington Road and separate area bounded by A4440, Church Lane, Berkley Close, M5 and Brewers Lane;</u> • <u>Worcester South;</u> • <u>Worcester West.</u> <u>B. Land within Significant Gaps will be kept open and essentially free of development.</u> <u>C. Exceptions to this may include development that accords with other policies in the plan which are permissive of development in the countryside.</u> <u>Reasoned Justification for SWDPR 08</u> <u>1.1 The open countryside around villages and the fringes of Worcester and the main urban areas performs a wide variety of functions, for example acting as a setting to the built-up area, preventing the coalescence of urban uses, or a transition between urban and rural areas and a physical separation of neighbouring settlements and communities.</u> <u>1.2 The designation of the Significant Gaps has been informed by the Significant Gap Appraisal study undertaken in 2022 that reassess the designations contained in previous local plans and retain those which are vulnerable gaps or fringe / buffer areas within and between villages, the main towns and city.</u> <u>1.3 The Significant Gaps have not been defined to protect the countryside or landscape; they are a planning tool to prevent the coalescence of settlements and to maintain the separate identity of settlements.</u> <u>1.4 Therefore, importance is placed on maintaining the openness and clear separation to avoid coalescence in these locations. Development within these areas can reduce the visual separation in a variety of ways. These include introducing visually intrusive urban features within a rural landscape, or loss of vegetation or topographical features that provide a screening function, the loss of which can reduce the feeling of openness within the locality.</u> <u>1.5 However, there may be circumstances where minor development proposals are supported if they do no harm, individually or cumulatively to the function and purpose of the Significant Gap. Exception to this policy may include (not exhaustive list):</u> • <u>The re-use of rural buildings,</u> • <u>Agricultural and forestry-related development,</u> • <u>Expansion of existing businesses,</u> • <u>Playing fields and other open land uses,</u> • <u>Minor extensions to existing buildings,</u> • <u>Affordable Housing,</u>

		• <u>Rural workers dwellings.</u> <u>The list of typologies of development are not restricted to those identified, but serves as examples of development, which is supported elsewhere in the plan, whilst also recognising the need to support a prosperous rural economy. Small scale development that is in keeping with the rural nature of the Significant Gaps will not be prevented, provided that is appropriately sited and designed to minimise the impact on the openness of the gap and subject to other policies of this Plan.</u>
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SWDPR 098: Historic Environment

Mod Ref	Policy	Page	Modification
MM10	SWDPR 09	47 - 49	B. Development proposals will be supported where they conserve and or enhance the significance of heritage assets, including their setting. In particular this applies to: i. Designated heritage assets, i.e., listed buildings, conservation areas, scheduled monuments, registered parks and gardens and registered battlefields, as well as non-designated heritage assets⁽¹⁸⁾. ii. The historic landscape, including locally distinctive settlement patterns, field systems, woodlands, ancient and veteran trees and commons and historic farmsteads and smallholdings. iii. Designed landscapes, including parkland, gardens, cemeteries, churchyards, public parks, urban open spaces and industrial, military or institutional landscapes. iv. Archaeological remains of all periods. v. Historic transportation networks and infrastructure including roads and trackways, canals, river navigations, railways and their associated industries. vi. The historic core of the cathedral city of Worcester, with its complex heritage of street and plot patterns, buildings, open spaces and archaeological remains, along with their settings and views in and out of the city. vii. The civic, religious and market cores of SSouth Worcestershire's city, town and village fabric with their wide variety of building styles, materials and street and plot patterns. C. Development proposals will be supported where they conserve and enhance the historic environment in order to encourage tourism, inward investment and increase the vitality and attractiveness of their location. In particular the adaptive reuse of historic assets will be supported to achieve these objectives. Reasoned Justification for SWDPR 09 8.1 When considering development proposals, Policy SWDPR 098 should be read in conjunction with Policy SWDPR 3329 and any relevant Nneighbourhood Pplan. 8.2 8.1 South Worcestershire's historic environment is a valuable, finite, and irreplaceable resource, which is central to the character and identity of the area. It has a crucial role in supporting sustainable development through enhancing the quality of life of those currently living in and visiting the area and for generations to come, as well as delivering wider economic benefits through tourism and uplift in related development benefits. In addition to designated assets, sSouth Worcestershire possesses a wealth of non-designated heritage assets from various periods, as listed in the relevant Historic Environment Record, that non-designated heritage assets are significant for their historic, archaeological, architectural, or artistic interest and a variety of building styles and materials. The informed management of this resource, based on up-to-date evidence, will benefit current and future generations, with its importance being recognised in legislation and policy. 8.4 8.3 Prehistoric and Romano-British settlement and ceremonial remains are widely distributed and often extensive in the River Severn, Avon and Teme valleys, which also contain important paleoenvironmental deposits. These are juxtaposed with prehistoric hill forts on the higher ground of the Malvern Hills and Bredon Hill. Some earlier settlements, including the major urban centre of

¹⁸ ~~As identified in remaining local lists and heritage assets recorded in Historic Environment Records.~~

			Worcester, continued to develop through the medieval and post-medieval periods. The medieval period saw the development of the main market towns, followed by Malvern during the 19th century. Varying influences and uses include market functions, monastic and church ownership and the later development of spas. 8.7 8.6 Proposals for development should have regard to the locally distinctive character of sSouth Worcestershire and appropriate weight will be given to those characteristics identified when determining proposals. Nneighbourhood Pplans, along with conservation area appraisals provide an additional layer of statutory policy and guidance that provides the 'fine grain' for decision making purposes. Historic Landscape Characterisation studies⁽⁴⁹⁾ have been produced for the county by Worcestershire County Council. These also provide an evidence base that can be used to inform assessments of local distinctiveness and the heritage value of historic landscapes and their associated heritage assets.
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⁴⁹ ~~See Worcestershire County Council website for report:~~ <https://www.worcestershire.gov.uk/downloads/file/4584/hlc-report>

SWDPR 109: Infrastructure

Mod Ref	Policy	Page	Modification
MM11	SWDPR 10	50 - 51	A. The South Worcestershire Councils SWC will work closely with its partners, in particular Worcestershire County Council, to bring forward the infrastructure required to deliver the plan. C. <u>Where necessary to make development acceptable in planning terms</u>, planning obligations will be sought where a development proposal will create a need to <u>fund</u> additional infrastructure, or improvements to <u>existing</u> infrastructure, that is directly <u>and fairly related, in scale and kind</u>, to the development. D. Contributions will be sought towards the delivery of the following types of infrastructure: affordable housing, transport, green infrastructure, green <u>open spaces</u>, <u>flood defence infrastructure, emergency services</u>, education, health, waste and social infrastructure including leisure, and sports and recreation facilities. E. Where infrastructure is needed to support new development, the infrastructure <u>it</u> must be operational no later than the appropriate phase of the development for which it is needed. Reasoned Justification for SWDPR 10 9.2 The South Worcestershire Infrastructure Delivery Plan <u>Update</u> (SWIDP) 202<u>42</u>, identifies the infrastructure requirements to meet the needs of Plan growth up to 2041 and sets out the quality, capacity and shortfalls of existing infrastructure in accordance with national policy and guidance. The SWIDP is intended to be a 'living document' and will be updated as necessary to support the delivery of this Plan. The South Worcestershire Councils SWC and its partners are committed to the delivery of appropriate infrastructure <u>delivered in a timely, co-ordinated, and sustainable way</u> required to support the growth set out in the Plan. 9.3 Worcestershire Parkway has its own site specific IDP and the strategic housing sites at Throckmorton, Rushwick <u>Expanded Settlement</u> and Mitton have dedicated chapters within the SWIDP, which set out the key infrastructure requirements for these developments and their triggers. 9.5 Where they are required, contributions will be sought towards <u>the delivery of the types of infrastructure as identified within criterion D</u>, : affordable housing; off-site highway infrastructure; rail network improvements; footways, cycleways, bridleways and byways; public transport; drainage and flood protection; waste recycling facilities education and childcare; healthcare; sports, leisure and recreation facilities; community and social facilities; cultural facilities; emergency services; and green infrastructure and open space. These have been subject to suitable viability testing. <u>Contributions will also be sought for off-site affordable housing in accordance with policy SWDPR 19. Off-site contributions will only be considered where it has clearly been demonstrated that affordable housing cannot be provided on site due to development viability considerations. On-site delivery should be considered first in accordance with policy SWDPR 19.</u> 9.6 The types of contributions that will be sought from qualifying development will vary according to the nature of the development and from site-to-site. Further guidance is set out in the South Worcestershire Councils' SWC Developer Contributions SPD 2018, which will be updated during the Plan period to reflect the Infrastructure Delivery Plan and the Community Infrastructure Levy (CIL) and any subsequent replacement mechanism.

SWDPR 110: Health and Wellbeing

Mod Ref	Policy	Page	Modification
MM12	SWDPR 11	52 – 56	B. Development proposals must contribute to healthier communities and support health and social wellbeing. They will need to demonstrate that they are well designed to meet the current and future needs of all members of a community and all aspects of mental and physical health and directly support overall health and well-being. Support will be given to proposals that provide: - A mix of appropriate housing types to meet the needs of different groups in the community, such as those detailed below; - Dementia-friendly design, including streetscape and public realm and safe well-lit footpaths; - Accessible safe and open spaces, including appropriately located, sized and equipped areas for all members of the community to enhance physical activity and wellbeing; - Community facilities and greenspaces, and the retention of existing provision, to help promote community cohesion, reduce social isolation and provide opportunities for day-to-day active lifestyles; - A permeable environment that prioritises and designs in active travel (such as walking and cycling) provision or retention of links (within and beyond the development) to local centres, schools, workplaces and community facilities, in order to reduce car dependency and facilitate community connectivity; - Buildings designed to maximise energy efficiency and the use and/or production of renewable and low-carbon energy, to improve health generally through the reduction of green-house gasses; - Buildings must be planned to minimise (users/occupants) exposure to air, noise and light pollution through detailed design, siting and specification including orientation and layout, to improve health and wellbeing; - Green infrastructure and net gains in biodiversity, having a positive impact of health and wellbeing of the community generally; and - Access to fresh food, for example, through retention and provision of allotments, micro-growing spaces, community orchards, fruit trees, local markets, and useable private amenity spaces. Use of the minimum storage requirements as outlined within the Nationally Described Space Standards, to provide opportunities for healthy living choices. C. Health Impact Assessments (HIA) will be required to demonstrate how the above priorities (as appropriate) set out in criterion B, will be delivered and how any negative and cumulative impacts (individually and cumulatively) will be addressed. A HIA must be undertaken for the following development: on the following - Residential/mixed use development or redevelopment sites of 10 (net) dwellings or more, or residential sites with an area of 0.5 ha (net) or more (applies to C2 and C3 uses)⁽²⁰⁾. - Non-residential developments for new or net additional floor space of 1,000 sqm or more or non-residential development on sites of 1 ha (net)⁽²⁴⁾ or more. Reasoned Justification for SWDPR 11

²⁰ (Footnote 24) To include proposals for redevelopment if the net number of units or increased floor space proposed exceeds the set thresholds

²⁴ See footnote 24.

			10.1 The SWC have taken forward the NPPF and NPPG health and wellbeing aspirations by embedding the principle of health and wellbeing throughout the SWDPR, including its key objectives. 10.2 1 The Joint Health and Wellbeing Strategy for Worcestershire⁽²²⁾ and the local health needs as set out in the Joint Strategic Needs Assessment (JSNA)⁽²³⁾ have been used to inform this policy. These documents show that health inequalities exist in sSouth Worcestershire, with differences in health and wellbeing experienced by certain population groups. People in lower socio-economic groups are more likely to experience chronic ill-health and die at a younger age than those in higher socio-economic groups. South Worcestershire faces a number of health and wellbeing challenges associated with an ageing population and avoidable behaviours (such as physical inactivity or poor diet), which have a long-term detrimental impact on health. 10.5 4 Proposals should be designed to encourage active travel and social interaction and minimise the potential for crime and anti-social behaviour. They should provide connectivity (within and beyond the development) to local centres, health facilities, schools, workplaces, in addition to community buildings, facilities, public spaces, parks and civic spaces. and spaces⁽²⁴⁾. This can be achieved in part through innovative public realm design, which prioritises people over vehicular traffic, allowing for convenient, safe and attractive routes, in particular for walking and cycling, whilst aiming to reduce car dependency and the associated pollutants to improve air quality, noise levels and promote active travel. 10.8 7 Proposals for dwellings will be designed to provide for a range of home types that cater for the needs of all, to ensure areas do not have declining communities where young people and families are unable to find homes or are less likely to move to due to a lack of facilities. This includes opportunities to downsize, to allow for people to stay within their community as long as possible. The incorporation of Lifetime Homes standards⁽²⁵⁾ is one recommended way in which to provide homes for a range of ages and abilities. Lifetime Homes is a guide that recommends design criteria that can be applied to new homes to ensure that they are accessible and inclusive. 10.10 9 A recent report by Public Health England⁽²⁶⁾ (Improving access to greenspace - A new review for 2020) has shown that the amount of green space in an area is generally associated with better health, including reduced mortality. Provision of such places can provide important health resources, particularly in urban areas where gaining access to the open countryside can be more difficult. The inclusion of Green Infrastructure (GI) and net gains in biodiversity (where applicable) in developments can provide health benefits, such as improvements in air quality, and the provision of opportunities for physical activity and social cohesion. 10.12 11 The provision and requirements of acute and primary health care facilities will be addressed through the Infrastructure Policy (SWDPR 1009), the Infrastructure Delivery Plan (IDP) and will be informed by HIA, where applicable. New development should, where necessary in planning terms and directly related in scale and kind, be supported by necessary and accessible health and social infrastructure, and it is expected that major new housing development will incorporate new primary health care facilities or the extension of existing facilities (in consultation with the Herefordshire and Worcestershire Clinical Commissioning Group). and contribute to secondary health care infrastructure (having regard to any consultation responses from Worcestershire Acute Hospital NHS Trust and the Herefordshire and Worcestershire ICB. Improvements in the quality and accessibility of primary health care facilities will be supported, which may include opportunities to co-locate new primary health care facilities with other public facilities and any new and improved health services and facilities should be in locations where they can be easily and safely accessed using public transport and active transport e.g., walking, cycling and mobility devices.
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²² ~~Joint Health and Wellbeing Strategy for Worcestershire (2016) Joint Health and Wellbeing Strategy for Worcestershire 2016–2021, Worcestershire County Council~~

²³ ~~http://www.worcestershire.gov.uk/info/20122/joint_strategic_needs_assessment~~

²⁴ ~~Spaces include, but are not limited to, public spaces, parks and squares etc.~~

²⁵ ~~Lifetime Homes are homes designed to incorporate 16 design criteria to support the changing needs of individuals and families at different stages of life.~~

²⁶ ~~Improving access to greenspace – A new review for 2020 (Public Health England).~~

			10.14-13 Part C of the policy sets out the circumstances in which certain developments, those deemed to be 'major developments'⁽²⁷⁾ will need to demonstrate how they have specifically addressed the health and wellbeing points under part A and B through a HIA. Undertaking a HIA will ensure that the effects of a development on both health and health inequalities are considered and addressed during the planning process. HIAs will be assessed by the SWC and in consultation with the Worcestershire County Council Directorate of Public Health and will be a material consideration in the planning application process.
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²⁷ ~~As defined by The Town and Country Planning (Development Management Procedure) (England) Order 2010.~~

SWDPR 124: Providing the Right Land and Buildings for Jobs

Mod Ref	Policy	Page	Modification
MM13	SWDPR 12	58-62	A. Allocated sites are shown on the Policies Map to meet the employment land requirements as evidenced by the latest 2022 South Worcestershire Economic Development Needs Assessment (EDNA) and subsequent EDNA Addendum 2024 (2022) for Use Class E(g), ²⁸B2 and B8 uses (and other quasi employment or sui generis employment uses) and are identified in policies SWDPR 51 to 63 inclusive SWDPR 55-71. B. The development of sites allocated for employment²⁹ uses will not be supported for alternative residential and/or town centre uses. Where no progress has been made to deliver such sites for employment, then the site's suitability and availability will be re-considered during a plan review, alongside all other available sites; A site may then be removed from the plan where there is little or no prospect of being delivered for the allocated employment use. C. Proposals for town centre uses on allocated employment sites will only be permitted if they are related in scale and use and ancillary to the primary employment focus of the site and would comply with Policy SWDPR 13. have no significant adverse impact on the vitality and viability of any defined centre (see policy SWDPR 12). D. To ensure businesses can start-up, grow and relocate within South Worcestershire, applications for non Use Class E(g), B2 or B8 uses on the strategic employment sites listed below and shown on the SWDP Review Policies Map will not be supported unless the applicant can demonstrate that there are no alternative or more suitable locations for the proposed use and that the continued use of the premises in the current use is unviable. E. F. The Strategic Employment Sites are: 1. Warndon Business Parks. 2. Blackpole East and West and Cosgrove Close. 3. Worcester Six Business Park. 4. Malvern Hills Science Park, Technology Park and QinetiQ. 5. Enigma Business Park and Spring Lane Industrial Estate. 6. Tenbury Business Park. 7. Vale Park. 8. Hartlebury Trading Estate. 9. Stonebridge Cross. 10. North Pershore / Keytec. 11. Berry Hill.

²⁸ ~~Uses which can be carried out in a residential area without detriment to its amenity: (E(g)(i) Offices to carry out any operational or administrative functions, E(g)(ii) Research and development of products or processes, E(g)(iii) Industrial processes.~~

			12. Hampton Lovett. 13. Stockwood Business Park. E. In non-strategic On employment sites in urban locations, planning permission for the change of use of premises of over 500 sq. m net floorspace, which are currently or were last used for employment purposes within Use Class the E(g), B2 and / or B8 use classes, will only be supported where: <u>i.</u> The proposed use would be compatible with adjacent land uses and not prejudice the amenity, lawful operation, viability or future development of other businesses; and <u>ii.</u> It is demonstrated that the continued use of the premises, or their redevelopment for employment use, is unviable is unsuitable, through the provision of: • Details of comprehensive marketing of the premises / land for employment uses for at least 12 months and appropriate to the prevailing market conditions (further details of the marketing requirements are set out in Annex B). <u>shall be carried out in accordance with the requirements set out in Annex B of the Plan; and</u> • A financial appraisal that demonstrates that redevelopment for any employment-generating use is unlikely to achieve viability within five years. Reasoned Justification for SWDPR 12 1.4 The latest South Worcestershire Economic Development Needs Assessment (EDNA) 2022 <u>and subsequent EDNA Addendum 2024</u> indicates that the supply of traditional employment premises (specifically B2 and B8 uses) is constrained and this is impacting on the ability of businesses to find premises that match their needs. Assuming the past rate of take up of new employment premises continues throughout the plan period, then additional site allocations totalling 350.50 313.80 ha will be required during the plan period. Any loss of existing or allocated employment land to non-B or E(g) Use eClass development will increase the need for further site allocations to ensure the sSouth Worcestershire economy is not held back due to a shortage of suitable premises that match the needs of local and relocating businesses. Malvern Hills 1.5 The local economy of the district has relied upon both agriculture and the defence industry, both of which have declined in recent years. Improving the economic prospects for those living in the rural north and west of the district is especially important to the achievement of sustainable development objectives underpinning this plan. Malvern will play a crucial role in the delivery of the Worcestershire Industrial Strategy objectives because of its has a well-established science and research base, including QinetiQ and the Malvern Hills Science Park, and contributions to tourism. South Worcestershire 1.13 Over the next twenty years, the 2022 EDNA <u>and 2024 Addendum</u> forecasts that sSouth Worcestershire will experience an increase in jobs growth in the following sectors: manufacturing; public services; professional and other private services; wholesale and retail accommodation; food services and recreation; and transport and storage. 1.17 Business activity and its associated development follow economic cycles that are shorter than this plan period. It will be necessary, therefore, to undertake regular at least five yearly reviews of the evidence base used to support the planning policies that promote the economic success of the plan area; this will ensure they remain robust and appropriate in often rapidly changing economic circumstances.
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			1.18 Proposals for other uses on allocated employment sites that clearly demonstrate the potential for job creation will be considered on their merits, provided that they do not undermine or constrain the main purpose of the employment allocation.
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SWDPR 132: Promotion of Town, District and Local Centres

Mod Ref	Policy	Page	Modification										
MM14	SWDPR 13	63-68	A. New retail, leisure and tourism development that contributes to retaining a high-quality sustainable network of Defined Centres <u>(as identified on the Policies Map)</u> will be supported. Retail and other town centre use development should be of a scale consistent with the Defined Centres Hierarchy as set out in Table 4. B. Proposals for retail, leisure, and main town centre uses within the Defined Centres³⁰ set out in Table 4 will need to demonstrate that they will: i. Contribute to an accessible, attractive and safe environment; and ii. Make full use of the building by providing a separate entrance (where applicable) to facilitate usage of the upper floors; and iii. Retain or provide an active ground floor frontage. Table 4 Defined Centres Hierarchy (as identified on the SWDP Review Policies Map) <table><tr><th><u>Location and Designation</u></th><th><u>Areas Covered</u></th></tr><tr><td>City Centre with Primary Shopping Area</td><td>Worcester City</td></tr><tr><td>Town Centre with Primary Shopping Area</td><td>Droitwich Spa, Evesham, Malvern, Pershore, Tenbury Wells, Upton-upon-Severn, <u>SWDPR 55 (Worcestershire Parkway) - planned</u></td></tr><tr><td>District Centres</td><td>Barnard's Green (Malvern), Broadway, Malvern Link, St. John's (Worcester)</td></tr><tr><td>Local Centres (All in Worcester³⁴ except for Port Street, which is in Evesham)</td><td>Ankerage Green, Barbourne, Brindley Road, Canada Way, Cranham Drive, Dines Green, Port Street, Ronkswood, St. Peter's, SWDPR 45/1 60B (Worcester South) -planned <u>SWDPR 68C (West Worcester) – planned, SWDPR 56 (Rushwick Expanded Settlement) planned, and SWDPR 55 (Worcestershire Parkway) – planned.</u></td></tr></table>	<u>Location and Designation</u>	<u>Areas Covered</u>	City Centre with Primary Shopping Area	Worcester City	Town Centre with Primary Shopping Area	Droitwich Spa, Evesham, Malvern, Pershore, Tenbury Wells, Upton-upon-Severn, <u>SWDPR 55 (Worcestershire Parkway) - planned</u>	District Centres	Barnard's Green (Malvern), Broadway, Malvern Link, St. John's (Worcester)	Local Centres (All in Worcester³⁴ except for Port Street, which is in Evesham)	Ankerage Green, Barbourne, Brindley Road, Canada Way, Cranham Drive, Dines Green, Port Street, Ronkswood, St. Peter's, SWDPR 45/1 60B (Worcester South) -planned <u>SWDPR 68C (West Worcester) – planned, SWDPR 56 (Rushwick Expanded Settlement) planned, and SWDPR 55 (Worcestershire Parkway) – planned.</u>
<u>Location and Designation</u>	<u>Areas Covered</u>												
City Centre with Primary Shopping Area	Worcester City												
Town Centre with Primary Shopping Area	Droitwich Spa, Evesham, Malvern, Pershore, Tenbury Wells, Upton-upon-Severn, <u>SWDPR 55 (Worcestershire Parkway) - planned</u>												
District Centres	Barnard's Green (Malvern), Broadway, Malvern Link, St. John's (Worcester)												
Local Centres (All in Worcester³⁴ except for Port Street, which is in Evesham)	Ankerage Green, Barbourne, Brindley Road, Canada Way, Cranham Drive, Dines Green, Port Street, Ronkswood, St. Peter's, SWDPR 45/1 60B (Worcester South) -planned <u>SWDPR 68C (West Worcester) – planned, SWDPR 56 (Rushwick Expanded Settlement) planned, and SWDPR 55 (Worcestershire Parkway) – planned.</u>												

³⁰ For Class E(g) uses ((E(g)(i) Offices to carry out any operational or administrative functions, E(g)(ii) Research and development of products or processes, E(g)(iii) Industrial processes), this means uses which can be carried out in a residential area without detriment to its amenity.

³⁴ The planned centre for SWDP 45/1 (Worcester South) is located in Malvern Hills District.

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

The Sequential and Impact Policy Tests

- C. Applications for **all main town centre uses outside the defined town, district or local centre boundaries, and applications for retail development outside the defined primary shopping areas, (as shown on the Policies Map)** retail, leisure and main town centre use development outside the Defined Centres must demonstrate that:
- The Sequential Test set out in the NPPF (~~paragraph 87~~), or any subsequent amended test in national planning policy, has been met;
 - The development (retail and leisure development only) would not have a significant adverse impact on the vitality and viability of any Defined Centre;
 - The development (retail and leisure development only) would not have a significant adverse impact on existing, committed or planned investment in any Defined Centre; and
 - Access by all travel modes, and particularly bus, cycle and walking, is convenient and safe, taking into account any improvements provided or secured by the development.

Local Retail Impact Test Thresholds

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

Change of Use Applications

- E. Within the defined Primary Shopping Frontages (**as shown on the Policies Map**), the change of use from **Use** Class E (Commercial Business and Services), or the extension of existing non-**Use** Class E uses into adjoining **Use** Class E premises at ground floor level, will not be supported.
- F. Beyond Primary Shopping Frontages, but within Primary Shopping Areas, change of use **from Use** Class E ~~uses~~ to other uses will be supported subject to all other relevant SWDPR policy considerations. In all cases an active ground floor frontage should be retained or provided.

			H. Proposals for retail, leisure, and main town centre uses requiring planning permission (e.g., for a change of use) within the Defined Centres must comply with the relevant policy requirements of SWDPR 10 Health and Wellbeing, where applicable. Smaller Scale Retail Facilities I. J. The change of use of freestanding village and neighbourhood shops (Class Ea or Use Class F2a) to a residential use will only be supported if there is an alternative equivalent facility within safe walking distance or clear evidence is presented that demonstrates that the premises are no longer viable for a Use Class E use. J. K. New or expanded farm shops, garden centres or petrol filling stations will be supported provided: i. — The sequential test set out in the NPPF (paragraph 87), or any subsequent amended test in national planning policy, has been met; ii. — The development would not have a significant adverse impact on the vitality and viability of, and existing, committed or planned investment in, any Defined Centre; and iii. — In the case of farm shops, the proposal would make use of redundant or under-used buildings and the range of goods to be sold is restricted to foodstuffs, plants and rural craft products produced locally.; and K. iv. The creation of new, or extensions to existing garden centres of or farm shops in the open countryside will only be permitted if the proposed development is ancillary to, and on the site of, an existing horticultural business or existing farming operation. <u>Additionally, in the case of farm shops proposals will only be supported if they would make use of redundant or under-used buildings and the range of goods to be sold is restricted to foodstuffs, plants and rural craft products produced locally.</u> Reasoned Justification for SWDPR 13 2.1 The Government's fundamental objective for town centres is to promote their vitality and viability. The NPPF (paragraph 86) says a Local Planning Authority should, amongst other things: a. Define a network and hierarchy of centres and promote their long-term vitality and viability. b. Define town centre and primary shopping area boundaries and set clear policies outlining which uses will be permitted in these locations. c. Allocate a range of suitable town centre sites to match the need for retail, leisure, commercial, office, tourism, cultural and community development for at least the first ten years of the plan period. d. Where suitable town centre sites are not available, allocate edge of centre or other sites well connected to town centres to meet the scale and type of development likely to be needed. <u>2.4 The new centres planned for strategic growth locations and urban extensions will provide a retail focus appropriate in scale and their nature to these areas, that will evolve over time and ensure new residents have the option of local convenience and some comparison shopping to encourage sustainable patterns of travel, whilst not competing with higher order centres.</u> <u>2.5 A new town centre is planned for Worcestershire Parkway as detailed in policy SWDPR 55. This will be delivered as an early phase alongside new residential neighbourhoods and in close proximity to Worcestershire Parkway railway station. The likely extent of the town centre is defined for illustrative purposes at Figure 1 (Worcestershire Parkway Concept Plan) and the range of uses anticipated is set out in policy SWDPR 55. The extent of the primary shopping area</u>
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			<u>will be confirmed through the development management process and defined in a future review of the local plan. New local centres are also planned at Worcestershire Parkway.</u> <u>2.7 A new local centre is planned for Rushwick Expanded Settlement as detailed in policy SWDPR 56 E vi. in the form of a centrally located convenience store that meets the day-to-day needs of the local community. This will be located in close proximity to the new Rushwick railway station with indicative location shown in Figure 4 of the policy (Rushwick Concept Plan).</u> 2.48 The South Worcestershire Retail and Town Centres Study (June 2024) (2019, updated in 2020) prepared by White Young Green indicates that: - For convenience goods capacity, there could be sufficient floorspace capacity by 2034 2029 to potentially support a small convenience store in Droitwich and a medium sized or two smaller format convenience stores in Malvern <u>a medium size convenience store or two smaller format stores in Droitwich (1,600 sq. m net) increasing to 1,900 sq. m net by 2041, a medium size convenience or two smaller format stores in Malvern (1,700 sq. m net), increasing to 2,100 sq. m net by 2041, and a smaller format convenience store in Evesham (400 sq. m net), increasing to 900 sq. m net by 2041.</u> The study determined that there is assessed to be no quantitative capacity for additional convenience floorspace elsewhere in sSouth Worcestershire. - For comparison goods floorspace capacity, the assessment concluded that there is no capacity requirement for additional comparison goods floorspace in any of the towns in sSouth Worcestershire by 2034 2029. However, albeit at reduced levels, there is assessed to be comparison goods capacity in the longer-term (by 2041) in Worcester (2,800-4,200 1,400-2,100sq m net), Evesham (800-1,300sq m net) and Malvern (800-1,300sq m net). <u>For other centres in South Worcestershire capacity by 2041 is assessed to be 600-1,000 sq. m net for Droitwich Spa, and 500-800 sq. m net for Malvern.</u> <u>For Evesham there is nil capacity in the longer term. Very limited capacity is identified for the smaller centres in South Worcestershire (Tenbury Wells, Pershore, and Upton upon-Severn) in the longer term.</u> e. There is a need to regularly review and revise town centre boundaries and primary shopping frontages as well as setting out primary shopping areas in response to the retail definitions changes set out in the latest NPPF. d. The plan should include a differentiated retail impact test to reflect the diversity of centres within south Worcestershire. The Retail Strategy <u>2.9 Due to the changes in shopping habits the government has introduced an amended Use Class MA. This now allows Use Class E uses, such as existing retail units to be converted into residential properties, subject to prior approval. SWC acknowledge this modification but remains committed to promoting the vitality and viability of town centres throughout the plan period.</u>
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SWDPR 143: Non-Allocated Employment Development

Mod Ref	Policy	Page	Modification
MM15	SWDPR 14	69 - 70	A. Proposals for Use Class E(g)³², B2 or B8 floor space, or buildings for intensive horticultural uses will be supported where it has been demonstrated that there is no suitable allocated employment land available, and there is clear: <u>Proposals will need to demonstrate the following:</u> i. Evidence of need for business uses and jobs to be provided in the locality and of the size and type proposed; and ii. That the location is appropriate for the intended use / occupier of the site, taking into account <u>in particular providing:</u> • <u>a written assessment of the physical and functional relationship of the site to the adjacent settlement;</u> • <u>an impact statement</u> on the amenity of occupiers of neighbouring and nearby properties; • <u>a traffic assessment showing the relationship to, and impact of traffic on, the local highway network, including demonstrating accessing the site conveniently and safely on foot and by cycles, as well as the availability of public transport services; and</u> • Scope to assess the site conveniently and safely on foot, by cycle and the availability of public transport services; • 5. Scope <u>a clear and implementable strategy</u> to minimise the use of non-renewable resources and energy consumption; and • 6. Compliance with other relevant SWDPR policies. B. In granting permission, <u>where there is clear justification to do so,</u> the LPA will remove Permitted Development Rights that would otherwise allow conversion of the development to non-business uses. The granting of permission for business uses under the provisions of this policy, irrespective of whether the permission is implemented, will in no way establish a principle in support of other forms of development on the site. C. Buildings for intensive horticultural production will be conditioned to ensure the land is returned to agricultural use when the horticultural use ceases, <u>unless Use Class Q of the GPDO applies.</u>³³. Reasoned Justification for SWDPR 14 3.1 Over and above the need to meet the demand for new employment space there is also the need to try to reduce the amount of commuting out of sSouth Worcestershire (only Worcester City has net in-commuting workforce). The findings of the 2022 Economic Development Needs Assessment (EDNA) <u>and subsequent EDNA Addendum 2024,</u> state that there is a need to provide for a broad range of types of sites and premises across sSouth Worcestershire, with the highest level of demand relating to small to mid-sized units (predominantly industrial). 3.3 In relative terms, the sSouth Worcestershire economy is strong, diverse and has low rates of unemployment. Importantly, unlike many areas in the UK, employment in the manufacturing sector is forecast to grow over the plan period. Furthermore, despite south Worcestershire having higher levels of NVQ4+ qualified residents there are fewer professional jobs than in other areas. This policy is

³² ~~Uses that can be carried out in a residential area without detriment to its amenity: (E(g)(i) Offices to carry out any operational or administrative functions; E(g)(ii) Research and development of products or processes; E(g)(iii) Industrial processes.~~

³³ ~~SWDPR 13 part C will not apply where Class Q of the GPDO is applicable~~

		seeking to remedy these imbalances by encouraging employment development on sites otherwise not identified for development. Permitting <u>appropriate</u> windfall employment sites will also encourage <u>the delivery of</u> development directly by employment providers as opposed to site promoters, who tend to sell land to the highest bidder-, <u>thus providing opportunities for new entrants to the sector.</u> 3.4 The intensification of food production in rural areas will be increasingly important in order to provide on-going food security to a growing population. Furthermore, more intensive food production is a more efficient use of finite rural resources and can be one response to the challenges of climate change. Intensive horticultural uses may necessitate buildings for growing in rural locations. Modern horticultural techniques such as controlled environment agriculture and vertical farming require enclosed buildings. Therefore, to support the rural economy, there may be specific requirements for buildings for horticultural purposes in rural locations to adapt to modern techniques to ensure productivity and to continue to be economically viable. <u>Once permitted sites should retain their agrarian use in order to prevent a change to a less sustainable development.</u>
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SWDPR 154: Employment in Rural Areas

Mod Ref	Policy	Page	Modification
MM16	SWDPR 15	71-73	A. To help promote rural regeneration across South Worcestershire, existing employment sites in rural areas that are currently or were last used for Use Class E(g)³⁴ B2, B8, tourism, leisure and / or recreation-related purposes will be safeguarded for employment-generating uses, during the plan period. B. Proposals to diversify agricultural and other land-based rural businesses for employment, tourism, leisure and recreation uses will be permitted providing they: The proposed use does not detract from or prejudice the existing original agricultural undertaking or its future operation as an agricultural and other land-based rural business; - The scale, layout and design of activities associated with the proposed development is appropriate to the rural character of the area; - Wherever possible, existing buildings are used to reduce the need for additional built development; and A transport assessment is provided that demonstrates, Where practicable, improvements for improve access via pedestrian, cycle or public transport., and that minimises and mitigates against any adverse impact on the road network; and v. satisfy the marketing requirements set out in Annex B of the Plan. C. Proposals for live / work accommodation will be permitted providing: - They are located within or adjacent to a town or Category 1, 2 or 3 village; - The work element of the proposal relates to an existing, established and economically viable business that has been trading for at least three years; - The residential and employment floor spaces are combined in a single building at a scale appropriate to the location and setting; - The residential use is ancillary, with floor space split at least 60% employment and no more than 40% residential; - The residential accommodation does not exceed 100 sq. m; - The residential and workspaces have separate entrances, toilet and kitchen facilities, as well as limited visitor parking provision; - All units have access to superfast broadband and electric vehicle charging infrastructure; - Proposals for ten or more live / work units should include the provision for a shared admin services facility, i.e., meeting rooms and essential office services; - The proposed use does not involve the sale of goods to visiting members of the public or fall within the E(b), B2, C1 C2 Use Classes, or drinking establishments or hot food takeaways (Sui Generis) and does not relate to equestrian activities; and They meet the requirements regarding live-work units set out in Annex D of the Plan.

³⁴ ~~Uses that can be carried out in a residential area without detriment to its amenity: (E(g)(i) Offices to carry out any operational or administrative functions; E(g)(ii) Research and development of products or processes; E(g)(iii) Industrial processes.~~

			D. Where planning permission is required for the residential conversion of isolated rural buildings <u>in employment use (or last in employment use)</u>, <u>outside of the exceptions listed in the NPPF</u>, it will only be granted where: i. a marketing exercise has shown that employment, tourism or leisure and recreation uses are unviable <u>and where proposals have demonstrated they satisfy the marketing requirements set out in Annex B of the Plan.</u> ii. <u>In the case of conversion for the essential need for a rural worker, proposals meet the requirements regarding rural workers dwellings set out in Annex D of the Plan.</u> Reasoned Justification for SWDPR 15 4.3 <u>Notwithstanding the provisions of criterion A of this policy, it is important to balance housing need with other existing uses, proposals for the changes of use to residential of unallocated employment sites may be supported in circumstances whereby it is demonstrated that there is a high demand for housing in the area. However, it would also need to be demonstrated that this change of use would not undermine key economic sectors or the vitality or viability of town centres. It is also important to consider more effective uses of existing but unallocated employment sites and where there are proposals for community services, such as schools and hospitals, these will maintain or improve the quality of services and access to open space.</u> 4.3 In addition, employment sites that fall vacant should be actively marketed before their conversion to an alternative use such as residential and the consequent loss of a facility / service providing important local jobs. The timescales and range of the marketing exercise will need to have regard to the nature and scale of the site and buildings and the prevailing economic conditions. More detail on the marketing requirements is provided at Annex B.
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SWDPR 165: Effective Use of Land

Mod Ref	Policy	Page	Modification
MM17	SWDPR 16	75 - 79	E. Subject to parts B, C and D above, on sites allocated for housing or for mixed use that includes housing, the following broad indications of appropriate minimum net densities shall apply: i. On sites within the city of Worcester and allocations for more than 100 new dwellings in Droitwich Spa, Evesham and Malvern, development should achieve a minimum net density of 40 dwellings / ha. ii. On sites within Worcester city centre and the town centres of Droitwich Spa, Evesham and Malvern, development of mainly flatted units should achieve a minimum net density of 75 dwellings / ha. iii. In Pershore, Tenbury Wells, Upton-upon-Severn and the villages, and on sites of less than 100 dwellings in Droitwich Spa, Evesham and Malvern outside their identified town centres, new development should be provided at a minimum net density of 30 dwellings / ha iv. In allocated new settlement(s) and urban extensions, densities will be determined through masterplanning and the development management process, subject to the overriding requirement that the number of dwellings indicated in the allocation policy for each new settlement or urban extension is achieved. v. Where urban extensions and other major developments that abut open land or sensitive locations such as conservation areas, listed buildings, areas of archaeological interest or ecological / biodiversity value, or AONB/National Landscape, their design should reflect the sensitivity of those areas. Development densities immediately adjacent to such areas should be adjusted downwards as appropriate to ensure that impact on them is minimised. <u>iv.</u> In accordance with the densities prescribed in an adopted Nneighbourhood Pplan. <u>F. In allocated new settlement(s) and urban extensions, densities will be determined through masterplanning and the development management process, subject to the overriding requirement that the number of dwellings indicated in the allocation policy for each new settlement or urban extension is achieved unless not feasible due to identified and justified site constraints.</u> <u>G. Where urban extensions and other major developments that abut open land or sensitive locations such as conservation areas, listed buildings, areas of archaeological interest or ecological / biodiversity value, or National Landscape, their design should reflect the sensitivity of those areas. Development densities immediately adjacent to such areas may be adjusted downwards as appropriate to ensure that impact on them is minimised.</u> G. The plan includes an indicative monitoring target of 20% of housing development in the plan period to be located on brownfield land. <u>I. Housing development is expected to make best use of suitable and available previously developed land (Brownfield Land). Development proposals on previously developed land will be supported when they are located within a development boundary.</u> <u>Soil Management</u> <u>L. Planning applications on sites exceeding 5ha will be expected to demonstrate how the impact of development on soils has been mitigated and opportunities for conserving and enhancing the quality of soil maximised. A site-specific soil</u>

management plan should be provided informed by a detailed Agricultural Land Classification (ALC) and soil resource survey setting out the following where relevant:

- i. How impact on soils during the construction process has been minimised through avoiding: soil loss, compaction, pollution, and reduction in the quality of soil;**
- ii. Development has been located to avoid the loss of the highest quality soils, unless it can be demonstrated that the benefit of development outweighs the harm of sealing the soils;**
- iii. Beneficial soil reuse and sustainable soil management has been implemented where possible; and**
- iv. Artificial surface cover that seals off soils has been minimised.**

Reasoned Justification for SWDPR 16

Residential Density

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

1.7 Malvern town holds a unique position due to its location falling partially within the National Landscape and its setting; the impact of development on this setting must be carefully considered, including the use of appropriate densities. It is considered that the densities set out in Criterion E allow for an appropriate balance between the efficient use of land and the sensitive location of Malvern. This may be further adjusted in accordance with Criterion G where appropriate.

Use of Brownfield / Previously Developed Land

1.7~~8~~ Development would not be refused planning permission simply because it is not on brownfield land, but the benefits of developing brownfield sites will be taken into consideration when determining planning applications, in the context of other policy requirements in the plan. The SWC will monitor take up of brownfield land against the **a target of 20% of completions being met on brownfield land** stated in criteria G. The target set out reflects the fact that brownfield land can only meet a proportion of the development requirements and there is now a limited supply of brownfield land available for redevelopment. In each monitoring year the percentage of dwellings delivered on brownfield land varies.

1.8~~9~~ In the monitoring year 2020/21, 27.2% of completions were on brownfield land. **To inform the 20% target, historic completions on brownfield land were analysed. The target set out reflects the fact that brownfield land can only meet a proportion of the development requirements and there is now a limited supply of brownfield land available for redevelopment. In each monitoring year the percentage of dwellings delivered on brownfield land varies.** Around 487ha of new allocations, within the SWDP Review are on brownfield land. In addition to the new allocations, there are several allocations carried forward from the adopted SWDP and expectation that there will be an element of windfall development taking place on brownfield land. In addition, ~~t~~**The** SWC each hold a brownfield land register, which is reviewed and updated annually. These registers promote sites that already have planning consent or an allocation for residential development and can also be used to grant permission in principle on brownfield sites. The registers will be kept up-to-date and where suitable sites are viable, the SWC will use the registers to facilitate development.

1.10 Around 487ha of new allocations within the SWDP Review are on brownfield land **out of a total of 2,665 ha. In terms of dwellings, 3,174 out of the total 20,395 dwellings are located on brownfield land. This equates to 16% of the new allocations.** In addition to the new allocations, there are several allocations carried forward from the adopted SWDP and **is** an expectation that

			there will be an element of windfall development taking place on brownfield land. In addition, the SWC each hold a brownfield land register, which is reviewed and updated annually. These registers promote sites that already have planning consent or an allocation for residential development and can also be used to grant permission in principle on brownfield sites. The registers will be kept up-to-date and where suitable sites are viable, the SWC will use the registers to facilitate development. 1.911 Consistent with the requirements of the NPPF, the policy SWDPR 16 focuses on the effective use of land by encouraging the reuse of land that has been previously developed, provided that the site is not of high environmental value or importance for biodiversity. The effective use and reuse of accessible, available and environmentally acceptable brownfield land should be encouraged, taking into account the site's current biodiversity and local amenity value. Likewise, there may be opportunities to incorporate the historic environment into regenerated sites, subject to the policies for the conservation and enhancement of heritage assets. 1.102 To deliver 20% of housing development in the plan period located on brownfield land, the plan: - Maximises the amount of allocations on previously developed land that is available and deliverable; - Encourages the effective use and reuse of accessible, available and environmentally acceptable brownfield land; and - Includes housing development as part of wider regeneration packages for the Worcester Opportunity Zones (SWDP 44/4, SWDP 44/5, SWDP 44/6 WCMU06 and WCMU08), where this does not undermine their ability to support local economic prosperity or the vitality and viability of Worcester city centre. <u>Soil Management</u> <u>1.18 Soils are a source of natural capital from which we derive many benefits including food production and flood mitigation, preserving water quality and acting as stores of organic carbon. The natural accumulation of soil can be a slow process and as such, soil should be considered to be a non-renewable resource which needs to be managed as such.</u> <u>1.19 On development sites in South Worcestershire, particularly undeveloped areas of land and predominantly greenfield sites, it is important that proposals consider the type and quality of the existing soils and be designed in a way that incorporates measures to mitigate negative impacts from the development where appropriate, particularly to the highest quality soils. This could include tailoring construction processes to avoid loss, erosion, compacting soils with heavy machinery, as well as minimising risks from release of contaminants through the construction stages. Applicants should make careful choices about the design of the site and its landscaping, such as by locating development away from the highest quality soils where relevant; ensuring beneficial soil reuse and sustainable soil management; as well as minimising artificial surface cover that would lock away the soils (in combination with high-quality green and blue infrastructure which will help meet requirements of policies SWDPR05 and SWDPR07). This will help to conserve and enhance soils as well as creating opportunities to allow regenerative practices to enhance soil quality in future.</u> <u>1.20 Development (soil sealing) has a major and usually irreversible adverse impact on soils. Mitigation should aim to minimise soil disturbance and to retain as many ecosystem services as possible through careful soil management during the construction process. The policy supports developments that enhance soils, avoid soil sealing and provide mitigation to avoid soil disturbance.</u>
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SWDPR 17: Housing Mix and Standards

Mod Ref	Policy	Page	Modification
MM18	SWDPR 17	80 - 85	A. All new residential development of five or more units, having regard to location and site size, should contain a mix of types and sizes of market housing, which will include the provision of housing suitable for the needs of older people. The mix will be informed by the latest Strategic Housing Market Assessment (SHMA). and, where available, by other local data; this could include SWC housing registers, Neighbourhood Plans, parish surveys, parish plans, the latest council position statements and developers' assessments. B. Proposals for all new residential development (to include both market and affordable housing and, where practicable, conversions of existing buildings) should, as a minimum, meet the requirements of the Nationally Described Space Standard, as set out in Annex C, <u>unless this is demonstrated to be unfeasible.</u> C. All new dwellings should, <u>as a minimum,</u> meet the requirements of Building Regulations Part M4(2) dwelling standard (Accessible and Adaptable Dwellings)⁽³⁶⁾. <u>Exceptions to this requirement may include when a proposal has Listed Building constraints or site-specific factors such as vulnerability to flooding, site topography or other constraints. Where step-free access is demonstrated not to be feasible, the requirements in Part C will not apply.</u> D On sites of 20 dwellings or more, 5% ⁽³⁶⁾ of the dwellings (equally split between market and affordable where practicable) should also meet the requirements of the Building Regulations Part M4(3)(2)(a) dwellings standard (Wheelchair Adaptable Dwellings)⁽³⁷⁾ <u>Wheelchair User Dwellings. Exceptions to this requirement may include when a proposal has Listed Building constraints or site-specific factors such as vulnerability to flooding, site topography or other constraints. Where step-free access is demonstrated not to be feasible, the requirements in Part D will not apply.</u> E. In addition, on sites of 20 dwellings or more⁽³⁸⁾, 5% of the dwellings should be for sale as serviced Self or Custom Build plots, unless demand identified on the LPA Self-Build and Custom Housebuilding Register, or other relevant evidence, demonstrates that there is a lower level of demand for plots. <u>The plots should be effectively marketed at a realistic price for 18 months. Any plots that remain unsold after this period shall revert to the developer for development and sale as market homes. Part E does not apply to schemes for 100% Affordable Housing, 100% apartments or 100% sub-division or change of use of buildings to residential use.</u> Reasoned Justification for SWDPR 17 2.1 This policy is intended to secure the provision of market housing to support mixed and balanced communities and to ensure that a range of household demand and needs continue to be accommodated. The Residential Access and Residential Space Standards referred to in this policy should apply equally to affordable housing and market housing, but Policy SWDPR 198 deals separately with the number, mix, type and tenure of affordable housing. The NPPF requires LPAs to plan for a mix of housing based on evidence and to identify the size, type, tenure and range of housing that is required. If it is not possible to secure a mix of housing types, in terms of size, scale, density, tenure and cost that reflects the overall need, some households will be forced to satisfy their housing demand and

³⁵ ~~(footnote 38) Exceptional circumstances will apply when a proposal has Listed Building constraints or site-specific factors such as vulnerability to flooding, site topography or other special circumstances, which may make a specific site less suitable for M4(2) and M4(3) compliant dwellings. Where step-free access is not viable, neither of the requirements in Part C and D above will apply.~~

³⁶ ~~(footnote 39) Where the number of market or affordable dwellings equates to part of a house, this will be rounded to the nearest whole house (with 0.5 being rounded up).~~

³⁷ ~~(footnote 40) See footnote 38.~~

³⁸ ~~With the exception of schemes for 100% Affordable Housing, 100% apartments or 100% sub-division or change of use of buildings to residential use.~~

		needs beyond the plan area. <u>Where the number of market or affordable dwellings equates to part of a house, this will be rounded to the nearest whole house (with 0.5 being rounded up).</u> <u>Demographics</u> 2.2 South Worcestershire's housing needs have been assessed in the 2019 SHMA; this reveals that whilst the age profile of the West Midlands and England are very similar, sSouth Worcestershire has an older population profile. South Worcestershire is an area of increasingly high populations of older people, with approximately 22% of residents aged 65 or more in 2016. This is both due to older people moving into the area, for example once they retire, as well as existing residents living longer. In 2016, sSouth Worcestershire is estimated to have an old age dependency (OAD) ratio of 36 - i.e., the size of the population aged 65+ is equivalent to 36% of its 15 - 64 age-group population in 2016. This compares to 28% and 29% for England and West Midlands respectively. KMix of types and sizes of market housing, which will include the provision of housing suitable for the needs of older people 2.5 With 16% of its 2016 population in the 65+ age range and a median age of 38, Worcester has the youngest population age profile. Worcester's OAD ratio of 25% is notably lower than that estimated for Wychavon (41%) and Malvern Hills (47%). Wychavon and Malvern Hills have older population age profiles than the county, region and national average, with 24% and 27% respectively of the population in the 65+ age groups and a median age range of 48-50⁽³⁹⁾ (<u>source: para 2.33 & 2.34 of Edge Analytics Report: South Worcestershire Demographic Forecasts and Analysis (June 2018)</u>). The ageing population of sSouth Worcestershire indicates a continuing need to provide accommodation to help meet the needs of this sector. <u>2.7 The SHMA Update (2021, para 5.68) estimates there are around 75,500 people with a disability across the SWDPR area and that this figure is projected to increase to around 92,600 by 2041.</u> <u>2.8 The SHMA Update 2021 (Para 5.69) recommends: 'Given the ageing population ... and the identified levels of disability amongst the population, it is recommended that 4.5% of new dwellings are built to wheelchair accessible M4(3) standard (which is referred to in the Building Regulations as Wheelchair User Dwellings and incorporates both wheelchair adaptable dwellings (a) and wheelchair accessible dwellings (b)). This policy seeks 5% of such M4(3) dwellings on sites of 20 dwellings or more. The SHMA update also recommends that all remaining dwellings are built to M4(2) accessible and adaptable standard, to take account of the aging demographics of the area.</u> <u>Mix of types and sizes of market housing, which will include the provision of housing suitable for the needs of older people</u> 2.7 <u>2.9</u> As household size in sSouth Worcestershire continues to reduce⁽⁴⁰⁾, the SWC are keen to ensure that sites of five dwellings or more continue to offer a range of market housing for single, couple, and smaller households, including for older residents, as well as family households. Most housing sites of five units or more can incorporate homes that can help to meet the general needs of older people such as bungalows, homes to downsize to, homes designed to allow future adaptations to enable people to remain within their homes and intergenerational homes. <u>The ranges of market dwellings to be sought on schemes per Local Authority area are given in Tables 6.1, 6.2 and 6.3 in the SHMA Update (2021).</u> 2.8 Malvern Hills and Wychavon Councils produce a market housing mix position statement, which is periodically updated. This will be used to help inform the market housing mix for proposals within these local authority administrative areas. 2.9 Developers' assessments of market housing demand or will also be taken into account in the consideration of an appropriate market housing mix, along with specific local needs assessments where these are available.
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³⁹ Figures from Edge Analytics Report: South Worcestershire Demographic Forecasts and Analysis (June 2018) – see para 2.33 and 2.34.

⁴⁰ Change in average household size, local authority districts in England, 2014-2039 (Extract from MHCLG Live Tables, figures for 2014 and 2019) – Malvern Hills 2.23 to 2.20, Worcester City 2.30 to 2.27 and Wychavon 2.33 to 2.31 <https://www.gov.uk/government/statistical-data-sets/live-tables-on-household-projections>

		Residential Space and Access Standards 2.10 Local Planning Authorities (LPA) have the option to set additional technical requirements that exceed the minimum standards required by Building Regulations. The Standards published in 2015 are nationally set but need to be adopted by the LPA within a Local Plan to be applied locally. The Viability Assessment Report (<u>December 2024</u>) concluded that there would be no impact on viability of schemes from the added optional standards. National Described Space Standard 2.11 Part of the technical housing standards introduces The Nationally Described Space Standard (NDSS)⁽⁴⁴⁾, which sets out a minimum floor space requirement for dwellings based on the number of bedrooms and the types of dwelling. It is not a building regulation, but a new form of planning standard. 2.13 To improve the quality of new homes for existing and future communities in South Worcestershire, all new housing development (C3 dwellings), including conversions where feasible, should meet or exceed the internal space standard set out in Annex C. The NPPF supports the use of the <u>NDSS Nationally Described Space Standard</u> in local plans where the need for an internal space standard can be justified. <u>63% of schemes assessed fell below the NDSS standard and therefore going forward, the SWC need to ensure that new dwellings are meeting or exceeding this space standard to provide suitable accommodation for residents.</u> 2.14 To determine whether the proposed national space standards were already being met on new developments within south Worcestershire, the gross internal area, bedroom sizes, built-in storage space and ceiling heights have been measured (where the information was available) for 146 dwelling types (approx. 775 dwellings on 26 sites) approved within the plan area. The evidence shows that of the 146 dwelling types assessed, nearly 60% of them failed to meet the gross internal area requirements set out in the National Designated Space Standard. Residential Access Standards 2.15 <u>2.14</u> Previously, the Lifetime Homes standard set specific requirements in relation to access and adaptability, but this has now been superseded by the introduction of the Government's new Accessibility and Wheelchair Housing Standards. Building Regulations, Part M (Volume 1), updated on 1 October 2015, includes Category 1 (M4(1))⁴² visitable dwellings), which is a mandatory access standard and two 'optional' standards: Category 2 (M4(2) accessible and adaptable dwellings), and Category 3 M4(3) (wheelchair user dwellings), which can be required by a local plan policy. <u>2.15 Category 1: mandatory former 'Part M' Visitable Dwellings (M4(1)). Compliance with this requirement is achieved when a new dwelling makes reasonable provision for most people, which includes wheelchair users, to access and enter the dwelling and access habitable rooms and sanitary facilities on the entrance level.</u> 2.17 Category 3: Wheelchair User Dwellings M4(3)⁴³ – (broadly similar to Wheelchair Housing Design Guide standards) This requirement is met when a new dwelling provides reasonable provisions for a wheelchair user to live in the dwelling and enables them to use any outdoor space, parking, and communal facilities. There are two standards:
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⁴¹ ~~<https://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard>~~

⁴² ~~Category 1: mandatory former 'Part M' Visitable Dwellings (M4(1)). Compliance with this requirement is achieved when a new dwelling makes reasonable provision for most people, which includes wheelchair users to access and enter the dwelling, and access habitable rooms and sanitary facilities on the entrance level.~~

⁴³ ~~Where a local authority sets a planning condition for Category 3 (wheelchair user) housing it can specify which dwellings should be wheelchair accessible by including in the planning permission a condition stating that optional requirement M4(3)(2)(b) applies. Where no such condition is applied, optional requirements M4(3)(2)(a) will apply by default requiring that dwellings should be wheelchair adaptable~~

		2.19 Category 3 2b⁴⁴: ‘Wheelchair accessible’ dwellings (a home readily useable by a wheelchair user, including step-free access). <u>Planning Practice Guidance Housing: optional technical standards paragraph 8 states: ‘Local Plan policies for wheelchair accessible homes [M4(3)(2)b] should only be applied to those dwellings where the LPA is responsible for allocating or nominating a person to live in that dwelling’. Where a LPA sets a planning condition for Category 3 (wheelchair user) housing it can specify which dwellings should be wheelchair accessible by including in the planning permission a condition stating that optional requirement M4(3)(2)(b) applies. Where no such condition is applied, optional requirements M4(3)(2)(a) will apply by default requiring that dwellings should be wheelchair adaptable.</u> 2.20 National Planning Practice Guidance⁴⁵ (<u>Housing and economic needs assessment</u>) states that there should be provision of appropriate housing for people with disabilities, including specialist and supported housing, and that this is crucial in ensuring their independence. The Government's position is that older persons should remain at home rather than enter Use Class C2 residential facilities, where possible, thus supporting the principle of policies for new homes that are adaptable for a less mobile population. 2.24 The SHMA Update (2021, para 5.68) estimates there are around 75,500 people with a disability across the SWDP area and that this figure is projected to increase to around 92,600 by 2041. 2.22 The SHMA (2019) recognises that nationally, 3.4% of households include wheelchair users with 1% using the wheelchair inside the home and 2.4% using a wheelchair only outside. When these proportions are applied to the SWDP area, there are 1,126 households requiring wheelchair accessible dwellings. 2.23 Over the period 2021 to 2041, across the SWDP area, the number of people aged 65 and over is expected to increase by 43.2%, and by 2041 there will be an additional 32,500 residents aged 65 and over (para 5.12, SHMA Update 2021). Therefore, the proportion of households needing wheelchair friendly housing in the future is also likely to be higher. <u>2.21 The ageing population as described in the demographics section above means that the proportion of households needing wheelchair friendly housing in the future is also likely to be higher.</u> Self-Build and Custom Housebuilding 2.27 <u>2.25</u> Previously, planning applications for Self-Build and Custom Build plots were considered against the same planning policies as other types of market housing, with many applications refused as a result. <u>By 30 October 2024, 186 Self Build and Custom Build plots had been granted planning consent across South Worcestershire. These included several</u> Although some planning permissions have been granted <u>single plots or small groups of plots beyond the development boundaries which were not always in sustainable locations. It is therefore considered that</u> a policy allowing for Self-Build and Custom Build plots on sites of <u>20 or more than 20 dwellings is likely to best support Self-Build and Custom Housebuilding in south Worcestershire provide more certainty to communities on where the need for Self-Build and Custom Build plots will be met whilst still allowing them to come forward in the more sustainable settlements. This policy will enable more plots to come forward than relying solely on windfall development, but does not prevent applications coming forward for solely Self-Build and Custom Build plots in appropriate locations.</u> It is acknowledged that many people on the register do not wish to be on a larger development but are looking for single plots or plots on small developments. There is no requirement for the SWC to provide plots tailored to meet the individual needs of those registered, and the provision of isolated dwellings in the open countryside would be contrary to the NPPF (paragraph 80); the threshold for this policy is 20, so although the desire for separate single plots will not be met, a proportion of new self-build homes will be located on smaller sites.
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⁴⁴ Planning Practice Guidance Housing: optional technical standards) Paragraph 8: ‘Local Plan policies for wheelchair accessible homes [M4(3)(2)b] should only be applied to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling’

⁴⁵ Housing and economic needs assessment – GOV.UK (www.gov.uk) Paragraph: 017 Reference ID: 2a-017-20190722

			2.29 2.27 Should any of the self-build and custom build plots remain unsold for a period of 18 months after a full and effective marketing campaign ⁴⁶ (in accordance with Annex B) at a realistic price, then these plots can revert to the developer for development and sale as market homes.
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⁴⁶ ~~Full details of the marketing campaign should be provided to the Local Planning Authority and the evidence submitted should include the information as set out in Annex B.~~

SWDPR 187: Sub-division, Multiple Occupation, and Changes of Use of Dwellings

Mod Ref	Policy	Page	Modification
MM19	SWDPR 18	86 - 87	A. <u>Proposals</u> Permission for the subdivision or multiple occupation of dwellings⁽⁴⁷⁾ <u>(including smaller Houses in Multiple Occupation (HMO) in Worcester City as set out in its adopted Article 4 Direction for Houses in Multiple Occupation)</u> within Development Boundaries, including changes of use to hostels and guest houses, will be supported provided that: i. They would <u>It does not lead to, or increase, an existing over-concentration of such uses in the local area. The proportion of subdivided or HMO dwellings should not exceed 10% of all residential properties within a 100 metre radius of the application site;</u> ii. It does not result in the significant loss of large family housing. <u>They would not result in the creation of more than two adjacent properties in HMO use;</u> iii. They would <u>proposal</u> makes adequate provision for parking, respects residential amenity of both the scheme residents and neighbouring occupiers and includes sufficient amenity space; and iv. In the case of hostels and changes of use to accommodate patients/residents which may lead to higher than expected noise disturbance, the property must be detached. <u>adequate provision should be made for soundproofing between individual units of accommodation or lettable rooms which provides reasonable resistance to airborne sound and vibration.</u> Reasoned Justification for SWDPR 18 3.1 There is an ongoing demand and need for a range of different forms of accommodation, such as bedsits and hostels, to be made available for students and other people with shorter-term housing needs. Much of this type of accommodation can and should be provided within Worcester, the strategic allocations, and the main towns close to educational establishments and appropriate support services and facilities. In many cases the conversion of existing large dwellings offers an opportunity to do this but should avoid the significant loss of large family housing, which itself forms part of the balanced housing mix throughout sSouth Worcestershire⁽⁴⁸⁾. <u>For the purposes of this policy, dwellings in Use Classes C4, mixed C3 / C4 and HMOs in Sui Generis will be considered to be HMOs. Whether the loss of housing to HMOs is significant will be determined on a case-by-case basis using local evidence, such as the Worcester City Council HMO SPD.</u> <u>3.2</u> Proposals should protect the amenities of local residents and offer scheme residents sufficient internal residential space (see policy SWDPR 176) and external amenity space. <u>It will be necessary to ensure appropriate sound insulation between proposed and neighbouring units before a converted property is occupied.</u>

⁴⁷ Worcester City adopted an Article 4 Direction for Houses in Multiple Occupation (<https://www.worcester.gov.uk/planning/planning-policy/article-4-direction>). This Article 4 Direction came into effect in Worcester on 1 July 2014. The introduction of the Direction means that a planning application is now required to change a use of a dwelling house (use class C3) to a small House in Multiple Occupation (use class C4, where between three and six unrelated individuals share basic amenities, such as a kitchen or bathroom).

⁴⁸ For the purposes of this policy, dwellings in use classes C4, mixed C3 / C4 and HMOs in Sui Generis will be considered to be HMOs.

SWDPR 198: Meeting Affordable Housing Needs

Mod Ref	Policy	Page	Modification
MM20	SWDPR 19	88 - 91	A. All new residential development⁴⁹ (within Use Class C3) including conversions, above the thresholds in SWDPR 18 B (and adjacent land, if it could reasonably form part of a larger site) will contribute to the provision of affordable housing <u>as defined by the NPPF</u>⁵⁰. B. The size, type, and distribution of affordable dwellings to be provided will be dependent on recognised local housing need (including the need of older residents and residents with special needs) and specific site and location factors. The number of affordable dwellings to be provided on sites is as follows: i. Within Designated Rural Areas (as shown on the Policies Map)⁵¹ (but excluding proposals for rural workers dwellings where the market value of the dwelling is effectively restricted by an occupancy limitation condition): 1. On greenfield land sites of between five and nine dwellings, 40% of units should be affordable and provided on site. 2. On brownfield land sites of between five and nine dwellings, 30% of units should be affordable and provided on site. 3. On sites of less than five dwellings, a financial contribution towards local affordable housing provision should be made, based on the cost of providing the equivalent in value to 20% of the units as affordable housing on site. ii. On greenfield land sites of either 10 or more dwellings or 0.5 ha or more, 40% of the units should be affordable and provided on site. iii. On brownfield land sites of either 10 or more dwellings or 0.5 ha or more, 30% of the units should be affordable and provided on site. D. Secure arrangements will need to be put in place to ensure that the affordable housing provided in accordance with this policy will remain affordable in perpetuity (or in exceptional circumstances that the subsidy will be recycled for alternative affordable housing provision) and, for sites outside the city (<u>including the reallocated urban extensions via policy SWDPR 68</u>), towns or strategic allocations⁽⁵²⁾ (<u>policies SWDPR 55, 56 and 57</u>), available to meet the needs of local people⁵³ <u>or service families if they are currently serving or served within the previous 5 years.</u> E. 25% of the affordable housing shall be First Homes⁽⁵⁴⁾, 60% 70% of the affordable housing shall be sSocial rRented, and the remaining 30% shall be other forms of for affordable home ownership, unless it can be demonstrated that this mix is not viable or local need has demonstrated a need for a different affordable housing tenure for the site.

⁴⁹ In this policy, residential development means development within Use Class C3, as defined in the Town and Country Planning (Use Classes) Order, 1987, as amended.

⁵⁰ The definition of what constitutes affordable housing is provided for in the Glossary of this document and Reasoned Justification of this policy.

⁵¹ With the exception of rural workers dwellings where the market value of the dwelling is restricted by an occupancy limitation condition

⁵² The strategic allocations are Worcester South and Worcester West Urban Extensions (SWDPR 60), Worcestershire Parkway (SWDPR 51), Throckmorton Airfield (SWDPR 52), and Rushwick Expanded Settlement (SWDPR 53).

⁵³ Service families will be treated as having a local connection if they are currently serving or are recent veterans (within previous 5 years).

⁵⁴ First Homes are a specific kind of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes. [First Homes - GOV.UK](https://www.gov.uk/guidance/first-homes)

		F. Development proposals, for settlements within or partly within the Cotswolds s or Malvern Hills National Landscapes s or Malvern Hills AONB, should have regard to and be consistent with the relevant guidance published by the Cotswolds Conservation Board and or Malvern Hills National Landscape Partnership, including any Housing Position Statements. G. Exceptionally, and usually only on brownfield sites, wWhere it has been demonstrated by the applicant that the proportion of affordable housing sought by SWDPR 198 B would not be viable, the maximum proportion of affordable housing will be sought that does not undermine the development's viability. Financial viability assessments conforming to an agreed methodology will be required and, where necessary, the LPA will arrange for them to be independently appraised at the expense of the applicant. <u>H. Proposals for 100% affordable housing schemes will be supported in principle provided they are of an appropriate scale, provide a suitable mix of housing sizes, types and tenures, and meet an identified local need.</u> Reasoned Justification for SWDPR 19 4.1 The NPPF requires local planning authorities LPAs to assess the need for market and affordable housing and, where there is a need for affordable housing, to set out policies for meeting this need. Annex 2 of the The NPPF defines affordable housing as housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and / or is for essential local workers), and which complies with one or more of the following includes several definitions.: a. Affordable housing for rent. b. Starter homes. c. Discounted market sales housing. d. Other affordable routes to homes ownership including First Homes. 4.2 The Strategic Housing Market Assessment (SHMA) update November 2021, states that affordable housing need has been modelled based on the parameters set out in the NPPG Planning Practice Guidance. The analysis indicates a shortfall of around 906 affordable dwellings each year across sSouth Worcestershire. 4.4 The Affordable Housing Update Written Ministerial Statement published on 24 May 2021, explains the national standards for a First Home are that: a. A First Home must be discounted by a minimum of 30% against the market value; b. After the discount has been applied, the first sale must be at a price no higher than £250,000 (or £420,000 in Greater London); and c. The home is sold to a person who meets the First Homes eligibility criteria, as set out in first 2 paragraphs under First Homes eligibility criteria. 4.5 In addition, to qualify as a First Home, there should be a section 106 agreement securing the necessary restrictions on the use and sale of the property, and a legal restriction on the title of the property to ensure that these restrictions, with the exception of the sale price, are applied to the property at each future sale. Homes meeting the above minimum criteria can be sold as First Homes and should be considered to meet the definition of 'affordable housing' for planning purposes. 4.6 4.4 There is a national requirement that a minimum of 25% of all affordable housing units secured through developer contributions should be First Homes. It is expected that First Homes (and the mechanism securing the discount in perpetuity) will be secured through section 106 planning obligations. Given the acute need for social rented accommodation across the SWDPSWC area and taking into account the changes to the NPPF (2024) regarding deleting the requirement for 25% of affordable homes to be First Homes, the recommendations in the SHMA Update (2021) are amended to seek 70% recommends the tenure split of
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			affordable homes to be 69% social rented, 6% affordable home ownership and 25% affordable home ownership through First Homes <u>products</u>. 30%
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SWDPR 2019: Rural Exception Sites

Mod Ref	Policy	Page	Modification
MM21	SWDPR 20	92 - 94	A. Affordable housing⁽⁵⁵⁾ (<u>as defined in the NPPF</u>) development will be permitted on small sites ⁽⁵⁶⁾ beyond either adjacent to or within a short distance of, but reasonably adjacent to, the Development Boundaries⁽⁵⁷⁾ <u>of villages or of the main built-up area</u> of villages <u>without Development Boundaries</u> where the following <u>are</u> is demonstrated: - There is a proven and as yet unmet local need, having regard to the latest South Worcestershire Strategic Housing Market Assessment, the Sub-regional Choice-based Letting Scheme and other local data, e.g., Aneighbourhood Pplan or parish survey⁵⁷; - No other suitable and available sites exist within the Development Boundary of the village⁵⁷; - Secure arrangements exist to ensure the housing will remain affordable and available to meet the continuing needs of local people in perpetuity⁵⁷; - The scale and location of the site relates well to the existing settlement and landscape character <u>and the site is easily accessible on foot from the village</u>. For clarity, small means Rural Exception Sites should not exceed whichever is the lesser of 5% of the number of dwellings within the main built-up area of the village or 1ha <u>be larger than one hectare in size or exceed 5% of the size of the existing settlement;</u> - Sites should be located where they have reasonable access to local services, e.g., shops, schools or local bus services; <u>and</u>; - In addition, for sites that fall within settlements <u>villages</u> that are wholly or partly within the Cotswolds National Landscape (NL) or the Malvern Hills Area of Outstanding Natural Beauty National Landscape (<u>NL</u>). (both referred to as AONB for the purposes of this policy): - Proposals will need to be supported by robust evidence of a local affordable housing need specific to the AONB <u>NL</u> settlement and, if necessary, to its neighbouring settlements within the AONB <u>NL</u> within South Worcestershire, such as a housing needs survey. Development proposals should be consistent with and help to implement the latest published NL and AONB Management Plans and their associated guidance on affordable housing. <u>Additionally a</u> Landscape Sensitivity and Capacity Assessment (LSCA) and/or a Landscape and Visual Impact Assessment / Appraisal (LVIA) <u>will need to</u> has demonstrated that the site is capable of being developed without compromising the natural beauty of the AONB <u>NL</u>. Rural Exception Sites will be required to provide 100% affordable housing except in very exceptional circumstances. B. <u>Rural Exception Sites will be required to provide 100% affordable housing</u>. Outside of the Cotswold National Landscape and Malvern Hills AONB, wWhere <u>the Rural Exception affordable housing would not be feasible or viable</u> viability for 100% affordable housing provision cannot be achieved, an element of <u>up to 20%</u> market housing ⁽⁵⁸⁾ may be included within a rural

⁵⁵ ~~The definition of what constitutes affordable housing is given in Annex 2 of the NPPF and the glossary of this document.~~

⁵⁶ ~~Rural Exception Sites should not exceed whichever is the lesser of 5% of the number of dwellings within the main built-up area of the village or 1ha.~~

⁵⁷ ~~There are some villages without a Development Boundary, which nonetheless may be appropriate for an exception site in accordance with SWDPR 19. In such cases, the references in this policy to the Development Boundary should be understood as meaning the main built-up area of the village.~~

⁵⁸ ~~Maximum proportion of market homes is 20% of the overall number of units on the site where this is proven essential to the delivery of the Rural Exception site.~~

		exception scheme to provide sufficient cross-subsidy to facilitate the delivery of the affordable homes. In such cases, a viability assessment will be submitted to demonstrate that cross-subsidisation is necessary essential and will be independently verified at the expense of the applicant. Reasoned Justification for SWDPR 20 5.2 The policy refers to small sites, which the accompanying footnote criteria Aiv, explains should not exceed whichever is the lesser of be larger than one hectare in size or exceed 5% of the number of dwellings within the main built-up area of the village or the size of the existing settlement. However, Rural Exception sites may often be much smaller than this, for example, if there is a lower identified local need for affordable housing. Outside of the AONBNLs local need includes the parish and adjoining rural parishes⁽⁵⁹⁾ or groups of parishes as defined in the latest Rural Letting Policy but excludes any need from the towns. 5.4 The PPG ⁽⁶⁰⁾ (Paragraph: 041 Reference ID: 8-041-20190721) explains that AONBs NL are unlikely to be suitable areas for accommodating unmet needs from adjoining non-designated areas. Therefore, Rural Exception site proposals within villages that fall within or partly within either the Cotswolds or Malvern Hills AONB NL should be supported by evidence of an unmet affordable housing need for the local area within that AONBNL - i.e., specific to the AONB NL settlement and, if necessary, local need arising in those neighbouring settlements within the AONB NL within sSouth Worcestershire where those needs may not otherwise be met. It would not be appropriate for Rural Exception sites within the AONB NL to accommodate unmet need for affordable housing for areas outside of the AONB NL or from any towns. Due to homes within an AONB NL generally commanding a higher market value than those outside of the protected landscape, affordable housing providing routes to ownership remain unachievable for those on the lowest incomes in these settlements. Rural exception schemes within the AONB NL and/or its setting should, therefore, include a significant proportion of housing that is affordable in perpetuity for those on the lowest incomes, particularly social rented housing. 5.5 Landscape Sensitivity and Capacity Assessment (LSCA) is now a recognised feature of landscape-led development in AONBNLs and, therefore, should be provided for all proposals on Rural Exception sites within an AONB NL or its setting. This will ensure consistency with the AONB NL Management Plans. 5.6 The NPPF allows for the inclusion of some market homes to facilitate sites coming forward to provide affordable housing to meet identified local needs. This policy recognises that and enables affordable housing on Rural Exception Sites to be cross-subsidised from the sale of market homes where, without this element of market housing, the site would not come forward for affordable housing. A viability assessment will be required to demonstrate that this cross-subsidisation is necessary essential, which will be professionally verified by the council at the expense of the applicant. The maximum proportion of market homes is 20% of the overall number of units on the site. 5.7 Rural Exception Site schemes in AONBs should be for 100% affordable housing to minimise the harm to the protected landscape (SWDPR 28 The Cotswolds National Landscape and Malvern Hills Area of Outstanding Natural Beauty (AONB)). The AONB have the highest protection status in the NPPF and therefore only the most robust evidence of exceptional circumstances to have less than 100% affordable housing would be considered for schemes proposed for settlements wholly or partly within the AONB.
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⁵⁹ ~~Or groups of parishes as defined in the SWC's latest Rural Lettings Policy~~

⁶⁰ ~~NPPG: Paragraph: 041 Reference ID: 8-041-20190721 (Revision date: 21-07-2019).~~

SWDPR 21149A: First Homes Exception Sites

Mod Ref	Policy	Page	Modification
MM22	SWDPR 21	95 - 97	A. Beyond the National Landscapes and Areas of Outstanding Natural Beauty, Rural Designated Rural Areas, and the Green Belt ⁽⁶⁴⁾, First Homes will be permitted on small unallocated sites adjacent to the Development Boundaries of Worcester, the towns and villages where the following areis demonstrated: i. There is a proven and as yet unmet local need, having regard to the latest South Worcestershire Strategic Housing Market Assessment and other local data, e.g., Nneighbourhood Pplan or local housing needs survey;:- ii. Secure arrangements exist to ensure the housing will remain affordable and available to meet the continuing needs of local people in perpetuity;:- iii. The scale and location of the site relates well to the existing settlement and landscape character; for clarity small means First Homes Exception Sites should not exceed whichever is the lesser of 5% of the number of dwellings within the main built-up area of the town/village or 1ha be larger than one hectare in size or exceed 5% of the size of the existing settlement; and iv. Sites should be located where they have reasonable access to local services, e.g., shops, schools or local bus services. B. Where viability for 100% First Home provision cannot be achieved, an element of market housing may be included within a First Homes Exception Site scheme to provide sufficient cross-subsidy to facilitate the delivery of First Homes. The maximum proportion of market homes is 20% of the overall number of units on the site where this is proven essential to the delivery of the First Homes Exception Site. In such cases, a viability assessment will be submitted to demonstrate that cross-subsidisation is necessary and will be independently verified <u>at the expense of the applicant</u>. Reasoned Justification for SWDPR 21 6.1 First Homes are an affordable home ownership product sold to eligible first-time buyers at a discount of at least 30% below market value, up to a maximum purchase price of £250,000. The homes are restricted as such for future purchasers (with the exception of the price cap <u>of £250,000</u>). 6.2 In addition to on-site provision of First Homes on allocated and windfall sites, as per policy SWDPR 18 Meeting Affordable Housing Needs, The Written Ministerial Statement⁽⁶²⁾ made on 24 May 2021, also allows for the provision of First Homes through First Homes Exception Sites. These sites must be located on land currently unallocated for housing, but which is physically adjacent to the Development Boundaries for Worcester, the towns or villages. 6.3 First Homes Exception Sites are not permitted within the Green Belt, National Landscapes s and Areas of Outstanding Natural Beauty or Rural Designated Rural Areas. The Written Ministerial Statement and the NPPG Planning Practice Guidance are clear that in these locations, only Rural Exception Sites can be brought forward for affordable housing on unallocated sites beyond the development boundaries. Most, but not all, of the rural parishes in the Wychavon and Malvern Hills Districts are within the Rural Designated Rural Area <u>(The Housing (Right to Buy) (Designated Rural Areas and Designated Regions) (England) Order 2016 – Statutory Instrument 2016 No 587)</u>⁽⁶³⁾.

⁶⁴ For these areas the only form of exception housing allowed is through Rural Exception Sites – refer SWDPR 19

⁶² Written statements – Written questions, answers and statements – UK Parliament

⁶³ Refer The Housing (Right to Buy) (Designated Rural Areas and Designated Regions) (England) Order 2016 (legislation.gov.uk)

			6.4 The policy refers to small sites and states that this means Rural First Homes Exception sites should not exceed whichever is the lesser of be larger than one hectare in size or exceed 5% of the number of dwellings within the main built-up area of the settlement or 1ha size of the existing settlement. However, First Homes Exception Sites may often be much smaller than this, for example, if there is a lower identified local need for this type of affordable housing.
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SWDPR 220: Meeting the Needs of **Gypsies**, Travellers and Travelling Showpeople

Mod Ref	Policy	Page	Modification																																																									
MM23	SWDPR 22	98 - 104	Provision for Travellers A. The Local Planning Authority (LPA) will identify and update annually a five-year supply of deliverable pitches for Gypsies, Travellers and Travelling Showpeople in order to meet the local targets set out in Tables 20a5 and 20b6, subject to subsequent reviews of the South Worcestershire Gypsy and Traveller Accommodation Assessment (GTAA). The LPA will identify sites in a Traveller and Travelling Showpeople Site Allocations Development Plan Document (DPD), unless sufficient sites can be identified through SWDPR 20 C. Table 520a: Minimum Requirements for Permanent Gypsy and Traveller Pitches and Travelling Showpeople Plots 2019-2023* 2024-2029 (source: South Worcestershire Gypsy and Traveller Accommodation Assessment Update 2024 2019) <table><tr><td>District</td><td>Permanent Gypsy and Traveller Pitches</td><td>Permanent Travelling Showpeople Plots</td></tr><tr><td>Malvern Hills</td><td>15</td><td>7 11</td></tr><tr><td>Worcester</td><td>4 4</td><td>0</td></tr><tr><td>Wychavon</td><td>14 44</td><td>0 1</td></tr><tr><td>South Worcestershire Total</td><td>30 63</td><td>7 12</td></tr></table> *2019-2023 is the period from 1 January 2019 to 31 December 2023 Table 620b: Longer-term Requirements for Permanent Gypsy and Traveller Pitches and Travelling Showpeople Plots 2024 2029 – 2041 (source: South Worcestershire Gypsy and Traveller Accommodation Assessment Update 2024 2019) <table><tr><td></td><td colspan="2">2024 to 2028 2029-2034</td><td colspan="2">2029 to 2033 2034-2039</td><td colspan="2">2034 to 2041 2039-2041</td></tr><tr><td></td><td>Gypsy and Traveller Pitches</td><td>Travelling Showpeople Plots</td><td>Gypsy and Traveller Pitches</td><td>Travelling Showpeople Plots</td><td>Gypsy and Traveller Pitches</td><td>Travelling Showpeople Plots</td></tr><tr><td>Malvern Hills</td><td>3 7</td><td>1</td><td>3 7</td><td>1</td><td>4 5</td><td>1</td></tr><tr><td>Worcester</td><td>1 2</td><td>0</td><td>1 3</td><td>0</td><td>2 1</td><td>0</td></tr><tr><td>Wychavon</td><td>16 29</td><td>0</td><td>18 32</td><td>0</td><td>26 18</td><td>0 1</td></tr><tr><td>Total</td><td>20 38</td><td>1</td><td>22 42</td><td>1</td><td>32 24</td><td>1 2</td></tr></table>	District	Permanent Gypsy and Traveller Pitches	Permanent Travelling Showpeople Plots	Malvern Hills	15	7 11	Worcester	4 4	0	Wychavon	14 44	0 1	South Worcestershire Total	30 63	7 12		2024 to 2028 2029-2034		2029 to 2033 2034-2039		2034 to 2041 2039-2041			Gypsy and Traveller Pitches	Travelling Showpeople Plots	Gypsy and Traveller Pitches	Travelling Showpeople Plots	Gypsy and Traveller Pitches	Travelling Showpeople Plots	Malvern Hills	3 7	1	3 7	1	4 5	1	Worcester	1 2	0	1 3	0	2 1	0	Wychavon	16 29	0	18 32	0	26 18	0 1	Total	20 38	1	22 42	1	32 24	1 2
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			B. The GTAA (2024) identifies a need for 167200 Gypsy and Traveller pitches to meet the ethnic need for the plan period. This figure includes the 104167 pitches in Tables 20a and 20b above. C. Sites that have unrestricted planning permission for Traveller use, <u>that is not temporary or personal</u>, are safeguarded for this use and only exceptionally will planning permission for alternative development or changes of use be permitted. Traveller Provision at Worcestershire Parkway, Rushwick Expanded Settlement and Throckmorton Airfield Strategic Growth Allocations: <u>D. The strategic allocation at Worcestershire Parkway shall include two Gypsy and Traveller sites, each of 10 pitches. In addition, there shall be a Travelling Showpeople yard, of 10 plots, at Rushwick.</u>, and the strategic allocations at Rushwick and Throckmorton Airfield shall both include one Traveller site, each site to have 10 pitches, and sited within the allocation boundaries in the locations^[4], as defined in the masterplans for each new settlement. E. The two large urban extensions at Worcester South (SWDPR 60<u>8A</u>) and Worcester West (SWDPR 60<u>8B</u>) shall each include a Traveller site of up to 10 pitches⁶⁴. <u>Delivery will either be through on-site provision or off-site provision via developer contributions.</u> F. Proposals for <u>Gypsies</u>, Travellers and Travelling Showpeople Sites: Proposals for new or intensification / expansion of existing Traveller sites will only be supported where: the LPA is satisfied that the occupier is a Gypsy, Traveller or Travelling Showperson; and, for all sites (other than those in the new settlements and at SWDPR 60A and SWDPR 60B) the occupier accords with the definition in Annex 1 Glossary, of the Government's Planning Policy for Traveller Sites; and that: i. For new sites: 1. The site is within a SWDPR allocation, or, for sites within the open countryside, is within a reasonable distance to a shop, school or GP surgery within Worcester, a town, or a Category 1, 2 or 3 village. ii. For all sites: 1. The site is not within an international or national ⁽⁶⁵⁾planning designation 2. The site is within Flood Zone 1 and is not vulnerable to surface water flooding. 3. The site does not have any significant impact on local planning designations⁽⁶⁶⁾, such as Conservation Areas, Local Green Space and Significant Gaps, or on sites with heritage, ecological or biodiversity interests that cannot be mitigated.
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^[4] ~~Generally, Traveller sites within Significant Gaps would not be appropriate unless exceptional circumstances can be demonstrated at the master planning and / or planning application stage~~

⁶⁴ ~~This requirement is carried over from the adopted SWDP (see SWDP17).~~

⁶⁵ ~~Examples of international designations include Special Protection Areas, Special Areas of Conservation and Ramsar sites. Examples of national designations include Areas of Outstanding Natural Beauty, Green Belts, Sites of Specific Scientific Interest and National Nature Reserves.~~

⁶⁶ ~~Including those designated in a Neighbourhood Plan~~

			4. There is no significant visual impact on the landscape that cannot be mitigated with the use of appropriate planting. 5. There is no significant impact, or cumulative impact, on privacy and residential amenity for both site residents and neighbouring properties that cannot be mitigated; but to avoid enclosing and separating the site so much that it hampers cohesion with the neighbouring settled community. 6. The size of the site and the number of pitches are of an appropriate scale for the location and do not dominate the nearest settled community. 7. Any impact on Functionally Linked Land <u>or Water</u>⁽⁶⁷⁾ can be mitigated against. 8. The site has, or is capable of providing, safe and convenient access to the highway network including for turning and parking, vehicles towing caravans, emergency vehicles and servicing requirements, including waste collection. 9. The site has, or can provide, adequate on-site services for water supply, mains electricity, sanitation, foul and surface water drainage and for the screened storage and collection of refuse, including recyclable materials. Sustainable Drainage Systems should be used where feasible. Where it is not possible to connect to a public sewer, provision must be made for discharge to a package treatment plant or a sealed septic tank. 10. The site has reasonable access to health services, schools, food shops and employment opportunities. 11. On privately owned sites there are no more than 10 pitches / plots on the site for ease of management and to provide a comfortable environment for residents, where individual pitches are clearly defined without 'enclosing' them with inappropriately high, close-boarded fencing. To accommodate a travelling lifestyle, each pitch on all sites should have sufficient space for at least one touring caravan in addition to a mobile home and sufficient space to accommodate vehicle parking and an amenity area. 12. Proposed amenity buildings or day rooms are the minimum size necessary to provide required facilities, be sensitively sited, and use sympathetic materials. 13. External lighting is kept to a minimum. 14. G. Sites for Travelling Showpeople must also be suitable for the storage, maintenance and testing of items of mobile equipment. GH. Any planning permission granted will be subject to conditions relating to the number of pitches / plots, and restricting occupancy to Gypsy and Traveller or Travelling Showpeople use. Reasoned Justification for SWDPR 22 7.2 The South Worcestershire Gypsy and Traveller Accommodation Assessment (GTAA) <u>Update</u>, published in 20192024, identifies the need for additional <u>Gypsy and</u> Traveller pitches and Travelling Showpeople plots in the period between 20192024 and 2041 as is set out in Tables 20a and 20b. 7.3 The GTAA identifies an overall shortfall of 8063 permanent <u>Gypsy and</u> Traveller pitches across South Worcestershire for the first five years in the period to 31/12/202331/03/2029; there is a need for a minimum of 15 pitches in Malvern Hills, one 4 pitches in Worcester and 44 44 pitches in Wychavon.
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⁶⁷ ~~Refer Link Ecology report for Natural England – Identification Of Land With Proven Or Possible Functional Linkages With The Severn Estuary SSSI/SPA Phase 5 (Gloucestershire And Worcestershire) September 2020~~

		7.4 For Travelling Showpeople, the GTAA identifies a need for seven12 plots across sSouth Worcestershire in the period to 01/01/202431/03/2029, at 1111 in Malvern Hills and one in Wychavon. 7.5 The GTAA also identifies the likely longer-term requirement for pitches and plots, covering the period 20242029 to 2041. The longer-term requirements, based on expected household formation rates, are set out in Table 20b. 7.6 The GTAA suggests a need for 2038 Traveller pitches between 20242029 and 20282034, 2242 pitches during 20292034 to 20332039, and 3224 pitches during 20342039 to 2041, with most of the need arising in Wychavon. 7.7 For Travelling Showpeople, the GTAA indicates a need for an additional three plots in Malvern Hills between 20242029 and 2041 and a single additional plot in Wychavon between 2039 and 2041. 7.9 The Traveller and Travelling Showpeople DPD will set out the location of additional allocated Traveller sites. Strategic Allocations 7.10 The reference to the requirement for inclusion of Traveller sites at the two large Worcester strategic allocations from the SWDP (Worcester South SWDPR 60A and Worcester West SWDPR 60B) is included in this policy in order to ensure that these sites continue to include provision for Travellers, because there remain outstanding parcels of land with either no planning consent or only outline planning consent granted. 7.140 It is considered that the new and expanded settlements at Rushwick and Throckmorton Airfield⁽⁶⁸⁾(73) and a second Traveller site coming forward in the following plan period after 2041 should both accommodate one new Traveller site of 10 pitches each A Travelling Showpeople yard of 10 plots should be provided at Rushwick in a these are sustainable locations with access to a range of local services and facilities. Worcestershire Parkway will be much larger than either Rushwick or Throckmorton and is therefore is capable of providing for and two new Gypsy and Traveller sites each of 10 pitches. These will help meet the medium to longer-term needs of Travellers. and the The provision of social rented pitches on these sites will be welcomed. The Traveller site at Rushwick could help meet the needs of either Travellers or Travelling Showpeople. The precise locations of these four new Traveller sites within the new settlements will be identified through masterplans and will help address the need for pitches in Table 20b. Windfall Sites 7.121 The GTAA recommends that the SWC assess the suitability of proposals and planning applications for smaller sites as they arise against criteria-based planning policies. Any proposals and planning applications for Traveller and transit sites will be considered against the criteria outlined in SWDPR 220DG. Transit Sites 7.132 In relation to transit provision, the GTAA recommends that the local authorities continue with the Joint Protocol for The Management of Unauthorised Encampments of Gypsies and Travellers on Local Authority Land in Worcestershire.⁻⁶⁹ Tenure of Sites 7.143 The GTAA indicates a desire amongst Travellers for a mixture of council / Registered Provider (RP) managed sites and private sites. The SWC will encourage the provision of social rented pitches to provide a more affordable option for those unable to afford to buy or rent pitches privately. National and Local Designations
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⁶⁸ (footnote 73) Note that Throckmorton Policy SWDPR 52 refers to one Traveller site coming forward in this plan period to 2041.

⁶⁹ (footnote 74) Gypsies and Travellers Downloads | Worcestershire County Council

			7.154 Planning Policy for Traveller Sites (2015) states (in paragraph 10) that local planning authorities, in producing their Local Plan, should: "...protect local amenity and the environment." Sites would not be considered appropriate within International (e.g., Special Protection Areas, Special Areas of Conservation and Ramsar sites), National (e.g., Areas of Outstanding Natural Beauty National Landscapes, Green Belts, Sites of Special Scientific Interest, National Nature Reserves) or Local (e.g., Conservation Areas, Local Green Spaces) designations (including those designated in a neighbourhood plan) because the objectives of the designation are likely to be compromised by the development of a Gypsy, Traveller or Travelling Showpeople site. 7.165 Planning Policy for Traveller Sites (2024) also says (in paragraph 16) that: "Traveller sites (temporary or permanent) in the Green Belt are inappropriate development <u>unless the exceptions set out in Chapter 13 of the National Planning Policy Framework apply</u>". Subject to the best interests of the child, personal circumstances and unmet need are unlikely to clearly outweigh harm to the Green Belt and any other harm so as to establish very special circumstances." Access to Services 7.176 Planning Policy for Traveller Sites (2015) says that new Traveller site development in the open countryside that is away from existing settlements should be very strictly limited. It highlights the importance of good access to health services and schools to ensure that children can attend school on a regular basis and Travellers can register at local medical facilities. Policy SWDPR 220D G aims to restrict new Traveller sites that are located away from the more sustainable settlements by requiring new windfall sites to be located within a reasonable distance of a school or a GP surgery or a food shop within Worcester, a town or a Category 1, 2 or 3 village. For the expansion or intensification of existing sites, proposals will be assessed against whether the site has reasonable access to health services, food shops, schools and employment.
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SWDPR 23~~4~~: Replacement Dwellings in the Open Countryside

Mod Ref	Policy	Page	Modification
MM24	SWDPR 23	105 - 106	A. The replacement of an existing dwelling in the open countryside with another single dwelling will be permitted where: - The existing dwelling has established use rights as a dwelling and is not a caravan, chalet, park home, mobile home or subject to a temporary planning permission;⁷⁰ - It can be demonstrated that accommodation needs cannot be met through the alteration, extension and / or refurbishment of the existing dwelling; - The replacement is not disproportionately larger than the existing dwelling and will not exceed the existing gross internal floorspace by more than 30%;⁽⁷⁰⁾ <u>If the dwelling to be replaced has been extended within the previous five years, then the extension will count towards the 30%. The replacement dwelling will therefore be no larger than the current dwelling plus 30% minus the gross internal floor area of any extension within the previous five years;</u> - The proposed dwelling is positioned on the footprint of the existing dwelling, unless there is a better position for visual, landscape, highway safety, biodiversity, environmental or other public gain grounds to justify an alternative location within the existing curtilage; - The curtilage of the replacement building <u>dwelling</u> is no greater than that of the existing dwelling; - The proposal includes the demolition of the dwelling to be replaced; <u>and</u> - Where the existing dwelling has been provided as a rural worker's dwelling, a condition will be attached to ensure that the replacement dwelling can only be occupied by a rural worker⁽⁷⁴⁾ (<u>as defined in the Glossary</u>) once it has been built. Reasoned Justification for SWDPR 23 8.2 It is considered preferable wherever possible to retain existing dwellings, in particular where their design and location make an important contribution to the character of an area. Refurbishment is also encouraged as a sustainable use of existing resources. Under the General Permitted Development Order, extensions and external alterations to existing dwellings represent permitted development⁽⁷²⁾ under certain circumstances (up to the physical and locational limits set out in the Order). Thus, to make best use of the existing housing stock, applicants will need to demonstrate why an extension, alteration or refurbishment is not considered suitable and why a replacement dwelling is required.

⁷⁰-(footnote 75) ~~If the dwelling to be replaced has been extended within the previous five years, then the extension will count towards the 30%. The replacement dwelling will therefore be no larger than the current dwellings plus 30% minus the gross internal floor area of any extension within the previous five years.~~

⁷⁴ (footnote 76) ~~See Glossary for definition of rural worker.~~

⁷² ~~Not requiring planning permission.~~

SWDPR 24: Dwellings for Rural Workers

Mod Ref	Policy	Page	Modification
MM25	SWDPR 24	107 - 109	A. Proposals for permanent agricultural, horticultural, forestry and rural enterprise-related dwellings will be permitted provided that: i. The functional and economic tests contained in Annex D are met-; ii. No dwelling serving or closely associated with the holding has been sold or changed from residential use, or otherwise separated from the holding within the previous five years-; iii. The dwelling does not exceed 150 sqm of net useable floorspace gross internal area, unless a larger property is robustly justified <u>i.e., due to the nature of the rural enterprise or the business it serves;</u> iv. Where practical for its purpose, the dwelling is located close to existing buildings / dwellings on the holding, to minimise its visual and environmental impact-; <u>and</u> v. Planning conditions are imposed to control the occupancy of the dwelling to ensure that it cannot be sold on or sublet for general accommodation unrelated to the enterprise. C. Temporary or seasonal accommodation requirements to serve rural enterprises will be considered on a case-by-case basis, but will need to demonstrate that: i. There is a proven business case for the accommodation; ii. There is no appropriate accommodation available in nearby settlements; <u>and</u> iii. Impacts on local services, landscape and amenity are mitigated-; <u>and</u> iv. <u>The proposal includes adequate facilities to serve the needs of the occupier i.e, it is fit for habitation.</u> Reasoned Justification for SWDPR 24 9.2 The NPPF (paragraph 80) outlines the need to locate housing in rural areas where it will enhance or maintain the vitality of rural communities. It also states that local planning authorities should avoid new, isolated homes in the countryside unless there are special circumstances. The objective is to protect the countryside for its intrinsic character, natural beauty and resources for all to enjoy. New dwellings for those who can show an essential need to locate for work purposes in the open countryside will need to be justified to demonstrate that the dwelling will support an existing agricultural, forestry or other rural enterprise where it is essential that accommodation is provided on site. For new enterprises, temporary consent may be given for non-permanent dwellings such as a caravan, until the economic merits of the enterprise are established. Applications for dwellings to support agricultural enterprises will need to demonstrate they meet the functional and economic tests outlined in Annex D. 9.4 Rural workers' dwellings shall not exceed 150 sq. m of net useable floorspace gross internal area (excluding garaging but including associated offices such as a farm office) unless it can be demonstrated through the submission of financial information that the associated holding can support a larger dwelling (see definition of net useable floorspace gross internal area in the Glossary).

SWDPR 253: Use Class C2 Housing for Older People or People with Special Housing Needs

Mod Ref	Policy	Page	Modification
MM26	SWDPR 25	110 - 111	Reasoned Justification for SWDPR 25 10.1 National Planning Practice Guidance⁽⁷³⁾ (<u>Housing for Older and Disabled People</u>) states that the need to provide housing for older people is critical and the provision of appropriate housing for people with disabilities, including specialist and supported housing, is crucial in helping them to live safe and independent lives. It explains that the health and lifestyles of older people will differ greatly, as will their housing needs, which can range from accessible and adaptable general needs housing to specialist housing with high levels of care and support. Similarly, disabilities can include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs, which may generate a range of housing requirements that can change over time. 10.2 The 2011 Census revealed that between 11% and 18.5% of the population of sSouth Worcestershire reported daily activity limitations. The Strategic Housing Market Assessment (SHMA) Update (2021, para 5.68) estimates there are around 75,500 people with a disability across the SWDPR area, which is projected to increase to around 92,600 by 2041. These are residents whose reduced ability to carry out daily activities impacts on their housing needs, including older people and people with special needs; sometimes their ability to carry out day-to-day activities is severely restricted. It is essential that these groups are catered for with a range of housing options to enable them to access new housing that meets their needs including the provision of C2 accommodation (Policy SWDPR 143 covers the general needs for housing for these groups). <u>C2 accommodation is not the only housing option available to the ageing population, most of whom will be accommodated in C3 accommodation which is provided for elsewhere in the Plan.</u>

SWDPR 264: Reuse of **Traditional** Rural Buildings

Mod Ref	Policy	Page	Modification
MM27	SWDPR 26	112 - 114	A. The reuse, conversion, or change of use of, redundant or underused traditional rural buildings⁽⁷⁴⁾ and structures of architectural importance and / or heritage significance⁽⁷⁵⁾ for housing, employment, commercial use, or tourism (including visitor accommodation), recreation and community uses, will be supported outside of a defined development boundary providing: i. It can be demonstrated that the building(s) is (are) of credible and recognised architectural importance and / or heritage significance; ii. It reuses a traditional rural building of permanent and substantial construction; iii. The building(s) is (are) capable of conversion without the need for considerable extension, significant alteration, excessive rebuilding or full reconstruction; iv. The proposal is of a high-quality design and takes precedent from and has regard to (as much as possible) the original design, features and materials (fixtures and fittings) that contribute to the architectural character and significance of the building and its surroundings; v. There will be no adverse effect on the historical environment, the character of the landscape and its setting, and that any impact on local biodiversity, including protected habitats and species, can be significantly mitigated; vi. There is existing adequate access, or where a new access is created it will not have an adverse effect on the area's rural character; vii. It is compatible with neighbouring uses and does not detract from, or conflict with, existing land uses including any existing and continued agricultural operation; and viii. That the building can be serviced by existing utilities or where the provision of new utilities is necessary, provision can be achieved without resulting in an adverse effect on the area's rural character. C. When granting permission for development under this policy, where there is clear justification to do so the LPA will remove any permitted development rights, where appropriate, that would normally apply to the building and its curtilage for future alterations, extensions, and other development. Reasoned Justification for SWDPR 26 11.1 The primary purpose of this policy is to maintain and protect the rural landscape and character of sSouth Worcestershire. <u>This includes facilitating the sensitive conversion of traditional rural buildings – those that are designated and non-designated heritage assets – ensuring that any traditional rural building is re-used or adapted in a way that retains its integrity, local architectural vernacular, and local distinctiveness.</u>, whilst recognising the need for and allowing the sensitive conversion of traditional rural buildings that may be considered heritage assets⁷⁶ into a more suitable use. <u>It is important to note that this policy</u>

⁷⁴ Traditional — of an age, and / or style, and constructed from materials and methods that are not considered to be present or part of recent history

⁷⁵ Architectural importance / heritage significance — A quality of being worthy of attention — for example, a cruck framed barn; a structure of an age that denotes listing; or similarly, intricate features in construction, or material use that is not standard practice.

⁷⁶ NPPE (July 2021) Annex 2: Glossary.

			is not intended for modern modular rural buildings. For the avoidance of doubt, this policy does not apply to more modern modular rural buildings that are generally suitable for conversion under permitted development, i.e., Class Q. 11.2 South Worcestershire contains a considerable range of older traditional rural buildings that contribute to its architectural and cultural heritage. These buildings were predominantly erected for agricultural purposes. Their age, character, form and quality vary, but the changing nature of the rural economy and the demands of agriculture means that many of these buildings are no longer required for their original use or suited to modern farming practices. 11.3 Traditional Rural buildings are periodically situated within the development boundaries of villages and settlements, and in these instances are required to adhere to relevant policies and planning legislation. The majority, however, are situated within the open countryside of which this policy is pertinent. They may be single buildings or grouped together in farmsteads or other clusters. 11.6 When an application for the reuse of a traditional rural building to a tourism, leisure or recreational use is made, the criterion within this policy will require adherence in conjunction with the relevant tourism and leisure policies. 11.7 In accordance with paragraphs 80 (202 and 203) of the NPPF⁽⁷⁷⁾, development of this nature is encouraged in certain circumstances, whereby this policy elaborates on which and defines specific criteria that is required to achieve sustainable development. 11.8 A number of traditional rural buildings may be listed, nationally or locally, as being of special architectural or historic interest or may fall within the curtilage of a listed building and benefit from the same significance. For example, a heritage asset or architecturally significant building may be of an age signifying listing, of a style representing a bygone architectural vernacular or period, constructed using an archaic method or from materials no longer prevalent, and be, therefore, the type of building the policy aims to protect and preserve or provide for its continued use. 11.9 To be considered for reuse, buildings should originally have been built with four walls⁽⁷⁸⁾ that are substantially complete but may include e.g., buildings of an unconventional shape (circular grain silos, oast houses, ice houses, dovecotes). Generally, to be of substantial construction, a traditional rural building should either have masonry, brick or be of half-timbered construction with a traditional finish, and have a slate, stone, tile or thatched roof. Evidence is required to demonstrate that the building is structurally sound and capable of conversion without the need for excessive rebuilding – this will usually take the form of a full structural survey. 11.11 The intention of the policy is to bring back into use traditional rural buildings of notable architectural quality. Therefore, it is paramount that these qualities are demonstrated in the end product. The juxtaposition of modern design is encouraged. However, it is of prime importance that the design does not detract from the original features that provide the building's architectural merit.
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⁷⁷ NPPF (July 2021) paragraph 80; paragraphs 202 and 203.

⁷⁸ ~~Not all rural buildings are of a conventional shape, (for example: circular grain silos, oast houses, ice houses, dovecotes) but they will be considered for reuse as part of this policy.~~

SWDPR 275: Extensions to Residential Curtilage Beyond a Defined Development Boundary

Mod Ref	Policy	Page	Modification
MM28	SWDPR 27	115 - 116	A. Proposals to extend residential curtilages will <u>not</u> be supported provided that <u>unless</u>: i. There is no detrimental impact on the character and appearance of the settlement <u>immediate vicinity</u> or the landscape; ii. There is no adverse effect on the privacy and amenity of neighbouring properties; iii. It does not detract from, or conflict with, neighbouring land uses; and iv. There is no detrimental impact on existing heritage, ecology, and and <u>locally important</u> landscape features⁽⁷⁹⁾ and <u>Significant Gaps</u>. B. Extensions to residential curtilages within the Cotswolds or Malvern Hills <u>National Landscapes</u> and Malvern Hills Areas of Outstanding Natural Beauty will not be supported if they do not satisfy SWDPR 3128 <u>3128</u>. D. Extensions to residential curtilages within areas of Protected Open Space will not be supported unless SWDPR 484B <u>484B</u> is satisfied. E. When granting permission to extend a residential curtilage the LPA may remove permitted development rights in appropriate cases <u>where there is clear justification to do so</u>. e.g., AONBs/NLs and the Green Belt Reasoned Justification for SWDPR 27 12.4 Proposals for garden extensions, <u>outside of defined development boundaries</u>, should avoid significantly reducing substantial gaps between dwellings because these gaps are essential in order to maintain the open character of the countryside. <u>12.5 Worcestershire County Council's Landscape Character Assessment (LCA) is a tool for identifying the patterns and individual combinations of features (such as hedgerows, field shapes, woodland, land use, patterns of settlements and dwellings) that make each type of landscape distinct. The relevant documents and maps are available online and any proposed residential curtilage extension should have regard to these to help identify any locally important landscape features that may be affected by the proposal.</u> <u>12.6 The restriction of permitted development (PD) rights is not a blanket restriction but may be applied in appropriate cases, where there is a clear justification that future PD development within the new curtilage could cause material harm to the character and visual amenities of the area. This could include extensions in areas such as within a National Landscape, Green Belt or Significant Gap, where future development may impact the aims of these designations, but also in the countryside generally where such harm would otherwise arise.</u>

⁷⁹ ~~Traditional to include (but not limited to): significant gaps, conservation areas, listed buildings, SSSI, wildlife areas, biodiversity, trees or other landscape features.~~

SWDPR 28: Design

Mod Ref	Policy	Page	Modification
MM29	SWDPR 28	118 - 123	A. All residential, employment and retail development will be expected to be of a high design quality. In terms of form and function it will and to integrate effectively with its surroundings, reinforce a sense of place and local distinctiveness, and conserve and enhance cultural and heritage assets and their settings. New and contemporary designs will be encouraged and supported where they enhance the overall quality of the built environment. B. Applications should demonstrate, through a Design and Access Statement or other supporting evidence, (e.g., Homes Quality Mark, Building for a Healthy Life, or BREEAM assessment, or equivalent assessment), how the objectives outlined in criterion A and SWDPR 05 have been addressed. They will also need to demonstrate how the following matters have been met: x. Creating a Safe and Secure Environment - Opportunities for creating a safe and secure environment and providing surveillance should be included, principally through the layout and positioning of buildings, spaces and uses. Where appropriate, development should incorporate measures for crime reduction that are consistent with those recommended by have regard to the Secured by Design <u>guidelines</u>. Buildings and their surrounding spaces should incorporate fire, public safety and counter terrorism measures and be designed to allow rapid access by the emergency services. xii. Gull control - Proposals for new development in areas identified as having a problem with gulls will be required to consider design measures that reduce the gull population and their impact on the building and general environment. <u>the impact of gulls on the building and wider environment.</u> Reasoned Justification for SWDPR 28 1.5 In accordance with the NPPF, it It is expected that from pre-application discussions through to the submission of a final application, design-related matters should be a primary consideration. This can be added by employing a range of design tools, e.g., the Building for Healthy Life (formally Building for Life 12) methodology or independent Design Review Panel to assess the scheme at pre-application and submission stages. Where development proposals are required to be accompanied by a Design and Access Statement, these should be used to explain how the principles of good design, including those set out in this policy's criteria, have been incorporated into the development. For significant development proposals in rural areas, an application should be supported by a Landscape Sensitivity and Capacity Assessment (LSCA). 1.6 This policy should be read in conjunction with other relevant policies in the SWDPR, as well as the Neighbourhood Plans Plans where appropriate, and proposals will be expected to demonstrate that they have been informed by have had regard to the current available guidance in the South Worcestershire Design Guide SPD, <u>design code SPDs and masterplans,</u> and evolving best practice that and include: • Building for a Healthy Life: Building for Life 12 - Design Council • Home Quality Mark: https://www.homequalitymark.com/ • AONB National Landscape Design Guidance: https://www.cotswolds-aonb.org.uk/our-landscape/landscape-strategy-guidelines/ • Better By Design Manual for Streets: Manual for the Streets (publishing.service.gov.uk) • Worcestershire Landscape Character Assessment: Landscape Character Assessment Assessment Worcestershire County Council

			• South Worcestershire Historic Environment Assessment: https://www.swdevelopmentplan.org/?page_id=553 1.7 Development proposals are not designed in isolation from their context. There are considerable variations in local architectural styles, buildings and urban areas across South Worcestershire, e.g., the locally distinctive areas of the lowland vale, north Worcestershire, Cotswolds National Landscape and Malvern Hills National Landscape. Area of Outstanding Natural Beauty. More detailed guidance on how design should respond to all the character areas covered by the policy is set out in the South Worcestershire Design Guide SPD. New development should take account of the characteristics of the site, as well as the distinctiveness of the wider locality, and make a positive contribution to the surrounding area. Where appropriate, particularly with respect to the strategic sites and new settlements, the use of masterplans or design codes will be appropriate, in accordance with the NPPF, and the National Design Guide and the National Model Design Code guidance. 1.8 In accordance with the NPPF, a d Development will not be acceptable if its design is inappropriate in its context, or if it fails to take any opportunity available to improve the character and quality of an area and the way it functions. This includes ensuring that there is no unacceptable detrimental impact on the amenity of existing or new residents or occupants resulting from the new development.
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SWDPR 297: Biodiversity and Geodiversity

Mod Ref	Policy	Page	Modification
MM30	SWDPR 29	124-128	A. All developments are required to deliver measurable net gains in biodiversity through the restoration, recreation and enhancement of priority habitats, ecological networks and the protection and recovery of legally protected and priority species populations. Delivery of measurable net biodiversity gains should be designed to support the delivery of the biodiversity and green infrastructure networks. Enhancements for wildlife within the built environment will be sought where appropriate from all scales of development. The level of biodiversity net gain required will be proportionate to the type, scale and impact of development. <u>A. Development likely to have an adverse effect on nationally important sites, including a Site of Special Scientific Interest (SSSI) <i>will only be considered where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest.</i></u> <u>B. Development resulting in the loss or deterioration of irreplaceable habitats or</u> and irreplaceable features including (but not limited to) Ancient Woodland and Ancient and Veteran Trees will not be supported unless there are wholly exceptional reasons and a suitable compensation strategy exists. <u>C. Development that would compromise the favourable condition (or make it less likely that favourable condition can be reached) of a Grassland Inventory Site (GIS), a Local Wildlife Site (LWS), a Local Geological Site (LGS), a Roadside Verge Nature Reserve (RVNR) (as informed by the Worcestershire Local Sites Partnership), trees or woodland and species or habitats of principal importance recognised in the Worcestershire Biodiversity Action Plan, or listed under Section 41 of the Natural Environment and Rural Communities Act 2006, will only be supported if the need for and the public benefits of the proposed development significantly outweigh the loss.</u> <u>D. Development should consider ecological and green infrastructure networks that link the biodiversity areas detailed above, including areas identified for habitat restoration and creation. <i>Proposals should have regard to</i> Urban Biodiversity Corridors, as identified on the SWDP Review Policies Map (as part of the wider green infrastructure and biodiversity networks, <u>including mapped, un-mapped and supporting measures set out in the Worcestershire Local Nature Recovery Strategy⁸⁰</u>), should be taken into account when considering these requirements. To ensure that connectivity for wildlife is maintained, proposals for new development must, <u>either as part of, or in addition to Biodiversity Net Gain requirements (see policy SWDPR 30)</u>, ensure that, for example, lighting⁸¹ is carefully designed to maintain dark habitats and corridors, and similarly that boundaries, including those between private gardens, are permeable to native wildlife (such as small mammals, reptiles and amphibians).</u> <u>E. Where the policy requirements of parts <i>A, B, C, or D</i> E, F or G have been met, full compensatory provision and its establishment commensurate with the ecological / geological value of the site will be required. This may be <u>achievable through Biodiversity Net Gain mechanisms (see policy SWDPR 30)</u>, or secured through a legal agreement, where appropriate.</u> <u>F. In the first instance, compensatory provision and net gain should be through on-site measures, the details of which need to be agreed with the Local Planning Authority <u>LPA</u>. Off-site mitigation and, compensation and net gain measures will only be acceptable as a last resort and where on-site mitigation is shown not to be possible. Where, having followed the mitigation hierarchy, there is an unavoidable requirement for off-site biodiversity compensation to offset harm, applicants will be required to demonstrate that this the</u>

⁸⁰ ~~Worcestershire Local Nature Recovery Strategy | Worcestershire County Council~~

⁸¹ ~~Adherence with the latest NPPF and NPPG updates regarding light pollution should be required as a minimum.~~

		<u>necessary mitigation and compensation</u> will be brought forward in a timely manner at a scale and proximity to the proposed development in keeping with the <u>level of</u> harm caused. J. In delivering net gain, on-site measures will be appropriate in many scenarios, but there may be circumstances where off-site net gain is deemed to be preferable, e.g., at a strategic level. Local Nature Recovery Strategies (in delivering a Nature Recovery Network) can be used to help inform the most appropriate implementation measure, where they apply. K. Development must secure the effective management and monitoring of relevant biodiversity features, both on and off-site. L. Where features created in relation to this policy can be classified as Green Space, these shall be identified on the SWDP Review Policies Map and thereafter incorporated into SWDPR 44. <u>Nutrient Neutrality</u> <u>G. In relation to issues regarding Nutrient Neutrality, proposals for development within the River Lugg catchment area (part of the River Wye Special Area of Conservation (SAC) as shown on the Policies Map) are required to be nutrient neutral. Where proposals within South Worcestershire have the potential to affect the catchment area, project level HRA will be required to determine that no significant effects will arise as a result of development and that there will be no adverse effect on the integrity of the catchment area. Should development be found to affect the catchment area, proposals will need to mitigate against nutrient impacts in perpetuity. Where nutrient impacts cannot be mitigated, development will be refused. Where applicable, the SWC will work with neighbouring Local Planning Authorities on strategic solutions to mitigate nutrient impacts.</u> <u>Reasoned Justification for SWDPR 29</u> 2.1 Conserving and enhancing the natural environment is one of the NPPFs core planning principles and Section 15 sets out how planning policy should achieve this. The Natural Environment and Rural Communities (NERC) Act (2006) requires public bodies to have regard to the purpose of conserving and enhancing biodiversity. The Environment Act (2021) sets out the government's agenda for environmental reform and is considered key to delivering commitments made in the 25 Year Environmental Plan and achieving Net Zero Carbon Emissions by 2050⁸². 2.1 Worcestershire is blessed with a rich variety of biodiversity and geodiversity assets and habitats⁸³, <u>including as described within the Worcestershire habitat Inventory</u>, which are an important factor in both the relatively high quality of life experienced by most residents and the attractiveness of the area as a business and tourist destination. Without an appropriately strong planning policies y, the trend of biodiversity and geodiversity losses will continue. Alongside the three local authority climate change declarations and strategies (see SWDPR 01), Worcester City Council specifically declared a Biodiversity Emergency in September 2020⁸⁴. 2.2 The local planning authorities expect protection of important existing features to be the norm in most cases, with re-creation after habitat loss to be considered only where this is not practical. Where habitats are retained, protected, enhanced or created, the local planning authority <u>LPA</u> will require information regarding long-term management so as to ensure that features (and particularly those required in mitigation for harm) can be maintained into the future, with management action plans required for failing schemes. This may in some circumstances need to be secured by legal agreement. Without positive action there is real danger, particularly given the impacts of climate change, that in the long-term the ecosystems themselves will begin to fail.
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⁸² ~~The Environment Act proposes to amend/replace Section 40 of the NERC Act (2006) to strengthen the wording of the duty.~~

⁸³ ~~Further information available from the Worcestershire Habitat Inventory website.~~

⁸⁴ ~~Worcester City Council – Council and Democracy – Agenda item – Notice of Motion~~

		2.4 There is an expectation that biodiversity net gain will be built into development and a range of opportunities to achieve this exist. This could, for example, be as simple as through the provision of a bird box or bat roosting feature integrated into a new householder extension, new planting to support pollinators and/or to improve habitat connectivity. It could also be achieved through a specifically designed site-wide biodiversity mitigation and enhancement scheme restoring existing and creating new habitats, integrating sustainable drainage systems and building on ecological networks and assets in the area. Local Nature Recovery Strategies (LNRS), in delivering a Nature Recovery Network, will put spatial planning for nature on a statutory footing and will support important existing habitats and provide opportunities to create or restore others. LNRS can be used to help inform the most appropriate biodiversity net gain measures, where they apply. More detailed guidance will be provided through additional technical information and / or through an SPD. 2.5 The NPPF has recognised it is crucial that biodiversity net gain is measurable. This requires that an appropriate level of baseline information is submitted with development proposals. Both Malvern Hills District Council and Wychavon District Council feature a survey trigger list on their websites, which indicates when certain protected species surveys will be asked for, whilst recognising that wider biological diversity should not be neglected. Ecological surveys and reports shall follow recognised professional standards, such as guidance from the Chartered Institute of Ecology and Environmental Management (CIEEM) and specialist guidance, for example, the Bat Conservation Trust good practice guidelines. 2.6 Biodiversity Metric 3.0 (as updated)(90⁸⁵) has been developed by Natural England for DEFRA and provides a way of measuring and accounting for biodiversity losses and gains resulting from development or land management change. It is the recognised metric for measuring biodiversity, as proposed in the Environment Act (2021). Additionally, a Small Sites Metric (SSM)(91⁸⁶) has also been designed to help calculate biodiversity net gain on smaller development sites. 2.7 The Environmental Benefits from Nature Tool (EBNT)(92⁸⁷) has also been produced by Natural England and is designed to work alongside Biodiversity Metric 3.0 to give developers a way of exploring the benefits habitats bring to people, such as improvements to water quality, flood management services and carbon storage. 2.3 The NPPF recognises ancient woodland and ancient or veteran trees, wood pasture and lowland fen as irreplaceable habitats and any development likely to have an adverse effect will need to demonstrate wholly exceptional reasons (and a suitable compensation strategy) to justify public benefits. 2.9 Details of lighting schemes and boundary treatment shall be submitted with planning applications to demonstrate how dark corridors and permeability to wildlife will be achieved, as and where appropriate. Lighting strategies on GI masterplans for larger schemes should also be considered. Submitted strategies and information shall follow currently recognised professional guidance⁽⁸⁸⁾. More detailed guidance will be provided through additional technical information and/or through an SPD. 2.10 Urban Biodiversity Corridors have been identified within the city and towns of south Worcestershire as part of enhancing the wider green infrastructure⁽⁸⁹⁾ and biodiversity⁽⁹⁰⁾ networks. These corridors continue to protect existing biodiversity within the urban areas, reaffirm the benefits of permeable, connected urban landscapes for wildlife and local communities and, alongside SWDPR 44 Green Space, help maintain the greening of the urban environment⁽⁹¹⁾. These corridors, alongside other Green Infrastructure and
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⁸⁵ 90 The Biodiversity Metric 3.0 – JP039 (nepubprod.appspot.com)

⁸⁶ 91 <http://nepubprod.appspot.com/publication/6047259574927360>

⁸⁷ 92 <http://nepubprod.appspot.com/publication/6414097026646016>

⁸⁸ 93 For example, the Institute of Lighting Professionals and Bat Conservation Trust guidance on bats and artificial lighting (2018).

⁸⁹ 94 Green Infrastructure Evidence Base | Planning for Green Infrastructure | Worcestershire County Council

⁹⁰ 95 Worcestershire Habitat Inventory

⁹¹ 96 Urban Biodiversity Corridors do not prejudice a householder's permitted development rights.

			biodiversity supporting components, help to connect habitat fragments, allowing for wildlife to move between spaces. A larger, more connected green infrastructure, allied with biodiversity networks (on both site specific and wider spatial scales), allows for more wildlife to be supported, improving biodiversity and species dispersal within the urban landscape. 2.11 Statements of conformity, habitat management agreements and future monitoring will be required to ensure the effective protection and retention of the habitats secured through this policy. The SWC will produce Biodiversity Reports as per the requirements of the Environment Act (2021). 2.4 2.42. Sites of significant importance, which include Special Areas of Conservation (SAC), Special Protection Areas (SPAs) and Sites of Community Importance (SCI), are statutorily protected under the Conservation of Habitats and Species Regulations 2017 (as amended)⁹². In addition, sites listed under Paragraph 181 of the NPPF (2023), which include wetlands of international importance (Ramsar sites), are protected by Government policy and subject to the same level of protection as sites of European importance. 2.5 2.43. Plans or projects with the potential to have a likely significant effect on these sites will require an Appropriate Assessment under Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended). Consent can only be granted where a plan or project will have no adverse effects on the integrity of these sites, either alone or in-combination with other plans and projects. Assessment under the Habitats Regulations would need to take into consideration effects on the integrity of the site and also upon areas of functionally linked land. In exceptional circumstances, where there are no alternative solutions, a plan or project may meet the test of Imperative Reasons of Overriding Public Interest (IROPI), which would then require demonstration that appropriate compensation will be provided to ensure that the integrity of the national site network is not compromised. Given the rigour of these tests, the presumption is that plans or projects that could have an adverse impact upon the national site network would not be approved. In practice, plans and projects that meet the test of IROPI are extremely rare and very unlikely to fall under the councils' remit for decision making. <u>2.6 There is an expectation that the built environment will achieve benefits for fauna through habitat gains and wildlife connectivity. Outline Lighting Strategies or more detailed lighting schemes and boundary treatment shall be submitted with planning applications (either as part of, or in addition to Biodiversity Net Gain considerations, see SWDPR 30) to demonstrate how dark corridors and permeability to wildlife will be achieved, as and where appropriate. Careful consideration of ecological corridors and of sensitive features for wildlife, such as designated sites of nature conservation value, woodlands, wetlands and watercourses (for example, as identified in the Worcestershire Habitat Inventory) should inform Lighting Strategies so as to avoid or minimise adverse environmental impacts of artificial light. Submitted strategies and information shall follow currently recognised professional guidance, for example, but not limited to, guidance produced by the Institution of Lighting Professionals⁹³.</u> <u>2.7 Gardens and garden boundaries of new housing developments should be appropriately designed to ensure there is ecological permeability and habitats for wildlife species such as hedgehogs, nesting birds, roosting bats, invertebrates etc. This is to ensure the protection and enhancement of existing wildlife corridors and the provision of new connections across the site. Examples of measures to improve garden habitats could include the provision of bird boxes or bat roosting features integrated into new buildings and new planting to support pollinators. Developers must also consider whether habitats and species may be subject to any adverse environmental effects from exposure to the agents of nuisance -noise, light, odours, smoke, effluvia, etc. that have a potential to cause an adverse impact. Consideration should include direct impacts on individuals / species (such as the effect of noise on singing birds for example) and the potential for components</u>
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⁹² 97 Conservation of Habitats and Species Regulations 2017 SI No. 2017/1012, TSO (The Stationery Office), London. Available at: <https://www.legislation.gov.uk/uksi/2017/1012/contents> as amended by The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. Available at: <https://www.legislation.gov.uk/ukdsi/2019/9780111176573>

⁹³ For example, the Institute of Lighting Professionals and Bat Conservation Trust guidance on bats and artificial lighting (2018).

			<u>of the local ecological network to be significantly compromised by these nuisances. Site-wide biodiversity mitigation and enhancement schemes should seek to restore existing and create new habitats, whilst integrating sustainable drainage systems and enhancing ecological networks and assets in the area. More detailed guidance will be provided through additional technical information and/or through an SPD.</u> <u>2.8 Urban Biodiversity Corridors have been identified within the city and towns of South Worcestershire as part of enhancing the wider green infrastructure⁹⁴ and biodiversity⁹⁵ networks and are identified on the Policies Map. These corridors will help to protect existing biodiversity within the urban areas, provide opportunities for habitat restoration and creation, reaffirm the benefits of permeable, connected urban landscapes for wildlife and local communities and, alongside SWDPR 48 Open Space, and the Worcestershire Local Nature Recovery Strategy help maintain the greening of the urban environment⁹⁶. These corridors, alongside other Green Infrastructure and biodiversity supporting components, will help to connect habitat fragments, allowing for wildlife to move between spaces. A larger, more connected green infrastructure, allied with biodiversity networks (on both site specific and wider spatial scales), allows for more wildlife to be supported, improving biodiversity and species dispersal within the urban landscape.</u> <u>2.9 Statements of conformity, habitat management agreements and future monitoring will be required to ensure the effective protection and retention of the habitats secured through this policy. Both Malvern Hills District Council and Wychavon District Council feature a survey trigger list on their websites, which indicates when certain protected species surveys will be asked for, whilst recognising that wider biological diversity should not be neglected. Ecological surveys and reports shall follow recognised professional standards, such as guidance from the Chartered Institute of Ecology and Environmental Management (CIEEM) and specialist guidance, for example, the Bat Conservation Trust good practice guidelines. The SWC will produce Biodiversity Reports as per the requirements of the Environment Act (2021).</u> 2.14 This policy should also be considered in conjunction with SWDPR 1 Climate Change Mitigation and Adaption, SWDPR 7 Green Infrastructure, SWDPR 10 Health and Wellbeing, SWDPR 26 Design, SWDPR 35 Sustainable Drainage Systems, SWDPR 36 Water Resources, Efficiency and Treatment, SWDPR 38 Land Instability and Contaminated Land, SWDPR 44 Green Space and SWDPR 45 Provision of Green Space and Outdoor Community Uses in New Development. <u>Nutrient Neutrality</u> <u>2.10 In relation to Nutrient Neutrality considerations, the River Lugg is part of the River Wye Special Area of Conservation (SAC), between Hope under Dinmore and where it converges with the River Wye at Mordiford. This part of the SAC is exceeding its water quality targets for phosphate. Development that would contribute additional phosphates into the catchment could have an adverse effect on the integrity of the River Wye SAC. A small part of the River Lugg catchment is located within the Malvern Hills District - River Lugg Special Area of Conservation (SAC)⁹⁷. Proposals in the River Lugg catchment located within South Worcestershire will be subject to project level HRA. This is required to ensure that further assessment of potential impacts is undertaken in order to determine whether there will be an adverse effect on the integrity of the catchment area and if so, how impacts can be mitigated to be made nutrient neutral.</u>
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⁹⁴ [Green Infrastructure Evidence Base – Planning for Green Infrastructure – Worcestershire County Council.](#)

⁹⁵ [Worcestershire Habitat Inventory](#)

⁹⁶ [Urban Biodiversity Corridors do not prejudice a householder's permitted development rights.](#)

⁹⁷ [River Lugg Special Area of Conservation \(SAC\) – Catchment Map – TIN210 \(naturalengland.org.uk\).](#)

SWDPR 30: Biodiversity Net Gain

Mod Ref	Policy	Page	Modification
MM31	SWDPR 30	124-128	<u>A. Biodiversity Net Gain (BNG) is a statutory requirement. All qualifying development proposals must deliver the statutory minimum measurable BNG attributable to the development in line with legislation, which currently is at least 10%. In calculating the BNG requirement, the statutory Biodiversity Metric and/or the Small Sites Metric tools must be utilised.</u> <u>B. Delivery of biodiversity net gain is expected to follow the Biodiversity Gain Hierarchy and must be effectively managed and monitored (for both on and off-site scenarios) for a period of at least 30 years, which may involve the use of conservation covenants. Exempted development (as set out in legislation) must achieve no net loss of biodiversity and where possible should achieve appropriate net gains.</u> <u>C. In delivering net gain, on-site measures will be appropriate in many scenarios, but there may be circumstances where off-site net gain is deemed to be preferable, e.g., at a strategic level. The Worcestershire Local Nature Recovery Strategy (in delivering a Nature Recovery Network) can be used to help inform the most appropriate implementation measure, where they apply. Off-site biodiversity net gain measures will only be acceptable where on-site mitigation is shown not to be possible.</u> <u>D. Where qualifying planning applications are approved, and prior to the commencement of development, a Biodiversity Gain Plan must be submitted to the LPA which sets out how BNG will be achieved.</u> <u>E. Where features created in relation to BNG can be classified as Open Space, these will be identified on the Policies Map and incorporated into SWDPR 48 through future Local Plan reviews.</u> <u>Reasoned Justification for SWDPR 30</u> <u>2.1 The Environment Act (2021) places a statutory requirement on development to provide at least 10% Biodiversity Net Gain. The NPPF has recognised it is crucial that biodiversity net gain is measurable. This requires that an appropriate level of baseline information is submitted with development proposals. The Statutory Biodiversity Metric⁹⁸ has been developed by Natural England, the Environment Agency and the Forestry Commission for DEFRA and provides a way of measuring and accounting for biodiversity losses and gains resulting from development or land management change. It is the recognised metric for measuring biodiversity, as set out in the Environment Act (2021). Additionally, a Small Sites Metric (SSM)⁹⁹ has also been designed to help calculate biodiversity net gain on smaller development sites.</u> <u>2.2 Ecological surveys and reports shall follow recognised professional standards, such as guidance from the Chartered Institute of Ecology and Environmental Management (CIEEM) and specialist guidance. With the exception of the Small Site Metric, Biodiversity Gain Plans must be undertaken by a suitably qualified and/or experienced ecologist. The SWC will produce Biodiversity Reports as per the requirements of the Environment Act (2021).</u> <u>2.3 The Environmental Benefits from Nature Tool (EBNT)¹⁰⁰ has been produced by Natural England and is designed to work alongside the Statutory Biodiversity Metric to give developers a way of exploring the benefits habitats bring to people, such as improvements to water quality, flood management services and carbon storage.</u> <u>2.4 The Worcestershire Local Nature Recovery Strategy (LNRS), in delivering a Nature Recovery Network, will put spatial planning for nature on a statutory footing and will support important existing habitats and provide opportunities to create or</u>

⁹⁸ The Biodiversity Metric 3.0 – JP039 (nepubprod.appspot.com)

⁹⁹ <http://nepubprod.appspot.com/publication/6047259574927360>

¹⁰⁰ <http://nepubprod.appspot.com/publication/6414097026646016>

			<u>restore others. The Worcestershire Habitat Inventory, alongside site-specific ecology surveys, will assist in determining the pre-development biodiversity net gain 'baseline' values.</u>
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SWDPR **3128**: The Cotswolds National Landscape (NL) and Malvern Hills **National Landscape** Area of Outstanding Natural Beauty (AONB)

Mod Ref	Policy	Page	Modification
MM32	SWDPR 31	129 - 130	A. Development proposals within the National Landscapes and their settings the NL and AONB will be required to demonstrate that they conserve and enhance the natural beauty¹⁰¹ of the NL and AONB National Landscapes, including their special qualities, landscape and scenic quality, natural heritage, cultural heritage, and relative tranquillity¹⁰². B. Major development proposals within the National Landscape and AONB will not be supported <u>other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest.</u> C. Proposals should have regard to and be consistent with the National Landscape Management Plans and other relevant guidance published by the Cotswolds National Landscape Conservation Board and Malvern Hills AONB National Landscape Partnership, including any Housing Position Statements. National Landscape and AONB Setting <u>D. Development proposals within the National Landscapes and affecting their setting will need to demonstrate that they have been sensitively sited and designed to avoid or minimise adverse impacts, considering cumulative effects. Accordingly, a Landscape and Visual Impact Assessment will be required. Such proposals will need to avoid, mitigate and, as a last resort, compensate for any residual adverse effects.</u> D. Development proposals in the setting of a NL and AONB which could have a detrimental impact on the NL and AONB and on people's enjoyment of them will have to submit an assessment of landscape and visual effects¹⁰³ (including cumulative effects where relevant) and demonstrate, including through siting and design, that any such effects could be rendered acceptable. Development in the setting of the NL and AONB should be in accordance with good practice guidance produced by the Cotswolds Conservation Board and the Malvern Hills AONB Partnership. Reasoned Justification for SWDPR 31 3.1 The Cotswolds National Landscape and Malvern Hills National Landscapes Area of Outstanding Natural Beauty are nationally important landscapes that which need to be conserved as indicated in the NPPF (paragraph 176). 3.2 National Landscapes and AONBs are designated under the same legislation as National Parks. The Countryside and Rights of Way (CROW) Act (2000) requires an LPA to have regard to the purpose of conserving and enhancing the natural beauty of an National Landscapes and AONB including in relation to functions which may affect it. The Act also requires the publication and review of National Landscapes and AONB management plans, which formulate local authority policy for the management of the National

¹⁰¹ "Natural Beauty" is not just the look of the landscape, but includes landform and geology, plants and animals, landscape features and the rich history of human settlement over the centuries' (Areas of Outstanding Natural Beauty: A Guide for AONB partnership members Countryside Agency 2001: CA24). It has been clarified that land used for agriculture, woodlands, parkland or with physiographical features partly the product of human intervention in the landscape, is not prevented from being treated as an area of 'natural beauty' (Natural Environment and Rural Communities Act 2006). A focus on natural beauty better reflects the statutory purpose of AONBs. Aspects such as special qualities, tranquillity, landscape and scenic beauty, natural heritage and cultural heritage, etc., are all components of natural beauty.

¹⁰² Tranquillity includes the avoidance of disturbance from e.g., noise, traffic, contamination, dust, and light pollution; natural heritage includes biodiversity and cultural heritage includes historic environment.

¹⁰³ The LPA will advise whether a full Landscape and Visual Impact Assessment (LVIA) or, for non-EIA development within the setting of the AONBs, a standalone Landscape and Visual Appraisal (LVA) should be provided as outlined in section 3.2 of the Guidelines for Landscape and Visual Impact Assessment (Third edition, 2013), published by the Landscape Institute and the Institute of Environmental Management and Assessment. This will depend on the nature and scale of the proposal.

		Landscapes and AONB and for the carrying out of local authority functions¹⁰⁴. For the purposes of this plan, these are produced by the Cotswolds National Landscape Conservation Board and the Malvern Hills AONB National Landscape Partnership. As these management plans aim to conserve and enhance the landscape and natural beauty of the National Landscapes and AONB, they are entirely consistent with the NPPF and therefore they will be treated as a material consideration for assessing the planning merits of development proposals, as required by national guidance. <u>3.3 In addition the 2023 Levelling Up and Regeneration Act (s245) now places an updated duty on local planning authorities to further the purposes of National Landscapes in local plans. Essentially the requirement is to further the purpose of conserving and enhancing the natural beauty of National Landscapes and further guidance on this was published by the Government in December 2024. SWDPR 31 specifically responds to this need, whilst the policies in the SWDPR overall are supportive of the duty and statutory purposes of the National Landscapes as set out in the documents referenced in paragraph 3.2. Therefore, when determining planning applications both in and within the setting of the National Landscapes the duty must be applied and consideration given to how any development proposal has regards to National Landscape management plans and relevant guidance.</u> 3.43 For the purposes of criterion B, major development should be determined having regard to footnote 60 of the NPPE. The nature of the landscape is such that even small-scale development has the potential to have a negative effect on the special qualities of a National Landscapes or AONB, especially where such effects accumulate with those arising from other developments. Although the plan includes several housing allocations at settlements specifically within the Cotswolds National Landscape, further non-planned, i.e., 'windfall' development within the National Landscapes and AONBs, will be rigorously assessed against the policies of the Plan and the relevant legislation. Windfall proposals on undeveloped land adjoining built up areas will only be supported where there is convincing evidence of a local housing need specific to the National Landscape or AONB settlement, parish, or sub-area¹⁰⁵, such as needs identified through a Nneighbourhood Pplan or a local affordable housing needs survey (policy SWDPR 2019 Rural Exception sites). <u>Sub-area in this context means either the part of the Malvern Hills National Landscape in Malvern Hills District, or the part of the Cotswolds National Landscape in Wychavon District</u> Ffor development out of, but affecting a National Landscape or AONB, regard should be had to the purpose of conserving and enhancing its natural beauty. 3.54 The Strategic Housing and Employment Land Availability Assessment (SHELAA) demonstrates sufficient potential housing land capacity beyond the National Landscapes and AONBs, so it is considered that there is no overriding justification for large-scale unallocated development in these protected landscapes. Recent changes to National Planning Practice Guidance supports this position¹⁰⁶. With regards to smaller scale developments inwithin a National Landscape, or AONBs priority should be given to the provision of affordable housing based on convincing evidence of local National Landscape or AONB need. 3.65 Land within the setting of a National Landscape or AONB often makes an important contribution to maintaining its natural beauty and special qualities, as recognised by recent changes to National Planning Practice Guidance¹⁰⁷. Poorly located or badly designed development can do significant harm to a National Landscape or AONB and to people's enjoyment of it. Views from and to the higher
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¹⁰⁴ Countryside and Rights of Way act 2000: Section 89

¹⁰⁵ Sub-area in this context means either the part of the Malvern Hills AONB in Worcestershire (for development in that AONB) or the part of the Cotswolds NL in Worcestershire (for development in that NL.)

¹⁰⁶ Policies for protecting these areas (inc AONBs) may mean that it is not possible to meet objectively assessed needs for development in full through the plan making process, and they are unlikely to be suitable areas for accommodating unmet needs from adjoining (non-designated) areas. Paragraph: 041 Reference ID: 8-041-20190721 Revision date: 21-07-2019.

¹⁰⁷ Land within the setting of these areas often makes an important contribution to maintaining their natural beauty, and where poorly located or designed development can do significant harm. This is especially the case where long views from, or to, the designated landscape are identified as important, or where the landscape character of land within and adjoining the designated area is complementary. Development within the settings of these areas will therefore need sensitive handling that takes these potential impacts into account. Paragraph: 042 Reference ID: 8-042-20190721 Revision date: 21-07-2019

			ground of the Cotswolds <u>National Landscape</u> and Malvern Hills <u>National Landscape</u> AONB have been shown to be highly valued by local people and visitors alike. Therefore, the siting and design of development within the setting of a <u>National Landscape</u> or AONB , requires detailed consideration that takes these potential effects into account and responds accordingly. <u>This can be assessed either via a Landscape and Visual Impact Assessment (LVIA) or standalone Landscape and Visual Appraisal (LVA) as part of any planning application and the requirement and level of assessment will be determined at the validation stage.</u>
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SWDPR: 32 Areas of Informal Recreation (AIRs)

Mod Ref	Policy	Page	Modification
MM33	SWDPR 32	N/A	A. <u>Support will be given for AIRs to come forward to provide attractive recreational green space to relieve pressure on existing vulnerable areas of Green Infrastructure such as the Malvern Hills Site of Special Scientific Interest (SSSI), or where there are limited opportunities for informal recreation in the surrounding area.</u> B. <u>An AIR is allocated at Land north-east of Blenheim Farm, Honeybourne (59.5ha) and is shown on the Policies Map.</u> C. <u>The allocated AIR at Honeybourne and any additional AIRs that are identified will only be permitted where;</u> i. <u>Provision is made for approximately 50ha or more of land for informal recreation that is of an appropriate scale that is compatible with the surrounding landscape and uses;</u> ii. <u>Provision is made for supporting ancillary uses, such as public conveniences, play equipment for all ages, ancillary retail or food outlets to support the sustainability of an AIR. Such provision will need to be sensitively sited and designed and make use of existing buildings where possible;</u> iii. <u>Provision is made for trails and routes that accommodate the following uses:</u> • <u>Walking, including dog walking- including signage and wayfinding and opportunities for inclusion of public art features where appropriate.</u> • <u>Where appropriate, biking routes that offer an alternative experience to Mountain Biking on the Malvern Hills.</u> iv. <u>It is located in close proximity to a public transport route to encourage sustainable travel;</u> v. <u>The number, design and layout of vehicle parking places proposed is appropriate for the location and expected levels of use;</u> vi. <u>It can be provided with safe access and does not have an unacceptable impact on the local road network;</u> vii. <u>Any adverse impacts upon the character, appearance or ecology of the landscape and / or any environmental, nature, planning or landscape designation are appropriately mitigated; and</u> viii. <u>It does not have a detrimental effect on the living conditions of neighbouring occupiers or the wider local area by reason of noise, overlooking, or other general disturbance.</u> D. <u>Planning applications will need to be accompanied by a Business Plan that demonstrates how the AIR is being planned on a sound financial basis and how the AIR will be funded both for initial set-up and for its continued running costs and maintenance.</u> E. <u>Planning applications will need to be accompanied by a Management Plan for the AIR demonstrating how the proposal meets the requirements of this policy and how the AIR will be managed to ensure it continues to meet the objectives of AIRs provision.</u>

F. Major residential development proposals will be expected to provide a contribution towards the cost of delivering AIRs infrastructure, unless this would render the development unviable. Sites located on Previously Developed Land and strategic allocations providing a Community Park over 30ha will not be required to provide a contribution towards delivery of AIRs.

G. Planning conditions will be imposed to secure the site as an AIR as part of the provision of any contributions relating to AIRs.

Reasoned Justification for SWDPR 32

Purpose of the AIRs

- 1.1. The Worcestershire Green Infrastructure Framework 3: Access and Recreation Document (2020) highlighted limited opportunities to expand existing informal recreation sites across Worcestershire. This focused on the creation of new, large informal recreation sites to form part of a wider network of accessible greenspaces, and to take pressure off existing Green Infrastructure (GI) assets. This concept was taken forward as part of the SWDPR and formed the principle that is known as Areas of Informal Recreation (AIRs).
- 1.2. AIRs are strategic, informal recreation sites that form part of a wider network of accessible greenspaces, providing additional recreational opportunities to alleviate pressures associated with growth in the plan and helping to take pressure off existing GI assets, including the Malvern Hills Site of Specific Scientific Interest (SSSI).
- 1.3. The delivery of AIR sites will involve the creation of informal publicly accessible land intended to increase the amount of natural green space available to local residents for their recreation and wellbeing. This will include development of routes and trails suitable for all visitors and provision of cycle and appropriate levels of car parking facilities and may include other visitor facilities, such as toilets, cafe and refreshments. Opportunities to provide educational access may be explored.

Honeybourne AIR Allocation

- 1.4. The allocation should comply with the criteria established in Part C of this policy.
- 1.5. Additional AIRs are sought within the zone of influence (25km radius) of the Malvern Hills SSSI; this is therefore the preferred location for an AIR.
- 1.6. It is expected to establish the creation of new woodland and associated habitats with new and enhanced access trails around the site. Provision of small-scale car parking facilities will be required alongside low-level signage and wayfinding posts to guide visitors.
- 1.7. The Footprint Ecology AIRs Report (2024) highlights a clear gap in the Evesham area (where the Honeybourne AIR is located) in terms of an existing population and access to natural greenspace.

Further Provision

- 1.8. The provision of recreational green spaces on the strategic sites, particularly at Worcestershire Parkway will maximise self-containment within these settlements, allowing residents to utilise the onsite recreational provision instead of travelling outside of the settlement to destinations including the Malvern Hills SSSI. It is also likely that the

			<u>high levels of variety and provision of recreational space within these new settlements may act as a destination in their own right for visitors.</u> 1.9. <u>The Honeybourne AIR, alongside the recreational green/open space provision within the strategic allocations and urban extension allocations, provides significant quantities of green spaces across the plan area. Nevertheless, it is considered that there is potential for further AIRs to come forward throughout the plan period and this policy aims to provide an enabling mechanism to facilitate this.</u> 1.10. <u>The provision of further AIRs are sought to relieve pressure on the Malvern Hills SSSI. The provision would offer a wide variety of uses ranging from formal parks and play areas to informal walking routes through semi-natural spaces as well as ancillary uses such as public conveniences, cafe and / or retail offering for example local food, plant, or craft produce and any such provision would accord with SWDPR 13.</u> 1.11. <u>Areas of Informal Recreation may be created from:</u> • <u>existing open space with no existing public access or limited public access, which for the purposes of mitigation could be made fully accessible to the public;</u> • <u>existing open space, which is already accessible, but which could be changed in character so that it provides an alternative destination; or</u> • <u>land in other uses which could be converted into an AIR.</u> <u>Delivery</u> 1.12. <u>The provision of AIRs will be considered through the submission of a planning application but will need to demonstrate that the criteria within this policy can be met and that the proposal is in accordance with the other policies in the SWDPR.</u> 1.13. <u>Whilst the 'call for sites' process for the AIRs initially sought sites over 50 ha in size, AIRs below this threshold will be considered on a case-by-case basis.</u> 1.14. <u>Whilst AIRs should be relatively unintrusive on the landscape, delivering biodiverse and landscape led spaces, it is acknowledged that there may be components of built development that are required to enable delivery and functioning of the AIR. Limited and sensitive levels of ancillary built development may therefore be considered to support the deliverability and ongoing sustainability of an AIR.</u> 1.15. <u>Where there are designated and non-designated heritage assets within or in close proximity to a proposed AIR, planning applications will be supported where the AIR conserves or enhances the significance of these heritage assets, including assets of potential archaeological interest. AIRs have the potential to make a positive contribution to the setting and character of the landscape and sustain the historic quality, sense of place, environmental quality, and economic vibrancy of South Worcestershire.</u> 1.16. <u>The provision of AIRs should seek to avoid sites of high nature conservation value which are likely to be damaged by increased visitor numbers. Such damage may arise, for example, from increased disturbance, erosion (including erosion from human recreational activities), input of nutrients from dog faeces, and increased incidence of fires. Where sites of high nature conservation value are considered as an AIR, the impact on their nature conservation</u>
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			<u>value should be assessed and considered alongside relevant policies contained within this development plan and the NPPF; and appropriate mitigation measures should be put in place where required.</u> 1.17. <u>AIRs should enhance opportunities for active travel. This could be through the enhancement of any existing Public Rights of Way on the site or the creation of new active travel routes. Active travel routes should be suitable and accessible for all users and must take account of the needs of cyclists, pedestrians, public transport users, horse riders, and people whose mobility is impaired. Paths should be routed so that they are perceived as safe by users.</u> 1.18. <u>It is appreciated that an AIR will need adequate car parking with good information about the site and the routes available. Some subtle waymarking would also be expected for those visitors not acquainted with the layout of the site, accompanied by discretely placed benches or information boards.</u> 1.19. <u>Proposals should also ideally be located in close proximity to a public transport route to encourage sustainable travel to and from the site.</u> <u>Malvern Hills SSSI</u> 1.20. <u>The Sustainability Appraisal and Habitats Regulation Assessment considers the likely significant effect upon Habitats sites in terms of increased public access and disturbance effects.</u> 1.21. <u>Policy SWDPR 07 Criterion G deals specifically with the Malvern Hills SSSI onsite mitigation and developer contributions required for this onsite mitigation.</u> 1.22. <u>The AIRs policy is designed to work in conjunction with SWDPR 07 to deliver a range of complementary measures in the plan period to monitor, reduce and mitigate the impact of increased recreation arising from the SWDPR proposals, taking pressure off existing GI assets, including the Malvern Hills SSSI.</u> 1.23. <u>AIRs could seek to provide alternative destinations to a specific group of visitors who might otherwise visit the Malvern Hills SSSI, including low-level provision for day-to-day activities by new and existing residents.</u> <u>Funding</u> 1.24. <u>Developer contributions will be sought to make sure that the necessary physical, social, public realm, economic and green infrastructure is in place to deliver the AIRs. Contributions will be used to mitigate the adverse impacts of development (including any cumulative impact). For the purposes of criterion F, major development should be determined having regard to footnote 60 of the NPPF.</u> 1.25. <u>Information relating to how the provision requirements translate into a developer contribution will be set out in an update to the South Worcestershire Developer Contributions SPD.</u> 1.26. <u>Subject to statutory processes and regulations, contributions may be collected towards:</u> • <u>Capital costs for establishing an AIR;</u> • <u>Ongoing revenue such as the management and maintenance of services and facilities; and</u> • <u>Any other infrastructure related costs permitted by law and identified as a local need.</u> 1.27. <u>Contributions will be collected through Section 106 agreements and / or through the Community Infrastructure Levy.</u>
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			1.28. <u>The Plan has been viability tested and is considered to be viable when costs associated with the AIRs are factored into contributions requirements from new development. The indicative costs factored into the viability assessment were set out in the Footprint Ecology AIRs Report (2024) and the Infrastructure Delivery Plan Update (December 2024).</u> 1.29. <u>Depending on the provision within the AIR, there may also be opportunities for funding through biodiversity net gain credits, carbon credits, nutrient credits, flood resilience and catchment services, and voluntary sector involvement.</u>
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SWDPR **33** 29: Management of the Historic Environment

Mod Ref	Policy	Page	Modification
MM34	SWDPR 33	131	B. Proposals that are likely to harm or affect the significance of a either designated or non-designated heritage assets, including the contribution made by its their setting, should be accompanied by a Statement of Heritage Significance. This should be informed by available evidence including the Historic Environment Record. The Statement It should describe the affected assets and their significance in sufficient detail to allow any potential impacts to be adequately assessed and suitable mitigation of any harm to be specified. Where there is potential for any heritage assets with archaeological interest to be affected, this description should be supplemented by desk-based assessment and, where appropriate, field evaluation to investigate the significance of known or potential heritage assets. C. The sympathetic and creative reuse and adaptation of historic buildings will be encouraged supported particularly where the proposed reuse can be considered to have less than substantial harm to the historic asset. Such proposals, and other proposals for enabling development that provide a sustainable future for, or seek to improve the condition of, heritage assets identified as at risk, will be considered in accordance with SWDPR 98 99 A. D. Where planning permission has been granted that significantly alters a heritage asset, a material change to a heritage asset has been agreed, recording and interpretation should be undertaken to document and understand the asset's archaeological, architectural, artistic or historic significance. The scope of the recording should be proportionate to the asset's significance and the impact of the development on the asset. The information and understanding gained should be made publicly available, as a minimum through the relevant Historic Environment Record, and where appropriate at the asset itself through on-site interpretation. E. Proposals for development within or affecting the setting of conservation areas will be required to preserve or enhance their character and appearance

SWDPR 340: Landscape Character

Mod Ref	Policy	Page	Modification
MM35	SWDPR 34	133 - 134	A. Development proposals and their associated landscaping schemes must demonstrate the following: i. That they take into account the latest Worcestershire Landscape Character Assessment⁴⁰⁸ and its guidelines; ii. That they are appropriate to, and integrate with, the character of the landscape setting; and iii. That they conserve, and where appropriate, enhance the primary characteristics defined in character assessments and important features of the Land Cover Parcel, and have taken any available opportunity to enhance the landscape. B. A Landscape and Visual Impact Assessment (LVIA)⁴⁰⁹ will be required for all major development proposals and for other proposals where they are likely⁴¹⁰ to have a detrimental impact upon: i. The landscape as a resource in its own right; and / or ii. Views and visual amenity. <u>B. All proposals which have potential for significant landscape or visual effects should be accompanied and informed by a Landscape and Visual Impact Assessment to identify the sensitivity of the landscape, and the magnitude and significance of landscape and visual effects resulting from the development. In other instances, where there are concerns about potential effects on landscape and/or visual amenity then a Landscape and Visual Appraisal may be required.</u> C. The Landscape and Visual Impact Assessment should include proposals to protect and conserve landscape character, including key landscape features and attributes and, where appropriate, enhance landscape quality. <u>Where a Landscape and Visual Impact Assessment is required, this should include an indication of landscape strategies to maintain the local landscape character, to protect key landscape features and to provide visual mitigation where necessary.</u> Reasoned Justification for SWDPR 34 <u>5.2. At a national level, the English landscape is divided into National Character Areas (as defined by Natural England). In Worcestershire these have been refined to the slightly smaller Regional Character Areas, to better reflect some of the broad variations discernible in the county's landscape that were not accounted for in some of the much larger national units.</u> <u>5.3 Therefore, the Worcestershire landscape is further broken down into Landscape Description Units (LDUs). These are a representation of a Landscape Type in a specific location. LDUs are the building blocks of the Worcestershire Landscape Character Assessment and are determined by analysing maps of geology, topography, soils, tree cover character, land use and settlement pattern. Nesting within LDUs are the smallest units of landscape character – Land Cover Parcels (LCPs). These describe any local variation that is present and visually apparent within the larger LDUs, such as minor variations in land use and the historic patterns of field enclosure.</u>

⁴⁰⁸ ~~Worcestershire Landscape Character Assessment~~

⁴⁰⁹ ~~For non-EIA and non-major development, a standalone landscape appraisal might be provided as outlined in section 3.2 of the Guidelines for Landscape and Visual Impact Assessment (Third edition,), published by the Landscape Institute and the Institute of Environmental Management and Assessment. A landscape and Visual Appraisal (LVA) for major development may be appropriate in some cases but that would need to be agreed by the LPA prior to submitting a planning application.~~

⁴¹⁰ ~~This will not normally apply to development proposals within defined Development Boundaries~~

			5.42 The Worcestershire Landscape Character Assessment (LCA) is a tool for identifying the patterns and individual combinations of features (such as hedgerows, field shapes, woodland, land use, patterns of settlements and dwellings) that make each type of landscape distinct. The relevant documents and maps are available online⁴⁴⁴. 5.53 The role of a Landscape and Visual Impact Assessment (LVIA) is to address the potential effects of development on the landscape (both landscape character and the physical landscape) and on views and visual amenity, both on landscape as a resource in its own right and on views and visual amenity. LVIA may be carried out as part of a broader EIA, or as a standalone assessment. For non-major development, a less formal 'appraisal' of the likely landscape and visual effects of the proposal might be acceptable. The overall principles and the core steps in the process are the same, but there are specific and clearly defined procedures in Environmental Impact Assessment (EIA) which LVIA must fit within. As a part of an EIA, LVIA is normally carried out as a separate theme or topic study. Landscape and visual matters appear as either separate or combined sections of the Environmental Statement, which presents the findings of the EIA. Landscape and visual issues may also make a contribution to other parts of the EIA, such as site selection and consideration of alternatives, and screening. 5.4 As a part of an EIA, LVIA is normally carried out as a separate theme or topic study. Landscape and visual matters appear as either separate or combined sections of the Environmental Statement, which presents the findings of the EIA. Landscape and visual issues may also make a contribution to other parts of the EIA, such as site selection and consideration of alternatives, and screening. 5.65 A standalone LVIA, as may be required for major developments that are not EIA development but depending on the nature of the proposals, would follow the same process. Alternatively, for other non-EIA major developments, a less formal Landscape and Visual Appraisal (LVA) of the likely landscape and visual effects of the proposal may be acceptable. A LVA may also be required for non-major developments, usually outside development boundaries, where there is concern that due to the nature of the proposals there may be adverse landscape and/or visual effects. These may require an appraisal of landscape effects, of visual effects or of both. With a landscape and visual 'appraisal' for non-major development the process is less formal and In a LVA there is more flexibility, but the essence of the approach - specifying the nature of the proposed change or development; considering the existing landscape and its character, as well as the views and visual amenity in the area that may be affected; predicting the effects and considering how those might be mitigated - still applies. 5.76 When considering landscape impact visual amenity is regarded in the Guidelines for Landscape and Visual Impact Assessment (2013) as: "... the overall pleasantness of the views they enjoy of their surroundings". people enjoy of their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of activities of the people living, working, recreating, visiting or travelling through an area⁴⁴²."
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⁴⁴⁴ https://www.worcestershire.gov.uk/info/20014/planning/1006/landscape_character_assessment

⁴⁴² **Guidelines for Landscape and Visual Impact Assessment** (Third edition, 2013) published by the Landscape Institute and the Institute of Environmental Management and Assessment.

SWDPR 354: Amenity

Mod Ref	Policy	Page	Modification
MM36	SWDPR 35	135 - 137	A. Development proposals must be designed to <u>create a high standard of amenity for existing and future occupiers.</u> avoid any unacceptable adverse impact on residents from the agents of nuisance, which are considered to be noise, light, odour and effluvia. <u>B. Where the operation of an existing business or community facility could have a significant adverse effect on the proposed development in its vicinity (in respect of noise, light, odour or effluvia) suitable mitigation will be required.</u> Noise C B. Development proposals that are likely to emit noise or vibration during their construction or operation will only be supported where it can be demonstrated that it will not have unacceptable adverse effects on: i. Human health; and ii. The amenity of existing or proposed <u>future occupiers</u> end users. Odour and effluvia G F. Development likely to generate malodours and emissions to air such as dust, fumes, smoke, heat, radiation, gases or other forms of pollution will only be supported where it can be demonstrated that it will not have unacceptable adverse effects on: i. Human health; and ii. The amenity of existing or proposed <u>future occupiers</u> end users. Reasoned Justification for SWDPR 35 6.1 Developers must consider whether existing or proposed <u>future</u> residents, businesses or land uses may be subject to any adverse environmental effects. from exposure to the agents of nuisance – noise, light, odours, smoke, effluvia, etc. – that have a potential to cause an adverse impact. <u>Protection is to be provided to existing business and community facilities in line with the “agent of change” principle as set out within the NPPF.</u> 6.2 Where nuisances are anticipated from a proposal, then sufficient information and assessment along with any proposed mitigation in accordance with <u>having regard to</u> the most appropriate guidance will be required, including Worcestershire Regulatory Services ‘Technical Guidance Note for Planning’¹⁴³. Such assessments must establish the likely level of exposure to the <u>in terms of noise, light, odour and effluvia</u> agents of nuisance and demonstrate that the development is viable <u>acceptable</u> in the context of defined impacts. 6.3 Development proposals in the Malvern Hills AONB and Cotswold National Landscape will be required <u>have regard</u> to demonstrate how their lighting proposals conform to the design criteria set out in their respective guidance <u>documents, including their Management Plans.</u> or position statements¹⁴⁵.

¹⁴³ <https://worcsregservices.gov.uk/media/3261881/WRS-technical-guidance-document-for-Planning-V4.pdf>

¹⁴⁴ <https://www.malvernhillsaonb.org.uk/wp-content/uploads/2019/11/MHAONB-Guidance-on-Lighting-final.pdf>

¹⁴⁵ GN01_ILP_Guidance_Note_1_the_reduction_of_obtrusive_light_2021_v2-60iqak-1.pdf (cotswoldaonb.org.uk)

SWDPR 362: Telecommunications and Broadband

Mod Ref	Policy	Page	Modification
MM37	SWDPR 36	139 - 141	A. All new development will be expected to include the provision of full fibre gigabit capable network infrastructure Fibre to the Premises (FTTP) to enable broadband services for all occupiers. B. Within all new developments, ducting infrastructure should be provided to 120% of the capacity requirements of the proposed development to provide for future growth. Reasoned Justification for SWDPR 36 1.1 Communication infrastructure includes telephone systems (both wired and mobile) and broadband. The benefits of having a modern and accessible system of telecommunications, wireless and electronic methods of communication across sSouth Worcestershire will be significant. Increasingly the demand is for Fibre to the Premises (FTTP) broadband using fibre optic technology as defined within the NPPF 2021 (para 114). Broadband 1.4 Broadband development across Worcestershire was driven by the Worcestershire Local Broadband Plan (WLBP) first released in May 2012 (with an addendum in 2016), then reinforced through inclusion in Worcestershire's Strategic Plan 'Shaping Worcestershire's Future: <u>Our Plan for Worcestershire 2022-2027</u>' 2017-2022¹¹⁶. The Plan aims to <u>prioritise investment in digital infrastructure to improve the coverage of gigabit capable broad connectivity to homes and businesses across Worcestershire, supporting improvements in mobile telecommunications and continuing to explore leading edge technology, such as 5G, for the benefit of the county.</u> drive economic growth across the county improving broadband speeds for all residents and local businesses. This will maximise opportunities for private sector investment, thus reducing the need for public sector funding. These priorities are echoed in Worcestershire County Council's Corporate Plan for which "Open for Business" is a priority and broadband is a key enabler. This is fully supported by the business community, and the Worcestershire Local Enterprise Partnership (LEP). 1.5 The NPPF 2021 (paragraph 114) recognises the role of advanced, high-quality communications infrastructure in creating sustainable economic growth as part of strategic policies. The development of high-speed broadband technology and other communications networks will also play a vital role in enhancing the provision of local community facilities and services. The Government's target is that at least 85% of UK premises will have access to gigabit-capable broadband by 2025. The Government states it will: "...seek to accelerate roll-out further to get as close to 100% as possible¹¹⁷." 1.6 Plans exist to eventually retire the copper network¹¹⁸, with dates suggested as early as 2030 for this. The migration away from analogue services over the copper network is already underway; in 2015, BT announced it would be switching off the Public Switch Telephone Network (PSTN) and Integrated Services Digital Network (ISDN) by 2025¹¹⁹.

¹¹⁶ https://www.worcestershire.gov.uk/info/20088/about_your_council/109/our_plan_for_worcestershire

¹¹⁷ <https://commonslibrary.parliament.uk/research-briefings/cbp-8392/>

¹¹⁸ https://www.ofcom.org.uk/_data/assets/pdf_file/0022/204853/consultation-copper-regulation-withdrawal-conditions.pdf

¹¹⁹ <https://digitalwholesalesolutions.com/2019/10/the-bt-openreach-pstn-and-isdn-2025-switch-off/>

			1.7 Some infrastructure providers have agreed to provide Fibre to the Premises (FTTP) infrastructure to new developments of 20 dwellings or more at no cost to the developer, whilst others will provide and deliver materials at no cost to the developer, e.g., Virgin Media. Openreach¹²⁰ will install FTTP to all developments below 20 where the cost is equal or lower than the installation of copper. 1.9 The additional capacity in part B of the policy will allow for future proofing supporting digital connectivity for other solutions such as fibre connectivity to mobile or smart community applications, which, for example, could provide energy efficient lighting or traffic management solutions for the development. 1.11 The impact of the development on its surroundings with particular regard to the following criteria: a. The siting and appearance of the proposed apparatus and associated structures should seek to minimise the impact on the visual amenity, character, landscape or appearance of the surrounding area, particularly if it is proposed in an area of historic built environment or natural environment designations. All location of equipment considerations should be considered through Government guidance¹²⁴. b. If on a building, apparatus and associated structures should be sited and designed in order to seek to minimise the impact on the external appearance. When choosing a suitable location for the apparatus ongoing access at appropriate and suitable times should be considered. c. Reference should also be made to Government guidelines on the rollout of fixed and mobile networks at the local level¹²².
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¹²⁰ ~~An Openreach guide for developers is available here, including rate cards for residential and urban developments under 20 premises, rebates for self-install and other Frequently Asked Questions Fibre for developers (openreach.com).~~

¹²¹ ~~5G Planning – Geospatial Considerations~~

¹²² ~~<https://www.gov.uk/guidance/considerations-for-the-local-planning-authority>~~

SWDPR 37~~3~~: Renewable and Low Carbon Energy

Mod Ref	Policy	Page	Modification
MM38	SWDPR 37	142 - 143	Incorporating Renewable and Low Carbon Energy into New Development A. To increase the supply of renewable and low carbon energy and heat, all new developments over 100 sq. m gross or one or more dwellings should incorporate the generation of energy from renewable or low carbon sources equivalent to at least 20% of predicted total energy requirements¹²³, unless it has been demonstrated that this would be unfeasible or would make the development unviable B. Large scale¹²⁴ Development proposals of 100 or more homes or non-residential schemes of more than 10,000 sq. m should examine the potential for a decentralised energy and heat network. If practical and viable, a decentralised energy and heat network should be provided as part of the development. Stand Alone Renewable and Low Carbon Energy Schemes. C. With the exception of wind turbines (see D below), proposals for stand-alone renewable and other low carbon energy schemes will be supported if their impacts are (or can be made) acceptable. Factors that will be taken into account when determining the suitability of different renewable and low carbon energy technologies are set out in guidance in the South Worcestershire Renewable and Low Carbon Energy SPD. (July 2018). Reasoned Justification for SWDPR 37 2.5 The European Union Renewable Energy Directive (Directive 2009/28/EC) sets an overall target for 20% of the energy consumed in the European Union to come from renewable sources by 2020. This overall target is divided by country, with the UK target being 15% by 2020. 2.6 The Planning and Energy Act (2008) allows LPAs' policies to impose reasonable requirements for a proportion of energy used in developments to be from renewable and low carbon sources in the locality of the development. 2.7 In October 2019, the Government consulted on two options for the Future Homes Standard, to be introduced in 2025. The Government expect that the first option would be delivered predominantly by very high fabric standards, whilst the second option would typically be delivered through a combination of improved fabric standards alongside possible use of renewable or low carbon heating technologies. The Government also consulted on when, if at all, it should commence amendment to the part of the Planning and Energy Act 2008, which enables local planning authorities to set higher energy efficiency standards. The consultation did not consider amendments to those parts of the Act that enable local planning authorities to impose requirements related to a proportion of the developments' predicted energy requirements being sourced from renewable or low carbon energy sources. 2.8 The NPPF recognises the key role planning plays in supporting the delivery of renewable and low carbon energy. To help increase the use and supply of renewable and low carbon energy and heat, the NPPF (paragraph 151) states that plans should: a. Provide a positive strategy for energy from these sources that maximises the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts);

¹²³ ~~The predicted energy requirement is the total predicted energy usage in the building, i.e., both regulated and unregulated energy.~~

¹²⁴ ~~For the purposes of this policy only, the definition of large scale development is residential developments of 100 or more dwellings or non-residential developments of more than 10,000 sqm~~

		b. Consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and c. Identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers. 2.406 The Worcestershire LEP Energy Strategy (2019) indicates that there are large areas of Malvern Hills and Wychavon where over 40% of properties are off the gas grid. The lack of access to the gas network has major impacts for heating fuels used, with increased use of other more carbon intensive fossil fuels such as oil or coal within rural homes. Figure 5 of The Worcestershire Energy Strategy also indicates a strong correlation between fuel poverty and households off the gas grid, with fuel poverty as high as 20% in some areas off the gas grid. Renewable and low carbon energy, particularly heat pumps and biomass therefore provide an opportunity to tackle fuel poverty. 2.12 Worcestershire County Council's technical research paper, Planning for Renewable Energy in Worcestershire (January 2009) and the West Midlands Renewable Energy Capacity Study (March 2011), provide the most detailed evidence of opportunities for the development of renewable and low carbon energy in south Worcestershire. 2.438 <u>Research undertaken by Worcestershire County Council and in the West Midlands Renewable Energy Study identifies opportunities for the development of renewable and low carbon energy in South Worcestershire. The studies further identify on-site micro-generation in new and existing developments as offering the largest opportunity for renewable energy generation in Worcester. On-site micro-generation also provides significant opportunities for Malvern Hills and Wychavon, particularly in proposed new developments.</u> 2.449 To increase the supply of renewable and low carbon energy and heat, all new development (over 100 sq. m or one or more dwellings) will be required to incorporate the generation of energy from renewable or low carbon sources equivalent to at least 20% of predicted energy requirements¹²⁵. <u>This requirement is based on the findings of the SWDPR Viability Assessment and reduced cost and improved efficiencies of some technologies in recent years.</u> 2.2015 <u>Exceptions to part A of this policy applies where it can be demonstrated that a variety of renewable energy sources and generation methods have been assessed and costed which would lead to the proposal becoming unviable (demonstrated through submission of an independently assessed financial viability appraisal); or achievement of the target is not feasible due to identified and justified site-specific constraints (e.g. due to a building's orientation or its roof space being unable to accommodate sufficient solar PV).</u> All developments to which SWDPR 33 A applies will be expected to meet the renewable and low carbon energy targets unless it can be demonstrated that: a. A variety of renewable energy sources and generation methods have been assessed and costed; and b. Achievement of the target would make the proposal unviable (through submission of an independently assessed financial viability appraisal). <u>Where the applicant is unable to meet the requirement, they must clearly demonstrate that the development is providing the highest possible level of renewable and low carbon energy generation that can be achieved onsite, subject to viability and feasibility.</u>
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¹²⁵ ~~The increased requirement compared to the adopted SWDP 27 is based on the findings of the SWDPR Viability Assessment and reduced cost and improved efficiencies of some technologies in recent years.~~

			2.294 The NPPF (September 2023, paragraph 1548) states that proposed wind energy development involving one or more turbines should not be considered acceptable unless it is in an area identified as suitable for wind energy development in a local plan or Nneighbourhood Pplan, and, following consultation, it can be demonstrated that the planning impacts identified by the affected local community have been fully addressed and the proposal has their backing. 2.3025 Whilst it is important that renewable and low carbon energy development is encouraged, it is also important that it is appropriately located and designed. The integration of stand-alone renewable and low carbon energy proposals into sSouth Worcestershire's varied landscapes requires careful consideration. Statutorily protected areas in particular need to be protected from inappropriate development, although schemes that support the management of core elements of the landscape may be supported in certain areas such as National LandscapeAONB. The purposes of, and reasons for, such protective designations will vary considerably between sites and may not be in conflict with particular forms or scales of renewable and low carbon energy development. The key test in assessing proposals will be the extent to which they might affect the integrity of the designation.
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SWDPR 384: Management of Flood Risk

Mod Ref	Policy	Page	Modification
MM39	SWDPR 38	148 - 155	A. The vulnerability of the development type to flooding must be considered with regards to the Flood Zone information in the latest version of the SFRA <u>and Flood Risk and Coastal Change Planning Practice Guidance</u> to ensure that inappropriate development is not located in high-risk flood zones: - Where the site is Functional Floodplain (Flood Zone 3b) as defined by the <u>Flood Risk and Coastal Change Planning Practice Guidance</u> Environment Agency for both fluvial and pluvial flood risk all development should be resisted unless it is water compatible or essential infrastructure, subject to the proposal passing the Exception Test - Where the site is High Probability (Flood Zone 3a) residential dwellings can be permitted, subject to the proposal passing the Exception Test. B. In order to avoid and / or minimise the impacts of and from all forms of flood risk, including, but not limited to flooding from watercourses and surface water, the following is required: - Sites not allocated in this plan, or allocated sites that have not undergone a level <u>1 or 2 Strategic Flood Risk Assessment</u> (SFRA) <u>which uses the latest available National Flood Risk Mapping</u>, must clearly demonstrate that the Sequential Test⁴²⁶ and Exception Test⁴²⁷ as set out in the latest version of the <u>Flood Risk and Coastal Change Planning Practice Guidance</u> Strategic Flood Risk Assessment (SFRA), has been applied. It should also take into account the impact of climate change over the lifetime of that development. - To pass the Exception Test, developments will need to: - Provide a demonstrable benefit to the wider sustainability of the area; <u>that outweigh the flood risk, and</u> Show that they are safe for their lifetime and consider the vulnerability of users, and Demonstrate that they will not have a detrimental impact on flood risk outside of the development and will potentially reduce flood risk overall. <u>Be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, reduce flood risk overall.</u> - For all sites a sequential approach to site design should be used to minimise flood risk, by placing the most vulnerable development types in the lowest flood risk areas of the site. - Site specific Flood Risk Assessments (FRAs) are required for all sites where: - The development proposal is over 1 ha in size; and - The proposal includes land in Flood Zones 2 and 3; and/or the site has historic records of flooding from any source.

⁴²⁶ ~~For residential development proposals the latest published Strategic Housing and Employment Land Availability Assessment (Strategic Housing and Employment Land Availability Assessment (SHELAA) – South Worcestershire Development Plan (swdevelopmentplan.org)) clearly shows that there is sufficient low flood risk land on which to meet the housing supply requirements for the plan period to 2041.~~

⁴²⁷ ~~Unless precluded within the PPG <https://www.gov.uk/guidance/flood-risk-and-coastal-change#Sequential-Test-to-individual-planning-applications>.~~

			v. Surface Water Drainage Strategies are required for all major developments¹²⁸. For new / expanded settlements the strategy must take account of the whole development, assessing the overall impact of the total development on the aquatic environment, in terms of quantity, quality, biodiversity and amenity, identifying potential degradation and measures to prevent or mitigate degradation. Individual developments within a new / expanded settlement will be required to demonstrate that surface water discharges are managed in accordance with the Surface Water Drainage Strategy. vi. All applications for new development shall demonstrate that all surface water discharges have been carried out in accordance with the principles laid out within the drainage hierarchy, in such that a discharge to the public sewerage systems is avoided, where possible. Early contact with Severn Trent Water Ltd is recommended to discuss proposed foul and surface water drainage strategies. Flood Risk Assessments C. All development proposals must <u>have regard</u> adhere to the advice¹²⁹ in the latest version of the SFRA <u>and Environment Agency guidance</u> and will: i. Provide level for level, volume for volume, flood plain compensation where necessary; ii. Provide flood risk reduction measures/ betterment and improvements to flood flow where feasible; iii. Include appropriate allowances for climate change¹³⁰; iv. Include flood risk improvements that can be made for the common good, as part of the overall scheme, where possible; v. Ensure development is safe from flooding for its lifetime; vi. Ensure development is appropriately flood resistant and resilient; vii. Take into account all forms of flooding (including fluvial and pluvial); viii. Ensure safe access and exits are available for residential development in accordance with DEFRA guidance; ix. Provide an assessment of residual risk; <u>and</u> x. Provide satisfactory Evacuation Management Plans, where necessary; and xi. Ensure development layouts utilise drainage strategies incorporating sustainable drainage systems (SuDS), as set out in SWDPR 373. Cumulative Impact E. The <u>Lead Local Flood Authority</u> (LLFA), Environment Agency and LPA should be consulted regarding cumulative impact during the production of Surface Water Management Masterplans and Strategies and any other drainage proposals. New and Expanded Settlements and <u>Sites of 500 units or more</u>
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¹²⁸ ~~For housing development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000sqm or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.~~

¹²⁹ ~~The Environment Agency publishes flood risk assessment guidance notes for Worcestershire. Applicants should also refer to the National Planning Practice Guidance checklist for FRAs.~~

¹³⁰ ~~Using the EA's 'Area Climate Change' guide.~~

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

Catchment Type

I. There are three catchment types¹³⁴:

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

J. All new development in any of the catchment types **(aside from minor extensions in high-risk catchments and below)**¹³², in addition to the requirements above, must adhere to the following strict criteria as set out in the table below:

Table 7: Requirements for Development by Catchment Type

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

Requirements for Development:

2. Seek to provide wider betterment by demonstrating what measures can be put in place to contribute to a reduction in flood risk downstream in site-specific Flood Risk Assessments and Surface Water Drainage Strategies. This may either be by provision of additional storage on site e.g., through SuDS, natural flood management techniques, green infrastructure and green-blue corridors and/or by providing a Partnership Funding contribution towards any flood alleviation schemes. **Betterment may also include removing existing connections of to surface water to the combined sewage system.** Consultation on the site-specific requirements should be undertaken with the LPA and the Environment Agency at the earliest opportunity.

K. The LPA will work closely with the Environment Agency and Worcestershire County Council as LLFA to identify areas of land that should be safeguarded for the future use of natural flood management features. **The Development of flood resilience schemes within local green spaces will be supported provided the schemes do not adversely impact the primary function of the green space.**

Flood Risk and Caravans, Mobile Homes and Chalet Parks

¹³⁴ ~~Past flooding and information on the sensitivity of flood risk to catchment changes (such as urbanisation) were used to determine a relative risk to future development in a catchment.~~

¹³² ~~All New Development' does not apply to minor extensions in high-risk catchments.~~

			M. Caravans, mobile homes and park homes with seasonal (holiday) use should not be permitted in the Functional Floodplain and are not likely to be permitted in Flood Zone 3, unless the developer can prove the development would pass the Exception Test. Protection and Enhancement of Watercourses O. Planning permission for development will only be granted where: i. The natural watercourse profiles and ecology are not adversely affected and opportunities are explored to enhance river corridors; ii. A minimum 8m access strip is provided adjacent to the top of both banks of any watercourse for maintenance purposes. It should be appropriately landscaped for open space and biodiversity benefits; iii. It would not result in the loss of open water features through draining, culverting or enclosure by other means and existing culverts are opened-up unless this would clearly compromise public safety; and iv. Opportunities for de-culverting and opening-up of watercourses to improve flow and enhance water quality / Water Framework Directive objectives, including blue infrastructure and ecology have been fully considered. Reasoned Justification for SWDPR 38 3.6 In considering vulnerability of development, where development is allowed (none in flood zone 3b (functional floodplain), including extensions and intensification of use and changes of use), opportunities to relocate development out of the floodplain should be sought. The only development that can be permitted in Flood Zone 3b is water compatible development and essential infrastructure, subject to the Exception Test - this should be informed by the SFRA and PPG tables 2 and 3¹³³. <u>the Flood Zones Flood Risk Vulnerability Classification table.</u> 3.7 When considering 'safe access and exits' – access to 'safe refuges' or 'dry islands' are unlikely to be considered safe as this will further burden the Emergency Service in times of flood. When developing Evacuation Management Plans, consultation with the Emergency Services and Emergency Planners will be required. When considering public safety in terms of the protection and enhancement of watercourses, reference should be made to the <u>latest DEFRA flood risk guidance for new development.</u> DEFRA Guidance Table 13.1 from FD2320¹³⁴. 'Danger to People for Combinations of Depth and Velocity'¹³⁵ (or its successor). 3.14 Water courses and flood zones are an integral part of the Green Infrastructure for the county, especially the main rivers - sustainable drainage features such as ponds, swales, and basins could form a part of the green infrastructure for the site and can be designed to be multi-functional. <u>Open/Green Spaces can provide suitable locations for flood alleviation schemes to be delivered without adversely impacting on the primary function of the open space. In some instances, flood alleviation schemes can deliver additional benefits to the local green space through biodiversity and amenity enhancement.</u>
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¹³³ ~~1 Table 3 – Flood risk vulnerability and flood zone compatibility .pdf~~ (publishing.service.gov.uk)

¹³⁴ ~~FD2320 – Flood Risk Assessment Guidance for New Development.~~

¹³⁵ ~~http://evidence.environment-agency.gov.uk/FCERM/Libraries/FCERM_Project_Documents/FD2320_3364_TRP_pdf.sflb.ashx~~

SWDPR 39: Sustainable Drainage Systems

Mod Ref	Policy	Page	Modification
MM40	SWDPR 39	156	A. To minimise flood risk, improve water quality and groundwater recharge, and enhance biodiversity and amenity interest, all development proposals (as appropriate to their nature and scale) will be required to: iii. Provide a Surface Water Drainage Strategy for all major developments (see policy SWDPR 34 Management of Flood Risk). For the new / expanded settlements, this must take account of the whole proposed development, assessing the overall impact of the development on the aquatic environment, in terms of Quantity, Quality, Biodiversity and Amenity, identifying potential degradation and measures to prevent or mitigate degradation. Individual developments within a Strategic Site will be required to demonstrate that surface water discharges are managed in accordance with the Surface Water Drainage Strategy. <u>iii. ensure that all major development include SuDS for the management of surface water run-off, unless proved to be inappropriate.</u> B. SuDS schemes should have regard to the South Worcestershire Water Management and Flooding SPD (or its successor), the Worcestershire County Council Sustainable Drainage Design and Evaluation Guide and the recommendations set out in the DEFRA document (2015) 'Sustainable Drainage Systems - Non-statutory technical standards for sustainable drainage systems'¹³⁶. E. SuDS should be designed following the SuDS management train approach and preference taken to dealing with flows at the source using multiple features to maximise surface water treatment: i. Secure the long-term maintenance of SuDS schemes. Ensuring SuDS are designed to be easy to maintain. A SuDS management plan should be used to demonstrate who will be responsible for maintenance of the features for the lifetime of the development, including details on how the maintenance will be funded and how it will be carried out (in <u>regard to</u> line with the non-technical guidance produced by Water UK)¹³⁷. ii. As a minimum, demonstrate that for a greenfield site, the post-development surface water run-off rate and volume discharged will not increase and that lesser flow rates mimic the predevelopment flow characteristics of the site. Proposals on brownfield land must show that the post-development surface water run-off rate has been reduced as close as reasonably practicable to the greenfield run-off rate from the development for the same rainfall event. In all cases, development proposals must not increase surface water flood risk beyond the site. <u>iii. As a minimum, demonstrate that for a greenfield site, the post-development surface water run-off rate and volume discharged will not increase and that lesser flow rates mimic the predevelopment flow characteristics of the site. Proposals on brownfield land must show that the post-development surface water run-off rate has been reduced as close as reasonably practicable to the greenfield run-off rate from the development for the same rainfall event. In all cases, development proposals must not increase surface water flood risk beyond the site.</u> <u>iiiv. Prior to the submission of a planning application, consult with Severn Trent Water Ltd to agree the surface water strategy following the drainage hierarchy and ensure the appropriate water infrastructure is available. Evidence must be provided to Severn Trent to clearly demonstrate that every potential point for drainage infrastructure has been identified and explored, or to explain why any potential point of drainage infrastructure has been ruled out. The results of percolations tests regarding</u>

¹³⁶ Sustainable Drainage Systems: Non-statutory technical standards for sustainable drainage systems (publishing.service.gov.uk)

¹³⁷ <https://www.water.org.uk/wp-content/uploads/2020/01/Water-UK-SuDS-brochure.pdf>

			<u>the porosity of the soil must also be provided to Severn Trent</u> if infiltration and discharge to a surface water body are not <u>considered to be</u> feasible. <u>Severn Trent will object to surface water draining to its waste network.</u> G. To be read in conjunction with the Construction Industry Research and Information Association (CIRIA) SuDS Manual (2015), (or latest equivalent) Table 7.1 of the manual¹³⁸ and their <u>Guidance on the construction of SuDS (2017)</u> guidance on the construction of SuDS document¹³⁹.
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¹³⁸ https://www.ciria.org/Resources/Free_publications/SuDS_manual_C753.aspx

¹³⁹ [Item Detail](#)

SWDPR ~~40~~³⁶: Water Resources, Efficiency and Wastewater Treatment

Mod Ref	Policy	Page	Modification
MM41	SWDPR 40	160 - 162	A. All development proposals (as appropriate to their nature and scale) must demonstrate¹⁴⁰that there are or will be adequate water supply and water treatment facilities in place to serve the whole proposal before development commences. <u>Evidence must include confirmation from the relevant water company.</u> For phased development proposals, each phase must demonstrate sufficient water supply and water treatment capacity. B) Development proposals in areas where there is no mains foul drainage provision will be required to comply with the hierarchy of drainage options set out in the National Planning Practice Guidance and evidence to the satisfaction of the relevant LPA why those at the top of the hierarchy cannot be achieved <u>as set out below. If the options at the top of the hierarchy cannot be achieved then explanatory evidence will be required to demonstrate the reasoning for this, to the satisfaction of the relevant LPA, prior to the pursuit and implementation of alternative options further down the hierarchy:</u> <u>i. In instances where a connection to a public treatment plant is evidenced to be unfeasible (due to cost and/or practicality) the provision of a package sewage treatment plant should be robustly considered as a replacement strategy. This could be owned and operated by a sewerage undertaker appointed under a new appointment or variation.</u> <u>ii. In instances where i is not considered (and evidenced) to be a viable or practical alternative, proposals must then consider the implementation of a septic tank as a means to provide drainage and wastewater effluent management (on the basis that effluent must not be discharged to surface water and comply with the general binding rules, or a permit will be required).</u> C. For housing proposals, it must be demonstrated that the daily non-recycled¹⁴¹ water use per person will not exceed 110 litres per person per day. <u>Housing proposals must demonstrate that they are water efficient, incorporating water efficiency and re-use measures and that the estimated consumption of mains water per dwelling is calculated in accordance with the methodology in the water efficiency calculator, not exceeding 110 litres/person/day.</u> F. All development will be required to incorporate grey water recycling and rainwater harvesting into their proposals. <u>F. All proposals will be required to demonstrate that they will not cause unacceptable deterioration to water quality or have an unacceptable impact on water quantity (including drinking water supplies) or wastewater infrastructure capacity by ensuring that:</u> <u>i. Sufficient water resources are available, and development does not have a detrimental impact on the flow or quantity of groundwater;</u> <u>ii. development does not affect the water quality of surface or groundwater;</u> <u>iii. development does not cause unacceptable harm to biodiversity;</u> <u>iv. opportunities to improve water quality are used where possible;</u> <u>v. water efficiency methods are optimised; and</u> <u>vi. wastewater infrastructure already exists or can be provided in time to serve the development.</u>

¹⁴⁰ Confirmation from Severn Trent Water is required.

¹⁴¹ Mains water supply

		Reasoned Justification for SWDPR 40 5.1 The NPPF specifically states that plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for the water environment including water supply. 5.1 2 Local authorities have a general responsibility not to compromise the achievement of UK compliance with the Water Framework Directive (WFD)¹⁴² (Directive 2000/60/EC). More specifically, the SWDPR has to take into account the relevant Catchment Management Plans, which in itself is a requirement of the WFD as is for water bodies to meet 'good ecological status'. The Localism Act 2011 enables the UK Government to require local authorities to pay if their inaction results in a failure to meet WFD requirements. The Localism Act 2011 also requires local planning authorities to co-operate on strategic cross-boundary matters, for example, the provision of water supply infrastructure, water quality, water supply and enhancement of the natural environment. Consequently, there is a need for developers to engage positively with Severn Trent Water (STW) to ensure that all the necessary infrastructure (including that identified in the most up-to-date Water Cycle Study) is secured, prior to development coming forward, so as to ensure that there is no deterioration in the quality or quantity of water of the receiving water body(ies) and to avoid delays in the delivery of development. 5.2 3 The 2006 Natural Environment and Rural Communities (NERC) Act, imposes a duty on LPA to have regard to conserving biodiversity in carrying out all of their functions. The NPPF (paragraph 170) requires planning policies to enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity. 5.4 5 The most up-to-date The South Worcestershire Water Cycle Study Phase 2 Report (2021) looks at the level of planned growth and the ability of the infrastructure (i.e., water supply and wastewater treatment) to accommodate it without adversely affecting the natural water cycle. It identifies an overall shortage in future water supplies that necessitates the delivery of minimum water efficiency targets in advance of the Government's proposals. 5.5 6 The WCS looked at the increased wastewater flows into collection systems due to the planned growth in population. The results show that in order to serve the proposed growth in a number of settlements in sSouth Worcestershire, wastewater infrastructure and/or treatment upgrades will be required (see Table 5.5 in the SWIDP Update 20224), and further modelling might also be required at the planning application stage. Early engagement between developers and Severn Trent Water is therefore essential to allow time for the strategic infrastructure required to serve these developments to be planned. Furthermore, in STW networks, there are areas where the current network is a combined sewer system, and further separation of foul and surface water may be required, as well as suitably design SuDS. 5.7 The WCS also demonstrated that at 11 Wastewater Treatment Works (WwTw's) – Blackminster, Broadway, Clifton-upon-Teme, Harvington, Honeybourne, Inkberrow, Kidderminster Oldington, Ridgeway, Stoke Prior, Stoulton / Hawbridge and Tewkesbury, 'Good Ecological Status' cannot be achieved due to current technology limits. Developers must demonstrate, through the use of natural flood management techniques (see Policy SWDPR 35) that development in proximity to these affected works will not cause a deterioration in 'Good Ecological Status'. 5.6 8 The effective management of water is considered critical in the pursuit of sustainable development and communities. It reduces the impact flooding can have on the community, maintains water quality and quantity and helps to enhance local amenity/property value and biodiversity through the provision of Green Infrastructure. Effective water management also reduces the movement of water and sewage, thereby reducing energy requirements. Development proposals incorporating grey water recycling and rainwater harvesting will therefore be required unless demonstrably evidenced that this cannot be reasonably achieved and opportunities for the retrofitting of water efficiency measures will be encouraged.
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¹⁴² Introduction to Water Framework Directive; Details of Water Framework Directive in England

		5.10 Any developments to which SWDPR 36 applies will be expected to incorporate grey water recycling and rainwater harvesting into their proposals unless it can be demonstrated that it would make the proposal unviable (through submission of an independently assessed financial viability assessment). <u>5.8 Septic tanks and package sewerage treatment plants may only be considered as options where evidence is provided to prove that discharging effluent into a public sewer is not feasible (considering cost, practicality, and the potential risks posed by the package treatment plant to the site) in accordance with Approved Document H of the Building Regulations 2010.</u> <u>5.9 The package sewage treatment plant must comply with the general binding rules, or a permit will be required. A package sewage treatment plant must be used if the treated effluent is being discharged to surface water. Proposals for package sewage treatment plants and associated infrastructure should set out clearly the responsibility and means of operation and management to ensure that the permit is not likely to be infringed in the life of the plant. Potential effects on amenity and traffic need to be robustly considered because of the need for sludge and wastewater to be removed by tankers.</u> <u>5.10 Where a system will rely on the use of a drainage field, consideration may be given to the need to periodically replace that drainage field in a new area of land in order for the sewerage system to continue to function properly.</u> <u>5.11 The need for lower water consumption standards for new developments is supported by the Government. The National Infrastructure Commission (NIC) has presented a report including recommendations for an average PCC of 118 l/p/d. In 2021 the Environment Agency classed the Severn Trent Water region as Seriously Water Stressed.</u> <u>It is recommended that all new developments consider:</u> • <u>Single flush siphon toilet cistern and those with a flush volume of 4 litres.</u> • <u>Showers designed to operate efficiently and with a maximum flow rate of 8 litres per minute.</u> • <u>Hand wash basin taps with low flow rates of 4 litres per minute or less.</u> • <u>Water butts for external use in properties with gardens.</u>
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SWDPR ~~41~~³⁷: Air Quality

Mod Ref	Policy	Page	Modification
MM42	SWDPR 41	163 - 164	A. Development proposals which are likely to have significant adverse air quality impacts on human health and wellbeing, amenity, and / or the natural environment of the surrounding area will only be permitted where it can be demonstrated that: i. In or near an Air Quality Management Area (AQMA) development would not have a significant adverse impact on local air quality; and ii. Measures can be implemented to minimise the impacts of air pollution to an acceptable level without compromising the quality of life for users and occupiers, which protects health, including that of the natural and built environment, as well as amenity. <u>B. A-</u> For the following types of development, Air Quality Assessments of the likely impact of the proposal on air quality <u>and future site users</u> must be submitted with any application: i. New transport infrastructure for road, rail, air or water-based transport; ii. Housing developments of 100 or more dwellings; <u>Development causing a significant change in Light Duty Vehicle (LDV) traffic flows on local roads with relevant receptors of:</u> a. <u>more than 100 Annual Average Daily Traffic (AADT) within or adjacent to an AQMA;</u> b. <u>more than 500 AADT elsewhere;</u> iii. Industrial, commercial or leisure uses with 100 or more car parking spaces; <u>Development causing a significant change in Heavy Duty Vehicle (HDV) traffic flows on local roads with relevant receptors of:</u> a. <u>more than 100 AADT within or adjacent to an AQMA;</u> b. <u>more than 500 AADT elsewhere;</u> iv. Intensive units for poultry¹⁴³; v. <u>Agricultural development likely to generate emissions;</u> vi. Biomass boilers¹⁴⁴ <u>(with burn rate of 45.4kg/hour or where the cumulative effect of multiple boilers on site equates to the same);</u> vii. Airports and airfields; viii. vii. Energy generation from fossil fuels; and ix. viii. Large vehicle depots such as bus stations, lorry parks, park and ride sites or businesses expected to receive a large number of HGVs.

¹⁴³ ~~Where they are housing in excess of 400,000 birds (if mechanically ventilated) or 200,000 birds (if naturally ventilated) or 100,000 birds (if it is to be a turkey unit) or where a residential or other sensitive building is within 100m from the poultry unit.~~

¹⁴⁴ ~~With burn rate of 45.4kg/hour or where the cumulative effect of multiple boilers on site equates to the same.~~

		C. B. Additionally, for applications development proposed within an Air Quality Management Area (AQMA), adjacent to an existing AQMA or areas at risk of becoming an AQMA¹⁴⁵, air quality assessments must be submitted for the following types of application: i. <u>New roads and road realignments</u> Residential development of 10 or more dwellings; ii. Educational establishments; iii. Hospitals or other health care facilities; and iv. All biomass boilers. Reasoned Justification for SWDPR 41 6.1 New developments can have an adverse influence on air quality <u>that have direct and detrimental impacts on human health</u>. In Worcestershire there are a number of Air Quality Management Areas (AQMA's) where the annual mean level of nitrogen dioxide exceeds the national objective, representing a risk to human health and the natural environment. <u>Air pollution is not only detrimental to human health but may also have harmful damaging effects on the natural environment, as well as corroding buildings and other structures.</u> <u>6.2 In Worcestershire there are a number of several Air Quality Management Areas (AQMA's) where the annual mean level of nitrogen dioxide exceeds the national objective target, (the objective being set contained in the 1995 Environment Act and the 2019 UK Clean Air Strategy). This, representing a risk to both human health and that of the natural environment.</u> <u>6.4 Information on AQMA locations is provided by district and is available on Worcester Regulatory Services (WRS) website along with an interactive map showing all AQMA's in the County, and Air Quality Consultation Zones. It is standard industry practice, supplemented by WRS guidance which directs air quality consultants undertaking assessments to review all such information before beginning work and to seek pre app approval of the scope of works for assessments which the LPA will refer to WRS. WRS provides specific guidance in the latest Technical Guidance for Planning, available from the WRS website.</u> <u>6.53 Air quality assessments are required for the types of applications listed because of their likely impact on air quality. Intensive units for poultry are defined as housing in excess of 400,000 birds (if mechanically ventilated) or 200,000 birds (if naturally ventilated) or 100,000 birds (if it is to be a turkey unit) or where a residential or other sensitive building is within 100m from the poultry unit. Environmental impacts of traffic and transport infrastructure on human health and wildlife the natural environment must be identified, assessed and considered taken into account, including appropriate opportunities for avoiding and mitigating any adverse effects and for net environmental gains. Air quality assessments should consider the potential cumulative impact of a number of smaller developments on air quality as well as the effect of more substantial development, including their implications for vehicle emissions.</u> <u>6.65 Where the likely impact arises from traffic generation, the air quality assessment must be based on local highways authority approved transport assessments and include an assessment of the current standard of air quality, the impact of the development and proposals to reduce, manage or mitigate air quality to acceptable levels for human health, and that of flora and fauna. New roads and road realignments that bring motor vehicle traffic closer, by 5m or more, to residential and commercial uses and increase the risk to human health will need to be subject to air quality assessment."</u> <u>6.76 It is expected that supporting information will be prepared and obtained in accordance with appropriate legislation, national guidance, standards or best practice, such as the 2023 DEFRA Air quality appraisal: damage cost guidance. Worcestershire</u>
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¹⁴⁵ A full list of AQMA's and sites at risk of being AQMA's can be found at the Worcestershire Regulatory Services website: <http://www.worcsregservices.gov.uk>.

			Regulatory Services Technical Guidance ¹⁴⁶ provides advice and information to applicants, landowners and developers to ensure information submitted in support of planning applications is suitable and appropriate. <u>For proposals which could have an impact on the National Site Network, assessments should be carried out in accordance with Natural England's guidance on assessing the impacts of road traffic on European Sites.</u>
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¹⁴⁶ <https://worcestershire.gov.uk/media/3261881/WRS-technical-guidance-document-for-Planning-V4.pdf>

SWDPR ~~42~~³⁸: Land Stability and Contaminated Land

Mod Ref	Policy	Page	Modification
MM43	SWDPR 42	166 - 167	Reasoned Justification for SWDPR 42 1.3 The history of a site and surrounding land uses must be considered when evaluating the likely presence of significant contamination of land instability. 1.4 Where development would result in an unacceptable risk, developers must provide proposals to manage or mitigate the contamination to a minimum agreed standard. 1.5 The actual or possible presence of land contamination is a material planning consideration. The NPPF takes a precautionary approach to land contamination and before the principle of development can be determined, land contamination should be investigated to see whether it could preclude certain development due to environmental risk or cost of clean up (remediation). 1.7⁶ Where development is proposed on or adjacent to known or suspected unstable land including near to past minerals working or mining areas¹⁴⁷, developers must submit an assessment that determines the stability of the site and identifies any remedial measures before an application can be decided. <u>Applicants will need to check if their land is in the Development High Risk area as defined by the Mining Remediation Authority and, if so, submit a Coal Mining Risk Assessment to support the development.</u> The assessment must be approved by the relevant planning authority <u>LPA</u>. Land near to past mining activities may be at risk of being unstable. For example, in some parts of the SWDPR area there is a legacy of salt working in Droitwich Spa and past coal mining activities in the northern part of Malvern Hills District. The NPPF makes it clear that to prevent unacceptable risks from land instability, planning policies should ensure that new development is appropriate for its location. Where a site is affected by land stability issues, responsibility for securing a safe development rests with the landowner and developer.

¹⁴⁷ ~~Applicants will need to check if their land is in the Development High Risk area as defined by the Coal Authority and, if so, submit a Coal Mining Risk Assessment to support the development. The Coal Authority has identified locations of potential instability arising from historic coal mining and these are shown on the interactive map on the Coal Authority's website Interactive Map Viewer | Coal Authority (bgs.ac.uk)~~

SWDPR 43: Minerals and Waste Safeguarding

Mod Ref	Policy	Page	Modification
MM44	SWDPR 43	168 - 171	B. All non-exempt development proposals (as defined in the Worcestershire Minerals Local Plan) within or partially within 250m of an extant mineral site, an allocated specific site or preferred area, or supporting minerals infrastructure site (including SWDPR site allocations listed in Table 2 of Annex G) will be required to assess the potential impact on the site in accordance with the policies in the Worcestershire Minerals Local Plan. Reasoned Justification for SWDPR 43 2.8 Paragraph 210c of the NPPF says that planning policies should adopt appropriate policies so that known locations of specific minerals resources of local and national importance are not sterilised by non-mineral development where this should be avoided (whilst not creating a presumption that the resources defined will be worked). Paragraph 210d says that planning policies should set out policies to encourage the prior extraction of minerals, where practical and environmentally feasible, if it is necessary for non-mineral development to take place. 2.132 Extant minerals sites, allocated minerals sites specific sites and preferred areas, and supporting minerals infrastructure sites (including storage, handling and transport facilities) are important to delivering a steady and adequate supply of mineral resources in Worcestershire. It is therefore important that they are not adversely impacted by insensitive or inappropriate development that would conflict with the use of sites identified for these purposes. 2.14 Paragraph 210e of the NPPF says that planning policies should safeguard existing, planned and potential sites for: the bulk transport, handling and processing of minerals; the manufacture of concrete and concrete products; and the handling, processing and distribution of substitute, recycled and secondary aggregate material. 2.153 Paragraph 187 of the NPPF says that planning policies should ensure that new development can be integrated effectively with existing businesses and that existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

SWDPR 44: Tourist Development

Mod Ref	Policy	Page	Modification
MM45	SWDPR 44	173 - 174	A. Proposals for the expansion and development of the tourism potential of sSouth Worcestershire (excluding visitor accommodation – see SWDPR 45) will <u>only</u> be permitted where <u>all</u> the following criteria are met: i. The development is compatible with the physical character of the area; ii. The significance of heritage assets and their setting is conserved and, where appropriate, enhanced; iii. The public enjoyment and understanding of the historic and natural environment is promoted; iv. Where schemes are proposed on greenfield land, consideration has been given to the availability of alternative brownfield sites. <u>iv.</u> v. Appropriate provision is made for access and vehicular parking facilities (including coach parks, where appropriate); <u>v.</u> vi. Where practicable the site can be readily and safely accessible by means of public transport. <u>and</u> <u>vi.</u> vii. Consideration is given to the delivery of alternative, easy and safe active travel routes to the site. Reasoned Justification for SWDPR 44 1.3 For Worcester, the main towns and larger villages, there are important links between economic vitality and support for conservation of the built and natural environment. Tourism provides uses for historic buildings, supports greater diversity within central shopping areas and improves the viability of a range of sporting and cultural events. Within the rural context, the NPPF requires <u>LPA</u>s<u> local authorities are required</u> to support sustainable rural tourism and leisure developments that benefit rural businesses and communities. <u>1.4 Tourist development is the process of establishing and maintaining the tourism industry in a region. The planning system, by facilitating the implementation of sustainable tourist development, is crucial to maximising the economic, social and environmental benefits that tourism can bring to a region.</u>

SWDPR 45~~4~~: Visitor Accommodation

Mod Ref	Policy	Page	Modification
MM46	SWDPR 45	175 - 176	A. Planning permission for new¹⁴⁸ visitor accommodation¹⁴⁹ <u>(including changes of use and extensions)</u> within Development Boundaries will be permitted where: i. It is of an appropriate type and scale for the location or building; and ii. There is no adverse impact <u>on the amenity of</u> neighbouring <u>occupiers</u> amenity. B. Planning permission for new¹⁵⁰ visitor accommodation <u>(including changes of use and extensions)</u> outside a dDevelopment bBoundary, will be permitted where: i. A(i) and A(ii) of this policy are satisfied; and <u>It is of an appropriate type and scale for the location or building and there is no adverse impacts on the amenity of neighbouring occupiers; and</u> Reasoned Justification for SWDPR 45 2.4 It is recognised that the NPPF requires <u>LPAs</u>local authorities <u>are required</u> to support tourism in rural areas and the countryside. South Worcestershire offers numerous 'destination' hotels and visitor accommodation in villages and locations in the open countryside and the policy looks to support these businesses. However, the size and scale of new hotels should be relative to the size of the host settlement.

¹⁴⁸ ~~includes changes of use and extensions~~

¹⁴⁹ ~~includes hotels, guest houses, bed and breakfast accommodation, public houses with accommodation and holiday lets~~

¹⁵⁰ ~~includes changes of use and extensions~~

SWDPR 462: Static and Touring Caravans, Chalets and Camping Sites (Holiday Accommodation)

Mod Ref	Policy	Page	Modification
MM47	SWDPR 46	177 - 178	A. Proposals for new small sites, <u>up to a maximum of 30 pitches</u>, and limited proposed extensions (<u>see criterion B</u>) or improvements to existing leisure static and touring caravan, chalet (including 'log cabins'), and camping sites (including safari tents, yurts and glamping), will be permitted where: i. The site falls wholly within Flood Zone 1 or where the site is within Flood Zones 2 and 3 the sequential test is applied, and a flood risk assessment provided to demonstrate the proposals are acceptable including details of any flood mitigation where applicable; <u>i.</u> ii. The site is visually unobtrusive and well-screened from important local viewpoints, environmentally sensitive locations and public highways and footpaths; iii. Landscaping is provided consistent with the landscape assessment within the site and around its boundaries; <u>ii.</u> iv. The development is of a high standard design, and at a form and scale that is well-related to its setting. It should not exceed the capacity of the area to accommodate the proposal, having regard in particular to landscape and infrastructure considerations; v. The vehicular traffic generated by the proposal can be safely accommodated on the local highway network; <u>iii.</u> vi. The proposal makes adequate provision for <u>recycling facilities</u>, foul drainage, water supply and utilities, e.g. electric hook-up for pitches and for sewage pump-out and waste disposal; and <u>iv.</u> vii. <u>Having regard to either its rural or urban location</u> There are easy, safe, and alternative travel routes to the site and that secure overnight cycle storage is provided. <u>Opportunities for sustainable travel modes including active travel provision should be provided although dependent on the location, and where viable.</u> B. Extensions to existing sites as well as being assessed against the criteria in A(i)-(viii), should be small in scale <u>comprising no more than a 30% uplift</u> relative to the existing site; and in this regard the cumulative effect of the number of pitches will be taken into consideration. Where possible an extension should facilitate visual improvements in form and layout and landscaping to the overall site. Reasoned Justification for SWDPR 46 <u>3.7</u> 6 Access is also an important consideration, and sites must be located close to an appropriate highway. Proposals must demonstrate that the extra traffic generated does not compromise highway safety. Static sites do not need to be located near to major roads, but the local road network must be able to cope with the initial delivery of caravans and the consequent traffic generated by visitors and service vehicles. Access to good public transport, public footpaths and cycle routes will be considered when dealing with planning applications to encourage active travel. <u>However, it is recognised that opportunities to maximise sustainable transport solutions will vary between urban and rural areas.</u>

SWDPR 473: Built Community Facilities

Mod Ref	Policy	Page	Modification						
MM48	SWDPR 47	179-182	A. The provision of new built community facilities¹⁵¹ or the enhancement of existing facilities will be supported where there is an identified need, particularly where the proposal is supported in an adopted Neighbourhood Plan, subject to satisfying the sequential test in the NPPF, where applicable. Applicants will be required to consider whether the combining or rationalisation of existing facilities would be more appropriate than the provision of a new facility. B. Any proposal that would result in the loss, or partial loss, of a site or building currently or last used as a built community facility will only be supported if the following criteria are met: i. An alternative built community facility which meets local needs and is of equivalent or better provision in terms of quantity and quality is, or will be, provided in an equally or more sustainable location; or ii. It has been demonstrated that there is an excess of similar provision in the appropriate catchment area for that particular facility, and the site or building is surplus to requirements and not needed for any other built community facility; or iii. The development is for an alternative built community facility, the benefits of which clearly outweigh the loss of the current or former use. Community Centres and Village Halls F. With specific regard to Community Centres and Village Halls, to ensure the required level of provision is met, and in accordance with the relevant policy tests, all new residential development of 10 dwellings or more will be required to make a financial contribution to the off-site provision or enhancement of community centres and village halls. Large strategic sites may need to provide for on-site community centres and halls (or contribute to existing provision), details of which will be set out in site specific policies. The provision requirements are set out in Table 8 as follows: Table 8: Provision Requirements <table><tr><th>Hierarchy Category</th><th>Settlement (related wards)</th><th>Provision (per 1,000 people)</th></tr><tr><td>Urban Areas – City and Main Towns</td><td>Worcester City Droitwich Spa</td><td>1: 5,000</td></tr></table>	Hierarchy Category	Settlement (related wards)	Provision (per 1,000 people)	Urban Areas – City and Main Towns	Worcester City Droitwich Spa	1: 5,000
Hierarchy Category	Settlement (related wards)	Provision (per 1,000 people)							
Urban Areas – City and Main Towns	Worcester City Droitwich Spa	1: 5,000							

⁴⁵⁴ ~~Examples listed in the Reasoned Justification~~

	Evesham Malvern	
Urban Areas – Other Towns and Rural Areas	Pershore Tenbury Wells Upton-upon-Severn Category 1, 2, 3 villages ⁴⁵²	1: 1,500
<u>All other areas</u>	<u>No set provision requirement – to be considered on a case-by-case basis.</u>	

G. Information relating to how the provision requirements set out in table 8 translate into a developer contribution will be set out in an update to the South Worcestershire Developer Contributions SPD⁴⁵³.

Reasoned Justification for SWDPR 47

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

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

4.7 In the case of proposals that would result in the loss of a built community facility, a satisfactory assessment should be undertaken (using recognised national methodology, e.g. Sport England), that proves compliance with parts B and/or C of this policy. **Where healthcare facilities are declared surplus to the operational healthcare requirements of the NHS or identified as surplus as part of a published estates strategy or service transformation plan, this will be considered as meeting Part B of the policy.**

¹⁵² ~~All other rural areas will be considered on a case-by-case basis~~

¹⁵³ ~~For indicative provision requirements and associated costs, please refer to the Infrastructure Delivery Plan (2022)~~

SWDPR 48: Green Open Space

Mod Ref	Policy	Page	Modification
MM49	SWDPR 48	183 - 185	A. Green Open Space, as identified on the SWDP Review Policies Map¹⁵⁴, includes a range of private¹⁵⁵ and public open spaces and associated community facilities. B. Development of <u>Green Open</u> Space will not be supported <u>other than in the circumstances set out in the NPPF</u>, unless the following exceptional circumstances are demonstrated: i. The proposal is for a community / recreational use that does not compromise the essential quality and character of the Green Space, its green infrastructure functionality, or its part in the wider green infrastructure network; or ii. The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use; or iii. A robust, independent assessment of community and technical need (using recognised national methodology where available) clearly demonstrates that the Green Space is surplus to requirements in that location; or iv. iv. The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location¹⁵⁶. C. This policy should be read in conjunction with policies SWDPR 07; 297; 395; 4036; and 4945 as any new applicable Green Infrastructure secured under these policies will be designated and protected as Green Space, once implemented. Reasoned Justification for SWDPR 48 5.1 The areas designated as <u>Green Open</u> Space in this policy are an important part of the Green Infrastructure (GI) which makes up the network of open and natural elements that intersperse and connect our cities, towns and villages to the open countryside. 5.3 The NPPF (paragraphs 92; 98 and 99) emphasises the benefits of recreational open space in terms of its contribution to creating sustainable patterns of urban and rural development, its role in maintaining strong and vibrant communities and the associated promotion of health and wellbeing. <u>Green Open</u> Space for recreation and sport can also deliver a number of other GI objectives, often simultaneously. 5.4 There is a wide range of types of open space across sSouth Worcestershire; for example, playing fields, recreation grounds, allotments, cemeteries, parks, amenity green space and natural green space. They are all part of and contribute to the GI both within and outside of settlements. Other open spaces have high ecological or landscape value and are protected elsewhere in the plan, e.g. SWDPR 31-28 The Cotswolds National Landscape (NL) and Malvern Hills National Landscapes (NL) Area of Outstanding Natural Beauty (AONB), whilst GI related policies such as SWDPR 2927: Biodiversity and Geodiversity and SWDPR 30: Biodiversity Net Gain should be a key consideration as part of any technical assessment submitted in terms of mitigation and / or compensation for measurable biodiversity net gain.

¹⁵⁴ ~~The policy will also apply to new Green Spaces secured through planning permissions which will be added to the Interactive SWDP Review Policies Map. It also applies to any Local Green Space as designated in Neighbourhood Plans.~~

¹⁵⁵ ~~Green Space designation does not prejudice a householder's permitted development rights.~~

¹⁵⁶ ~~A suitable location will be dependant on the need for, and the type of facility being proposed.~~

		5.5 SWDPR 484 aims to protect open spaces identified on the SWDP Review Policies Map. This includes numerous small and incidental open spaces that contribute to the quality and character of their areas. These small local spaces are often valued and used heavily by local communities and are therefore worthy of policy protection (some of these areas will have also been identified as Local Green Space in Nneighbourhood Pplans). Whilst most open spaces are publicly accessible, some are in private ownership, although nonetheless perform valuable functions such as contributing to biodiversity, the character of the area and providing a sense of openness and space. 5.6 This policy has been informed by an updated Open Space Assessment published in 2019 (<u>minor updates made in 2021</u>). The Open Space Assessment considers the quantity, quality and accessibility of a range of open space typologies across sSouth Worcestershire. All of the open space typologies mapped in the assessment are covered by this policy, <u>excluding the education typology which was not surveyed as part of the assessment. Proposals at existing education sites concerning sports pitches or playing fields will need to satisfy the requirements of Policy SWDPR 50 Playing Fields and the provisions of the NPPF.</u> This report, along with other local evidence such as Local Green Space designations made in up-to-date Nneighbourhood Pplans and the South Worcestershire Playing Pitch and Outdoor Sports Facilities Strategy (2021), will be considered when assessing development proposals that could have an impact on Green <u>Open</u> Space. 5.7 Policy SWDPR 07 - Green Infrastructure is the overarching strategic policy that seeks to provide for new GI in development and to protect existing green infrastructure. It sets the context for this policy. The wider Green Infrastructure network and its accessibility and connectivity are important considerations in assessing the role of any Green <u>Open</u> Space within its wider context and its value to the community and wildlife. 5.8 Whilst every effort has been made in updating the Green <u>Open</u> Space layer for the SWDP Review Policies Map, the spatial distribution displayed on the layer is not necessarily the full and complete extent of the Green <u>Open</u> Space coverage in sSouth Worcestershire. Accordingly, there may be additional Green <u>Open</u> Space coverage which should also be considered in accordance with this policy that does not feature on the SWDP Review Policies Map. <u>Green Open Space designation does not prejudice a householder's permitted development rights.</u>
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SWDPR 495: Provision of ~~Green~~ **Open** Space and Outdoor Community Uses in New Development

Mod Ref	Policy	Page	Modification																								
MM50	SWDPR 49	186-188	A. Residential and mixed-use development proposals of 10 dwellings¹⁵⁷ or more should make provision for Green Open Space and outdoor community uses as set out in Table 9, together with secure arrangements for its long-term management and on-going maintenance. B. The total amount of Green Open Space / outdoor community uses will be provided within the overall quantum of green infrastructure required by SWDPR 07. In addition to Table 9 (as informed by the South Worcestershire Open Space Assessment (2019, minor updates in 2021)), the precise amount and form of these uses will be informed by local evidence, e.g. neighbourhood plans, the Playing Pitch and Outdoor Sports Facilities Strategy (2021), the Worcestershire Joint Strategic Needs Assessment (JSNA) including physical activity and obesity prevalence, parish and town plans and village design statements. Enhancing accessibility to open spaces, e.g. through improvements to the Rights of Way network is also strongly encouraged. Table 9: Open Space Quantity and Accessibility Standards of Provision <table><tr><th>Typology</th><th>Open Space Quantity Standards (ha/1,000 population)</th><th>Access Standards</th></tr><tr><td>Allotments</td><td>0.3</td><td>720 metres or 15-minute walk time</td></tr><tr><td>Amenity Green Space (sites > 0.15ha)</td><td>0.7</td><td>600 metres or 12–13-minute walk time</td></tr><tr><td>Parks and Recreation Grounds (public and private)¹⁵⁸</td><td>0.5</td><td>600 metres or 12–13-minute walk time</td></tr><tr><td>Play Space (Children)</td><td>0.05</td><td>600 metres or 12–13-minute walk time</td></tr><tr><td>Play Space (Youth)</td><td>0.05</td><td>720 metres or 15-minute walk time</td></tr><tr><td>Natural Green Space</td><td>1.0</td><td>920 metres or 20-minute walk time</td></tr><tr><td>Playing Pitches</td><td>No prescribed quantity and accessibility standards.</td><td>Refer to SWDPR 5046: Playing Fields</td></tr></table>	Typology	Open Space Quantity Standards (ha/1,000 population)	Access Standards	Allotments	0.3	720 metres or 15-minute walk time	Amenity Green Space (sites > 0.15ha)	0.7	600 metres or 12–13-minute walk time	Parks and Recreation Grounds (public and private) ¹⁵⁸	0.5	600 metres or 12–13-minute walk time	Play Space (Children)	0.05	600 metres or 12–13-minute walk time	Play Space (Youth)	0.05	720 metres or 15-minute walk time	Natural Green Space	1.0	920 metres or 20-minute walk time	Playing Pitches	No prescribed quantity and accessibility standards.	Refer to SWDPR 5046 : Playing Fields
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¹⁵⁷ ~~Development proposals of fewer than 10 dwellings must still refer to the requirements set out in SWDPR 7: Green Infrastructure.~~

¹⁵⁸ ~~The Parks and Recreation Grounds typology included an 'allowance' for Playing Pitch Provision (1.2ha) in the Open Space Assessment. This has been removed to avoid conflict with the Playing Fields policy (SWDPR 46).~~

			Total Provision	2.60ha/1,000 population	
			C. C. With the exception of Playing Pitches (see SWDPR 5046 Playing Fields), information relating to how the provision requirements set out in Table 9 translate into a developer contribution will be set out in an update to the South Worcestershire Developer Contributions SPD¹⁵⁹. D. D. With the exception of Playing Pitches (see SWDPR 5046 Playing Fields), in cases where it would be impractical or inappropriate to deliver all the open space typologies on site, developer contributions towards off-site provision will be sought and secured through legal agreement. For large scale proposals, most typologies will normally be delivered on-site and relate to any site-specific policy requirements, where relevant. In all cases, the developer will be required to secure the long-term maintenance / management arrangements for all Green-Open Space / outdoor community uses on and off-site. E. E. On-site provision of Green-Open Space should have regard to the access standards set out in Table 9. Reasoned Justification for SWDPR 49 6.2 It is considered that the provision of new functional open space, and the retention or enhancement of existing open space is necessary in order to achieve active, healthy and integrated communities. The type and size of any residential proposal will also be a factor in determining the make-up of the various open space typologies. Quantitative over provision in any single typology does not negate the need to provide for the other typologies, or for quality improvements. <u>In order to provide opportunities for larger areas of Open Space, and to better align with Natural England's wider range of provision standards as set out in Appendix 2 of 'Green Infrastructure Standards for England – Summary: Green Infrastructure Framework - Principles and Standards for England, (2023)', consideration should be given in certain scenarios to combine the 'Natural Green Space' standard (1.0ha) with the 'Amenity Green Space' standard (0.7ha) to create a larger combined 'Open Space' standard of 1.70 ha/1,000.</u> 6.3 The South Worcestershire Open Space Assessment (2019) - Minor updates were made to the report in 2021¹⁶⁰ identifies standards for new open space provision required in the plan area, both in terms of the (minimum) quantity of open space, by different typologies and its accessibility to the population it will serve, based on an analysis of current facilities. It also refers to quality standards that should be taken into account. Where the required open space provision is challenged, a satisfactory assessment should be undertaken using recognised evidence, e.g. the Open Space Assessment (minor updates were made to the report in 2021), that proves there is excess provision of a particular typology, and that there is also suitable access to alternative provision that is of an acceptable quality.		

¹⁵⁹ ~~For indicative provision requirements and associated costs, please refer to the Infrastructure Delivery Plan (2022).~~

¹⁶⁰ ~~Minor updates were made to the report in 2021.~~

SWDPR 5046: Playing Fields

Mod Ref	Policy	Page	Modification
MM51	SWDPR 50	189 - 190	A. Residential¹⁶¹ and mixed-use development proposals <u>(excluding sheltered housing, extra care housing, and residential nursing homes)</u> of 10 dwellings or more¹⁶² will should contribute towards playing pitches and built form relating to formal sports pitches / courts (e.g. changing rooms, pavilions, toilets) where applicable, as guided by the Playing Pitch and Outdoor Sports Facilities Strategy (2021) <u>or any successor strategy</u>, together with secure arrangements for their long-term management and on-going maintenance. B. Development proposals involving the potential loss of playing pitches will not be supported <u>other than in the circumstances set out in the NPPF</u>, unless the following circumstances are demonstrated: i. An assessment has been undertaken which has clearly shown the playing fields to be surplus to requirements; or ii. The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or C. The development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use. Reasoned Justification for SWDPR 50 7.12 The provision of playing fields and built form relating to formal sports pitches / courts (e.g., changing rooms, pavilions, toilets), will be guided by the Playing Pitch and Outdoor Sports Facilities Strategy (2021) <u>(including any successor strategies)</u> and the Indoor Built Sports Facilities Strategy (2021) in ascertaining the level and type of provision required so that it takes account of local circumstances. Provision could be in the form of developer contributions to be made towards new provision, or the upgrading of existing provision, in order to meet new demand created through new residential development. There will be a requirement on certain sites to provide on-site pitches as identified by various site-specific allocation policies. <u>Provision requirements will be established through Sport England's Playing Pitch Calculator tool.</u> 7.23 Where appropriate, provision will be made on-site so that playing pitches are integrated into the development and benefits to the health and wellbeing of new residents are maximised. However, there will be scenarios where off-site provision is required. This may be for new facilities and / or improvements to existing facilities. The types of pitches provided on site, taking account of the needs of the area, existing provision and any identified deficiencies in provision will be informed by the Playing Pitch and Outdoor Sports Facilities Strategy (2021). Contributions will also be required for on-going maintenance, together with secure arrangements for long-term management.

¹⁶¹ ~~Proposals for Sheltered housing, Extra Care housing, and residential nursing homes will not be required to provide playing pitch provision.~~

¹⁶² ~~Development proposals of fewer than 10 dwellings must still refer to the requirements set out in SWDPR 6: Green Infrastructure.~~

SWDPR ~~51~~47: Waterfronts

Mod Ref	Policy	Page	Modification
MM52	SWDPR 51	191-192	A. The waterfront locations at Worcester, Droitwich Spa, Evesham, Pershore, Tenbury Wells and Upton-upon-Severn will be protected and enhanced by: i. Ensuring new development establishes a positive relationship with the waterways and takes full advantage of its location, addressing the waterways as a frontage, opening up views and improving public access; ii. Supporting <u>ing</u> mixed use development proposals, particularly those that enable the public to enjoy the waterside in buildings fronting the waterway, and the provision of public spaces or squares; iii. Protecting and improving access points to the waterway, including paths, towpaths, cycle routes and facilities for launching boats; iv. Making connections with or creating wider opportunities to access active travel routes along the waterway; <u>and</u> v. Maintain<u>ing</u> and enhanc<u>ing</u> water quality, waterway habitats and biodiversity where appropriate. Reasoned Justification for SWDPR 51 8.2 Waterways also provide an important role in providing and enhancing wildlife habitats and Green <u>and Blue</u> Infrastructure <u>generally</u>, as well as offering opportunities for their protection through the adoption of appropriate management strategies. Conversely, inappropriate waterfront-based development can harm the natural environment both along the waterside and water quality that can have adverse environmental impacts downstream. <u>However, inappropriate waterfront development can have negative impacts on the natural environment along the waterside and degrade water quality, which can lead to harmful environmental consequences downstream.</u> 8.5 In developing schemes, regard should be had to the most up to date site specific guidance given by the LPA and Canal & River Trust for publicly accessible river / canal side sites in the main urban areas and canal towpaths.

SWDPR ~~52~~⁴⁸: Marinas and Moorings

Mod Ref	Policy	Page	Modification
MM53	SWDPR 52	193-194	Reasoned Justification for SWDPR 52 9.6 Recreational leisure boat users require short stay or overnight moorings where the only facilities necessary are mooring posts and preferably public footpath access. This is distinct from permanent residential moorings <u>which will be likely to require planning permission, and</u> that are covered by the criteria in SWDPR53⁴⁹. 9.7 Proposals and applications should have regard to the relevant strategies, guidance and policies relating to marinas and moorings published by the appropriate navigation authority, i.e., The Canal &^{and} River Trust <u>and</u> Avon Navigation Trust, and of the views of the Environment Agency, Natural England and Historic England.

SWDPR 540: Equestrian Development

Mod Ref	Policy	Page	Modification
MM54	SWDPR 54	197 - 198	A. Proposals for domestic and commercial Equestrian Development¹⁶³ will be permitted in rural locations whereby: i. It is of an appropriate size and scale, relative to its intended use, and be compatible with the surrounding landscape and uses; ii. It prioritises (where possible) the re-use of existing buildings and, in the case of construction of a new facility or buildings, is well integrated into the existing built form (where present) and its surroundings; iii. It is appropriate in terms of siting, design, scale, layout, external materials and appearance; iii. iv. It does not adversely impact upon the character, appearance or ecology of the landscape and / or any environmental, nature, planning or landscape designation¹⁶⁴ having regard to using all published guidance where necessary to appropriately manage land; iv. v. It can be provided with safe access and does not have an unacceptable impact on local roads; v. vi. It does not have a detrimental effect on the amenity of neighbouring properties and wider local area by reason of noise, smell, overlooking, or other general disturbance; and vi. vii. For commercial equestrian developments, proposals maximise the opportunities to make the location more sustainable. B. In all cases, applicants will be expected to demonstrate the adequate provision of land to allow for the proper care of horses, including stabling, grazing and exercise, in accordance with the Equine Industry Welfare Guidelines¹⁶⁵. Reasoned Justification for SWDPR 54 11.1 Planning permission is required for all new development associated with the keeping of horses, including for stables, field shelters, farm diversification to equine activities and commercial equestrian activities. Whilst it is recognised that the keeping and riding of horses are popular countryside pursuits, development involving horses can have a negative effect on the appearance of the countryside, e.g. causing issues of over development and over-grazing where land has been divided up into smaller parcels and higher levels of traffic generation. <u>So that development does not adversely impact upon the character, appearance or ecology of the landscape and / or any environmental, nature, planning or landscape designations. Guidance, as referred to in policy criterion Aiii, includes documents such as, although not exclusively, the Malvern Hills National Landscape Management Plan, Cotswolds National Landscape Management Plan (2023-2025), Malvern Hills Trust Management Plan, and the Worcestershire County Council Landscape Character Assessment. Other relevant resources include open-source data, e.g. Magic Maps relating to habitats and biodiversity. It can also include resources produced by the SWC, including the Policies Map, adopted Supplementary Planning Documents, and technical assessments that have been commissioned by the SWC or that have been provided to support planning applications.</u>

¹⁶³ To include domestic and commercial equine uses which comprise (but are not limited to) stables, riding schools, arenas, stud farms, racing or livery stables, and manèges.

¹⁶⁴ These include but are not limited to: Green Belt, AONB, significant gaps, conservation areas, special areas of conservation, and SSSI, and will require support from relevant development plan and national policies.

¹⁶⁵ Refer to Codes of Practice for the Welfare of Equidae – National Equine Welfare Council (newc.co.uk)

			<u>11.3 Regard should also be had to Equine Industry Guidelines in the preparation of equestrian development proposals to ensure that development is fit for purpose, in that it provides sufficient land to allow for the appropriate care of horses, including stabling, grazing, and exercise. Locally published guidance such as The Keeping of Horses and Ponies in the Cotswolds National Landscape, and Guidance on Horse-Related Development in the Malvern Hills National Landscape should also be considered.</u>
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SWDPR ~~55~~54: Worcestershire Parkway

Mod Ref	Policy	Page	Modification
MM55	SWDPR 55	200-206	Site area: 1,1304 hectares <u>Vision and Key Principles</u> A. Worcestershire Parkway will be the focus of strategic development for the plan period to 2041. The strategic growth area extends to approximately 1,130 hectares and is bounded by the M5, A44, the North Cotswold and Birmingham to Bristol (or Cross Country) main railway lines and Stoulton to the east. <u>The strategic allocation of 10,000 new dwellings and approximately 50 hectares of employment land at Worcestershire Parkway will be developed to deliver an exemplar new community with an appropriate mix and size of dwellings (including C2 dwellings), of which 40% will be delivered as affordable homes. Worcestershire Parkway will be designed and delivered to the following principles:</u> • <u>Ensuring that the movement framework across the site is integrated and accessible with walking, cycling and public transport designed to be the most attractive forms of local transport;</u> • <u>Providing a strong vision, leadership and community engagement for the proposals;</u> • <u>Providing mixed-tenure homes and housing types that are genuinely affordable;</u> • <u>Providing development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains;</u> • <u>Providing development that adopts zero-carbon and energy positive technology to ensure climate resilience; and</u> • <u>Providing a strong community with recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.</u> <u>In the Plan period to 2041 the site will deliver:</u> • <u>a minimum of 5,000 dwellings in a series of well-connected neighbourhoods each served by facilities, schools, and services within the local centres and the main town centre;</u> • <u>a high degree of self-containment achieved by maximising the opportunities to deliver walkable catchments;</u> • <u>dedicated bus lanes along the B4084 (known as Pershore Boulevard) and bus priority throughout Worcestershire Parkway;</u> • <u>50 hectares of employment land situated on land to the north east, adjacent to the A44 and to the north east and south east of Junction 7 of the M5;</u> • <u>a main town centre situated to the north east of Worcestershire Parkway railway station, providing a range of retail, community and commercial facilities;</u> • <u>two Gypsy and Traveller sites (10 Gypsy and Traveller pitches per site). The provision of these two sites should be located within proximity of Junction 7 of the M5 and to the north-east of Worcestershire Parkway adjacent to the A44;</u>

- A minimum of 40% of the gross site area to be Green Infrastructure including a new community park, a minimum of 40 hectares to the east of the town centre and a buffer around the village of Stoulton; and
- A new secondary school in close proximity to the town centre.

Vision

~~B. Land within the strategic allocation at Worcestershire Parkway will be developed to deliver a new carbon neutral garden settlement of approximately 10,000 dwellings and 50 hectares of employment land in a phased manner. The settlement will be developed using garden community principles, to form a distinctive townscape and outstanding accessible landscape, which will be influenced by the historic character of the area. The garden community will be developed with a town centre at its heart, which is to be delivered as an early phase alongside adjoining neighbourhoods in close proximity to Worcestershire Parkway railway station.~~ **Worcestershire Parkway will be developed with a new town centre at its heart, with delivery of this centre to be commenced as part of the early phasing of the development including new homes and good connections to adjoining neighbourhoods. This will establish a sense of place at the outset with a range of facilities for new residents and will help to embed sustainable and active travel habits at an early phase of the community. It is acknowledged that town centre uses will evolve over time and will develop as the community grows.**

Scale, Development and Phased Delivery

~~C. The first phase to be delivered in this Plan period (2021-2041) will comprise approximately 5,000 dwellings, 50 hectares of employment land, a main town centre, with well-connected western and southern neighbourhoods, each with local centres, education provision, supporting services, community facilities, two Traveller sites (10 Gypsy and Traveller pitches per site), sufficient local renewable energy to power the entire development for its lifetime, at least 10% Biodiversity Net Gain (BNG) and 40% Green Infrastructure to be delivered by the end of the Plan period.~~ **Worcestershire Parkway must be as self-sufficient as reasonably practicable regarding transport, movement, utilities, education, health, community, and other infrastructure. Infrastructure and facilities must be provided alongside the employment and residential development to ensure the needs of residents are met at each stage of development. The comprehensive delivery of Worcestershire Parkway will accord with the requirements of this policy and will ensure that it integrates effectively with and has due regard to the amenity of existing residents.**

~~D. The second phase will comprise approximately 5000 additional dwellings (total 10,000 dwellings) and a further two local centres. This will require the delivery of further infrastructure including education provision, supporting services and community facilities.~~ **Worcestershire Parkway will be developed to form a distinctive townscape with outstanding accessible landscape influenced by heritage features and local historic character. New neighbourhoods, buildings and spaces will be planned to create a unique and distinctive character, taking advantage of long-range and local views to create interest and drawing on the historic character of the area.**

~~E. The settlement must be self-sufficient regarding transport, utilities, education, health, community, and other infrastructure, where necessary allowing for the expansion and improvement of nearby facilities.~~

Supplementary Planning Document (SPD) and Site Wide Strategies

E. A Supplementary Planning Document (SPD) for the new community will be prepared by the LPA in collaboration with the landowners and local stakeholders having regard to the Illustrative Concept Plan (Figure 1). All planning applications must have regard to the adopted SPD.

Key Principles and Requirements

F. Proposals to develop land within the strategic allocation will be expected to come forward in accordance with the requirements set out below. The number of dwellings in each neighbourhood, disposition of land uses and requirements for key connections will be confirmed through a comprehensive design-led approach following the principles in this policy.

G. Proposals to develop land within the strategic allocation at Worcestershire Parkway are required to deliver. The SPD will include principles governing the overall phasing, sequencing and delivery of development and infrastructure to ensure the coordinated design and delivery of key infrastructure throughout Worcestershire Parkway. The SPD will include the following high level settlement wide strategies:

- i. Approximately 10,000 new dwellings (5000 dwellings in this Plan period), including:**
 - 1. 40% affordable housing in accordance with SWDPR18;**
 - 2. A mix of types and sizes of market housing in accordance with SWDPR16; and**
 - 3. An overall site wide average net density of 40 dwellings per hectare, with higher density development required within the town centre and in close proximity to the railway station.**
- ii. Approximately 50 hectares of dedicated employment land for Class E(g), B2 and B8 uses, the majority to be located near to Junction 7 of the M5 with additional provision close to the A44 as shown in the Concept Plan;**
- iii. A main town centre with uses as stated in the National Planning Policy Framework;**
- iv. Two secondary schools, seven primary schools including nursery provision, one special educational needs school and a further education provision to be delivered as specified in the Infrastructure Delivery Plan schedule;**
- v. Supporting retail, services and other community facilities, including, but not limited to:**
 - 1. Provision of a main town centre serving the new settlement as a whole, and 4 local centres serving the neighbourhoods;**
 - 2. A leisure centre, youth centres, sports facilities and playing pitches e.g football, rugby and cricket pitches including ancillary facilities i.e. pavilions, changing rooms and toilets;**
 - 3. A public administration centre, civic spaces, community facilities (including a Multi-purpose Community Centre; faith spaces; arts, cultural, exhibition, library and visitor facilities);**
 - 4. Emergency Services Department, e.g. a combined ambulance, fire and police post subject to requirements; and**
 - 5. Health Infrastructure, e.g. primary care centre and GP surgeries.**
- vi. Two Traveller sites (10 pitches / plots per site) for Gypsies, Travellers or Travelling Showpeople within or on the edge of the new settlement in accordance with SWDPR 19;**
- 1. vii. A Movement Strategy which prioritises walking, cycling and access to public transport and demonstrates how this priority has informed the design of the new settlement. Critical transport infrastructure, referring to the Infrastructure Delivery Plan schedule, includes, but is not limited to: that informs the design of Worcestershire Parkway and will prioritise public transport and active travel, walking, wheeling, and cycling infrastructure, the all modes bridge and active travel route under the Cotswold Railway Line;**

2. A Phasing and Infrastructure Strategy for the delivery of infrastructure to demonstrate how the phasing of the town centre, community facilities and education facilities for new residents operates throughout the build out period and to ensure the coordinated delivery of schools and school places;

		viii. Sustainable design and construction, including: 1. The preparation of an Energy and Carbon Strategy. This must be prepared by the site promoters and approved by the Local Planning Authority. The strategy must demonstrate how best practice in energy conservation and generation will be achieved at both the micro- and macro-level in homes and commercial buildings. The strategy should specify the potential for a site-wide heat and power network and decentralised energy networks; 2. Strategically designed and appropriately phased utilities infrastructure which prioritises delivery of the town centre, employing the most up-to-date technologies to ensure a smart, sustainable and resilient foundation for renewable or carbon neutral energy; installation and use of decentralised heat networks; and Energy Generation including solar power and storage sufficient to power the requirements of the development that cannot be achieved at individual dwellings and buildings; 3. No built development in any part of the new settlement at high risk of flooding (whether existing or future), as defined in the Strategic Flood Risk Assessment and / or site-specific Flood Risk Assessment; 4. A comprehensive site-wide drainage strategy to manage all water drainage. This must be prepared by the site promoters and approved by the Local Planning Authority. Proposals should have due regard to the SuDs hierarchy that is set out in SWDPR 35; 5. Broadband and Mobile Infrastructure provision including appropriate gigabit capable broadband infrastructure with Fibre to the Premises (FTTP) and facilitation of 5G (or latest equivalent) in accordance with SWDPR 32; 6. Planning applications must be accompanied by a minerals resource assessment which includes information concerning the availability of minerals within the site, their scarcity, the timescale for the development and the practicality and viability of the prior extraction of any identified mineral resources; 7. The design and layout of the development will be landscape-led. Applications are required to be accompanied by a landscape and visual impact assessment that should inform the landscaping scheme at a structural and local level. The assessment should consider the proposal itself and any cumulative impacts arising from developments in the vicinity of the proposal; 8. Neighbourhoods, buildings and spaces within the settlement shall be planned to create a unique and distinctive character, taking advantage of long-range and local views to create interest and drawing on the historic character of the area; and 9. Design codes will be prepared by the Local Planning Authority and must be adhered to, to direct all phases of development with the participation of the local community. The codes should establish the parameters for achieving the highest standards of urban design, architecture and landscaping. ix. 3. <u>A Green and Blue Infrastructure Strategy must be prepared to enhance existing and create new green and blue infrastructure assets. This must be prepared by the site promoters and approved by the Local Planning Authority. The strategic allocation is required to deliver a minimum of 40% Green Infrastructure (excluding private gardens) in accordance with SWDPR 7, including to ensure the enhancement of existing, and create new, green and blue infrastructure assets. The Strategy will demonstrate how the overall 40% GI provision will be delivered to meet the requirement of Policy SWDPR 07 and how green /blue infrastructure connections between neighbourhoods will be secured;</u> 4. <u>A Design Principles Strategy that provides the key design and placemaking elements required for each neighbourhood to achieve overall design quality and ensure complementarity and consistency across the community;</u>
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		<u>5. A Drainage (including sewage) and Utilities Strategy to ensure the coordinated and effective provision of services to serve the new development.</u> <u>6. A Stewardship and Management Strategy for the green and blue infrastructure, the public realm and public community and educational facilities over the long term. To ensure the long-term maintenance and stewardship of the community, developers will be required to sign up to a site wide stewardship mechanism to be delivered in perpetuity;</u> 1. Community parks and community greens; 2. Community allotments and community orchards; 3. Green buffers to maintain the settlement's identity as a separate settlement and also to protect existing settlements e.g. Stoulton; and 4. Local Equipped Areas of Play (LEAPs), Local Areas of Play (LAPs) and Neighbourhood Equipped Areas of Play (NEAPs). x. Provision of substantial biodiversity enhancements and appropriate landscaping measures to ensure that each phase makes provision for at least a 10% biodiversity net gain on site, demonstrated and secured in perpetuity (at least 30 years) including: 1.Provision of a Green Infrastructure / biodiversity corridor linking watercourses which provide habitat connections; and 2.No development will be permitted at Cooks Holme Meadow SSSI. However, biodiversity net gains should be used to enhance the habitat connectivity of the SSSI. xi. In compliance with Policy SWDPR 27, proposals will be required to ensure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in combination with other plans or projects; xii. Contributions to new or improved infrastructure in accordance with SWDPR 9, referring to the Infrastructure Delivery Plan, including, but not limited to education, transport, sporting and recreational facilities, emergency and healthcare services; and xiii <u>7. A Heritage and Archaeology Strategy shall be prepared by the site promoters and approved by the LPALocal Planning Authority. This must will identify how the development will conserve and enhance local heritage assets and their setting; and, including the Scheduled Monument Crookbarrow Hill, the Grade II Spetchley Park and Grade II* Spetchley Hall, and any other designated or non-designated heritage assets identified. Any planning application shall be supported by a detailed heritage strategy, setting out how the long term, viable use of heritage assets will be established and where necessary providing mechanisms for their integration into the development. The Strategy shall be informed by a Conservation Management Plan (CMP) setting out the management of the site. The implementation of the Heritage Strategy and undertaking of works onsite with potential to affect heritage assets will need attentive management. This must comprise an initial archaeological assessment guiding archaeological works, to inform decisions about preservation in situ or investigation. The Heritage and Archaeology Strategy should be kept under active review.</u> <u>8. A Monitor and Manage Strategy for the identification of the necessary transportation infrastructure required to support the transport policy objectives and the timely delivery of that transportation infrastructure. Through adherence to the Monitor and Manage Strategy and the Movement Strategy in the SPD, proposals will be required to demonstrate that the necessary</u>
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transport connectivity, active travel infrastructure, public transport priority and transport capacity is available for each quantum of development along with considering the cumulative development of the community.

Delivery and Implementation

- ~~H.~~ The proposed new settlement will deliver a scheme in accordance with an agreed comprehensive masterplan including green infrastructure for the site allocation. The masterplan must be compliant with the Concept Plan (Figure 2), the Local Planning Authority's future Spatial Framework, garden community principles and adhere to the design codes contained in the South Worcestershire Design SPD. The masterplan will be prepared by the site promoters in collaboration and agreed with the Local Planning Authority in consultation with Worcestershire County Council
- ~~I.~~ The number and phasing of dwellings to be permitted, and the timing of housing delivery will be directly linked to the delivery of critical and necessary infrastructure, in particular the delivery of the new development access road connecting the B4084 and the Railway Station with the A44, which must be in place to serve development. Proposals which would deliver unsustainable, disconnected and isolated development will be refused. **To ensure Worcestershire Parkway will be supported by the local and strategic infrastructure necessary to deliver sustainable development, the Council will refuse any piecemeal planning applications that would undermine the ability to secure and deliver infrastructure in a comprehensive and co-ordinated manner. Prior to the submission of any detailed or reserved matters application submission, the developer will be required to submit an area specific Design Code for approval by the LPA.**
- ~~J.~~ **I. Any planning application submitted prior to the adoption of the SPD must provide a robust phasing strategy that ensures delivery of key infrastructure, services and facilities in a timely manner consistent with the comprehensive development of Worcestershire Parkway.** Critical and necessary infrastructure, including, but not limited to transport and highways mitigation, education infrastructure, utilities, potable water and wastewater, must be provided in accordance with the schedules within the latest Worcestershire Parkway Infrastructure Delivery Plan and a delivery strategy which sets out broadly how the development is to be phased and delivered, unless it can be demonstrated that:
- ~~i.~~ Relevant infrastructure capacity is readily available to service the quantum of development proposed;
 - ~~ii.~~ The relevant infrastructure will be provided in advance of the proposed development; or
 - ~~iii.~~ Alternative provision can be secured and agreed with the relevant provider and the Local Planning Authority to meet the relevant requirement.
- J.** ~~K~~Within the early phases, development shall provide homes in neighbourhoods located in and around the main town centre, well connected to the main town centre by a walking, cycling and public transport network. A higher proportion of smaller residential units serving all age groups is required close to the main town centre and railway station. **Higher density development will be required on land within the town centre and in proximity to the railway station in order to deliver appropriate forms of development and establish sustainable patterns of movement and active travel.**
- K.** **Beyond 2041 the balance of the strategic allocation for 10,000 dwellings and employment land will be completed. This will require the delivery of further infrastructure including education provision, supporting services and community facilities.**

Creation of a Co-ordinated Movement Network and Required Infrastructure

L. The community will be based on a comprehensive sustainable movement network that connects key locations including the town centre and railway station. A monitor and manage approach will be adopted for the assessment and determination of planning applications and infrastructure provision to ensure the right transport infrastructure, including public transport, is provided at the right time including appropriate mitigation in relation to the local and strategic road networks particularly in relation to M5 Junctions 6 & 7.

M. Transport infrastructure necessary for the delivery of the community as a whole but required in the early phases of the development (the Plan period) includes, but is not limited to the following:

- 1. Cycling, walking and wheeling networks to provide direct and safe connections throughout and between the main town centre, local centres, Pershore and Worcester (including enhancements to the bridge and underpass over the M5). Dedicated cycle way provision must avoid M5 Junction 7;**
- 2. The delivery of a new access road linking the B4084 and the Railway Station with the A44 and a new access road to Mucknell Abbey;**
- 3. A new all modes bridge, for vehicles, pedestrians and cyclists, between the western neighbourhoods, the town centre, educational and community facilities, and the southern neighbourhoods. The delivery of the bridge will be triggered by and in accordance with the Monitor and Manage framework. Prior to the completion of the all modes bridge any residential development in the Western Neighbourhoods will need to demonstrate an effective safe route to schools strategy and access to the town centre by active travel;**
- 4. A new access road to link the main town centre and southern neighbourhoods with the B4084, ensuring that this route avoids the settlement of Stoulton (also referred to as the Stoulton Bypass);**
- 5. An LTN1/20 compliant direct link between the southern neighbourhood and the town centre to ensure an active travel link to the communities which are located to the south of the B4084. This link will be delivered prior to the opening of the secondary school;**
- 6. A network of commercial and visitor mobility hubs including a large central hub located in the vicinity of the railway station and main town centre. Each hub will reflect its location but could include electric vehicle charging points, car clubs, cycle and e-mobility hire, storage lockers, and a last mile delivery solution using appropriate technologies; and**
- 7. The expansion of the existing Park and Rail interchange facility at Worcestershire Parkway railway station.**

N. The LPA will:

- i. Ensure the timely delivery of all necessary infrastructure, to serve the new community in a comprehensively planned and co-ordinated manner;**
- ii. Ensure that the number and phasing of dwellings to be permitted and the timing of development delivery will be directly linked to the delivery of critical and necessary infrastructure having regard to the latest Worcestershire Parkway IDP**

(which will be updated from time to time) and including but not limited to education, transport, sporting and recreational facilities, emergency, and healthcare services; and

- iii. Require all applicants to enter into appropriate legal agreements to ensure that contributions are secured on an equitable/ pro rata basis to ensure the costs of site wide infrastructure required to secure the comprehensive delivery of the community are shared in a fair and reasonable manner.

Provision of Infrastructure

O. The delivery of the Town will include:

- i. New educational facilities (nursery, primary, secondary and SEND and Post 16 facilities) to be delivered in line with a monitor and manage approach to ensure that provision matches the needs arising from the development in a phased and co-ordinated manner to meet in full the needs of the development and must have regard to the most recent IDP and the educational strategy in the SPD;
- ii. Provision of community infrastructure to include a leisure centre, youth centres, indoor and outdoor sports facilities and playing pitches including ancillary facilities, a public administration centre and civic spaces such as a multipurpose community centre, faith spaces, arts, cultural, library and visitor facilities;
- iii. Facilities to ensure the Town can be appropriately serviced by the emergency services;
- iv. Provision of medical and healthcare facilities including GP surgeries located in the town centre and/or local centres where these are required by the Primary Care Trust or the Integrated Care Board (formerly Clinical Commissioning Groups) based upon the proportionate needs arising from the delivery of development; and
- v. Appropriately designed waste/recycling facilities where these are required by Worcestershire County Council.

Safeguarding of Land

P. The following land must be safeguarded on the site:

- i. Land for the whole route of the development road link from the B4084 to the A44 as sections of the link road may need to be delivered in phases to serve the development;
- ii. Land to deliver the All Modes Bridge across the Birmingham and Gloucester line (BAG 2);
- iii. Land to deliver an additional platform and dualling of the North Cotswold Line between Worcestershire Parkway and Worcester Shrub Hill Station to deliver the aspirations of the Worcestershire Rail Investment Strategy including the safeguarding of land sufficient to accommodate a future access from the development to the south of a possible south platform including a direct link to the station where feasible;
- iv. Land to provide for the LTN1/20 link between the southern neighbourhoods and the town centre;
- v. Land to ensure the delivery of a third railway crossing location between Abbotswood and Littleworth; and
- vi. Land for the site for a further secondary school post 2041.

Sustainable Design and Construction

Q. Worcestershire Parkway will incorporate and deliver opportunities to exemplify and where possible exceed sustainable design and construction standards in the Plan. Proposals must demonstrate how best practice in energy conservation and generation will be achieved at both the micro-and macro-level in homes and commercial buildings.

R. No built development in any part of Worcestershire Parkway will be permitted in areas at high risk of flooding (whether existing or identified in the future). Opportunities for additional flood storage through the provision of green and blue infrastructure and flood alleviation plans to provide flood risk betterment should be identified and implemented across the site throughout the lifetime of the development.

A Comprehensive Network of Green and Blue Infrastructure

S. Worcestershire Parkway will:

- Deliver a minimum of 40% Green Infrastructure of gross land area (excluding private gardens) including:
 - a. Community Park and Town Parks and strategic green infrastructure/advance planting;
 - b. Community greens, allotments and orchards;
 - c. Green buffers to maintain the community's identity as a separate settlement within the wider landscape, and to protect existing settlements within and adjacent to the allocation; and
 - d. Local Equipped Areas of Play (LEAPs), Local Areas of Play (LAPs) and Neighbourhood Equipped Areas of Play (NEAPs).

T. In compliance with Policy SWDPR 29 proposals will be required to ensure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in combination with other plans or projects.

U. No development, including any new access, will be permitted at Cooksholme Meadow SSSI and a buffer of at least 15m is to be maintained between the SSSI and any development. Biodiversity net gains should be used to enhance the habitat connectivity of the SSSI.

V. Worcestershire Parkway including the town centre, will integrate effectively with existing land uses, including Mucknell Abbey, to ensure there will be no significant adverse effects on such uses.

Reasoned Justification for SWDPR 5554

~~1.1 Policy SWDPR2 sets out the housing requirements across South Worcestershire to 2041, which equates to 26,360 additional new dwellings. Paragraph 73 of the National Planning Policy Framework (NPPF) 2021 states that "the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing~~

		villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport mode).” <u>Worcestershire Parkway’s strategic location near to Worcester, the M5, and with Worcestershire Parkway rail station at its heart, offers a transformative opportunity to create a sustainable, vibrant and well-connected community, developed in accordance with community principles. These principles form the framework for the delivery of high-quality places that promote sustainable development, placing emphasis on elements including land value capture for the benefit of the community, strong vision and community engagement, mixed-use high quality development and a design that enhances the natural environment. The policy has been pro-actively developed to encourage and facilitate the development of a new settlement that embodies these principles.</u> 1.2 Local Planning Authorities are encouraged to identify suitable locations for such development where this can help to meet identified needs in a sustainable way, particularly through the provision of appropriate infrastructure and clear expectations for the quality of the development, with a vision that looks ahead over 30 years. <u>The site extends to approximately 1,134 hectares and is bounded by the M5, A44, the North Cotswold and Birmingham to Bristol main railway lines, and the village of Stoulton to the southeast. The site benefits from a strong, highly attractive, and varied landscape characterised by woodlands, linear tree cover along streams and hedgerow tree field boundaries. In addition, Historic Parkland Garden assets such as Spetchley Park and Gardens, Wood Hall, and Norton Hall and Croome Court located further south, all provide a strong sense of place and identity in which to set the proposed development.</u> 1.3 The limited capacity of the urban area to meet the needs of Worcester City and the growing population of South Worcestershire justifies the need to find land for new housing development through the allocation of a new settlement. <u>Heritage assets within the area include Mucknell Abbey, which dates to the Domesday period and the Scheduled Monument at Crookbarrow Hill. There are two Conservation Areas at Stoulton and Whittington Village and two landmark churches. The farmsteads of Upper Wolverton Farm, Wood Hall Farm, Windmill Hill Farm, and Old House Farm also provide historic character and are sensitive historic assets to be conserved and enhanced.</u> 1.4 Several options for the future development strategy were tested as part of the preferred options stage of the SWDPR review. Worcestershire Parkway emerged as one of the most sustainable options as it offers the opportunity to deliver a new settlement using Garden Community principles based around a new railway station and its location within 3km of Worcester makes it a good area to meet some of the City’s and sub-region’s unmet housing and employment needs. In addition, there is sufficient land outside of the site’s key constraints, i.e., flood zones 2 and 3, the green belt and the AONB, to deliver the proposed development. <u>Worcestershire Parkway will deliver a mix of house types to meet a range of needs, including 40% affordable housing. It is expected that higher density development will be delivered within the town centre and near the railway station. An area of employment land, including land adjacent to the M5, will deliver Class E(g), B2 and B8 Use Class employment uses and a new town centre will provide a range of day-to-day needs. Schools, health and other community facilities, including for sport and recreation, will also be provided. The site will also benefit from the delivery of 40% green infrastructure of the gross site area, which will include a community park.</u> 1.5 One of the site’s main assets is its national and local connectivity. In addition to the convenient access to the railway station, the site is also well-located for the Strategic Road Network and benefits from a strong Public Rights of Way (PROW) network. These attributes will enable a comprehensive, sustainable movement network to be developed. <u>Several residential neighbourhoods will be planned throughout the site. These neighbourhoods are defined as the residential areas across the site which will provide facilities to</u>
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		<u>include a primary school and local centre which can be easily accessed on foot or by bicycle by local residents. The neighbourhoods will be linked to the town centre, and the social and community facilities across the site by a network of safe and convenient pedestrian and cycle paths. The aim is to support residents to ‘Live Locally’ to maximise the opportunities to meet people’s daily needs within a walkable catchment of 20 minutes.</u> 1.6 The new development access road connecting the B4084 and the Railway Station with the A44 must be in place to serve development. This is to ensure that traffic levels are minimised in the town centre and that adverse impacts for neighbouring settlements are mitigated. The new access to Mucknell Abbey is required to ensure that its operational activities are not prejudiced. <u>Supplementary Planning Document (SPD)</u> 1.7 The new development access road to link the main town centre and southern neighbourhoods with the B4084, is required to ensure that traffic does not create adverse impacts for the settlement of Stoulton (also referred to as the Stoulton Bypass). <u>1.6 The land allocated for the Town is under several different land ownerships, and it is understood that development will come forward via a series of separate planning applications over time. To ensure good place making is achieved and to ensure that planned infrastructure and proposed development within the allocation boundary can be delivered in a comprehensive manner which achieves local plan objectives, a framework masterplan will form part of the SPD.</u> <u>1.7 The LPA in collaboration with Worcestershire County Council, the site promoters, and local stakeholders will prepare and approve a supplementary planning document (SPD). The Indicative Concept Plan at Figure 1 shows the spatial arrangement of land uses, green infrastructure and connections within the allocation site. The SPD will set out the details as to how the overall phasing, sequencing, and delivery of development and infrastructure to ensure the coordinated design and delivery of key infrastructure throughout the Town will be achieved.</u> <u>1.8 The railway crossings identified above and in the Concept Plan are required to avoid severance of communities, facilitate sustainable active travel and to ensure the ‘Living Locally’ concept is achieved across the new settlement. The SPD will provide a vision and objectives, outline constraints and opportunities, development and design principles and more detailed policy guidance and information to ensure the comprehensive development and delivery of Worcestershire Parkway is undertaken in accordance with SWDPR 55. Furthermore, the SPD will provide important guidance to applicants for the preparation of planning applications to ensure that the new community is being delivered in a well-connected way and infrastructure comes forward in a timely manner.</u> <u>1.9 The site also benefits from a strong, highly attractive and varied landscape characterised by woodlands, linear tree cover along streams and hedgerow tree field boundaries. In addition, the Historic Parkland Garden assets such as Spetchley Park and Gardens, Wood Hall, and Norton Hall within the boundary of the growth area and Croome Court located further south all provide a strong sense of place and identity in which to set the proposed development. The SPD will provide more information about the additional details that will be required to complement the settlement wide high-level strategies which will be required to be submitted with planning applications. It will include an education delivery strategy which will provide additional information to ensure that the overall needs of the development are met in terms of educational infrastructure required for the site over the course of its delivery.</u>
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1.10 Heritage assets within the area include Mucknell Abbey, which dates to the doomsday period and the Scheduled Monument at Crookbarrow Hill. There are two Conservation Areas at Stoulton and Whittington Village and a couple of landmark Churches. The historic farmsteads of Upper Wolverton Farm, Wood Hall Farm, Windmill Hill Farm and Old House Farm also provide historic character and are sensitive historic assets to conserve and enhance.

Infrastructure

1.10 A comprehensive Infrastructure Development Plan (IDP) has been prepared which sets out the infrastructure required for the delivery of Worcestershire Parkway. Due to the multiple land ownerships within the Worcestershire Parkway allocation site, it is expected that each landowner/developer will enter into a legal agreement to ensure that direct delivery of common infrastructure and/or contributions towards the costs of common infrastructure are made in a fair and equitable manner

1.11 Worcestershire Parkway is not just about the delivery of new homes. The site will deliver a mix of house types to meet a range of needs, including 40% affordable housing — all at a density of 40 dwelling per hectare. An area of employment land will deliver Class E(g), B2 and B8 use class employment uses and a new town centre will provide a range of day-to-day needs. Schools, health and other community facilities, including for sport and recreation will also be provided. The site will also benefit from the delivery of in excess of 40% green infrastructure which will include a community park and other smaller neighbourhood parks that will contain several LAPs, LEAPs and NEAPs. Several neighbourhoods will be planned throughout the site which will be linked to the social and community facilities by a network of safe and convenient pedestrian and cycle paths. The 'Living Locally' concept will also be applied which means that everyone will be able to meet their daily needs within a walkable catchment of 20 minutes. **To deliver this new community with active travel at its heart the development must provide realistic alternatives for future residents to be able to walk or cycle for the majority of their trips within the site. As such, the necessary infrastructure in terms of well-connected footpaths and cycle routes must be provided at an early stage in the development when the travel habits of the new residents are formed. The site does present some challenges in terms of connectivity and permeability owing to the need to cross the two railway lines. The Indicative Concept Plan included within the policy includes crossing points of both railways which must be delivered at an early stage of the development to ensure connectivity between neighbourhoods and the town centre not least so that all pupils can access the primary and secondary schools on site. In addition, the all modes bridge for vehicular traffic, pedestrian and cyclists will provide a link to the north of the town centre to the development road to join the A44 thus diverting traffic away from the core of the town centre and the two existing bridges where highway capacity is limited.**

1.12 The development is required to be carbon neutral i.e. activity that causes no net release of carbon dioxide and other greenhouse gas emissions into the atmosphere. This means reducing greenhouse gas emissions in operation and minimising both annual and peak energy demand emissions into the atmosphere. **The policy requires a monitor and manage approach to be adopted throughout the plan period and beyond to inform when certain infrastructure should be delivered before the build out/occupation of a specific number of homes and that the right triggers are in place to achieve this. This site requires the delivery of a significant level of infrastructure, much of which is required at an early stage of the delivery of the site. Early delivery is required of the all modes bridge over the Birmingham and Gloucester rail line to ensure that there is good connectivity from the western neighbourhoods to the town centre, the A44 link road and secondary school. There is also a requirement to deliver a secondary school within the**

first phase of the development. Nursery and primary schools will be delivered in each of the neighbourhoods in accordance with the requirements set out in the IDP and educational strategy.

~~1.13 Along with an assessment of the viability of the site, a comprehensive Infrastructure Development Plan (IDP) has been prepared that sets out the infrastructure required for the development of a sustainable community at Worcestershire Parkway. Both the viability assessment and the IDP confirm that all of the strategic infrastructure necessary to enable the development to progress can be implemented. However, some of this infrastructure will be required early in the plan period to enable construction and delivery of the site.~~
The new development access road to link the main town centre and southern neighbourhoods with the B4084, is proposed to more effectively open up the southern neighbourhoods and provide effective connectivity to the B4084 or the link road. This access road will help to reduce the level of traffic going through Stoulton thus reducing the adverse traffic impacts upon Stoulton residents. The development is required to set a high level of ambition around the design of new homes with a fabric first approach to be taken to ensure that these new homes will not be required to be retrofitted and to optimise energy efficiency.

~~1.15 A Spatial Framework document will be prepared and adopted as a Supplementary Planning Document (SPD) for the strategic allocation to provide further detailed policy and guidance to ensure the comprehensive development and delivery of Worcestershire Parkway in accordance with this policy.~~ **The most up to date playing pitch strategy will be used to inform the requirement for sports facilities in the IDP and confirm the level of on-site provision required. Indoor and outdoor facilities (e.g. football, rugby and cricket pitches including ancillary facilities such as pavilions, changing rooms and toilets) must be provided to support the needs of the development. There may be scope for community use of school facilities across the site.**

~~1.16 The SPD will provide a vision and objectives, outline constraints and opportunities, development and design principles including guidance on appropriate residential densities, provide a spatial framework plan which builds upon the Concept Plan and provide guidance for phasing, delivery and stewardship.~~

~~1.17 This SPD will be prepared by the Local Planning Authority in collaboration with Worcestershire County Council, site promoters and stakeholders. In addition, Site specific Design Codes will be prepared and approved for the new settlement including specific codes for the main town centre and neighbourhoods to build upon design guidance in the Spatial Framework SPD and the adopted South Worcestershire Design Guide SPD and the emerging Part 2 Design Guide SPD. Community assets such as parks, community centres and public transport are vital elements of high-quality, attractive places and are important when developing a new settlement such as Worcestershire Parkway. Delivering a successful new community requires a clear understanding of how assets generated by the development process will be managed in perpetuity.~~ **The long term approach to stewardship and management of the new settlement will be set out in the Stewardship and Management Strategy within the SPD.**

1.18 Planning applications must be supported by a detailed Heritage Strategy setting out how the long-term vision and viable use of heritage assets will be established and where necessary providing mechanisms for their integration into the development. The Heritage Strategy shall be informed by a Conservation Management Plan (CMP) setting out the management of the site. The implementation of the Heritage Strategy and undertaking of works onsite with potential to affect heritage assets

will need attentive management. This must comprise an initial archaeological assessment guiding archaeological works, to inform decisions about preservation in situ or further investigation.

~~1.19 When developing Worcestershire Parkway as a new settlement within the area, Wychavon District Council and its partners will consider a range of stewardship bodies and financial models, with the aim of putting local people at the heart of everything to ensure the new garden community is locally led.~~ Planning applications must be supported by a detailed Landscape Strategy, informed by Landscape and Visual Impact Assessment /Appraisal as appropriate. The Landscape Strategy should indicate clearly where structural planting within a development will be provided, together with street trees and on-plot planting – an indication of species mix and planting sizes should be included. The Landscape Strategy will, in turn, inform more detailed planting proposals to accompany full and reserved matters applications.

1.20 Infrastructure design and provision is critical to the success of the delivery of Worcestershire Parkway. Such infrastructure includes, but is not limited to, highways and transport infrastructure, schools, health facilities, meeting places (both buildings and civic open space), open space, flood management and habitats for wildlife. This essential infrastructure supports the new communities that become established over time within the new neighbourhoods. Proposals will be required via Policy SWDPR 55 to ensure the infrastructure is provided at the necessary period in the development and maturation of the site. This will be informed and guided by the Infrastructure Delivery Plan and SPD.

1.21 All assessments for Worcestershire Parkway need to be undertaken in accordance with the transport planning paradigm of ‘Vision and Validate’, which would be supported by a Monitor and Manage strategy. The principle of ‘Vision & Validate’ seeks to envisage the places we want to create, and to use transport and land use planning tools and analysis to plan ways of getting there, considering the current and anticipated changes taking place in transport and mobility. A Monitor and Manage strategy supports this through planning and delivery by seeking to continually test progress against the Vision (Policy Objectives) and proactively implement changes or necessary infrastructure to adapt. Monitor & Manage has successfully been implemented at a number of strategic scale development sites and has been shown to provide the necessary effectiveness in controlling impacts and delivering more optimal transport outputs.

~~4.20~~ 1.22 As outlined in the Plan HRA, potentially functionally linked land associated with the Severn Estuary SPA and Severn Estuary Ramsar, known as the River Severn (Northwich to Diglis) bird site, covers a large area of riverside habitat, within the floodplain, along approx. 4,400m of the River Severn in the centre of Worcester. Given the proximity of allocations set out in Policy SWDPR 55~~4~~, the Plan HRA has identified potential adverse urbanisation effects and mitigation to address these. Mitigation should be addressed through site design when further details on the layout are known (as set out in the Plan HRA) and, where required, project level HRA undertaken to ensure compliance with Policy SWDPR 29~~27~~.

Figure 2: Worcestershire Parkway Concept Plan

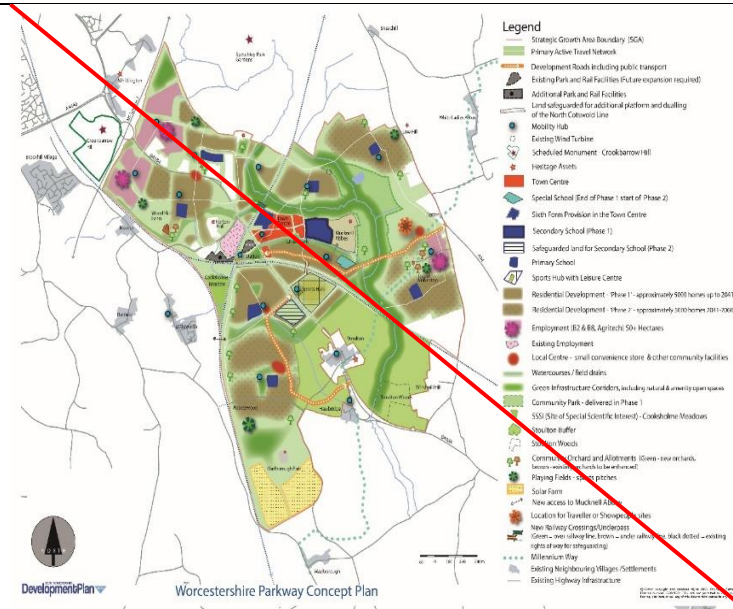
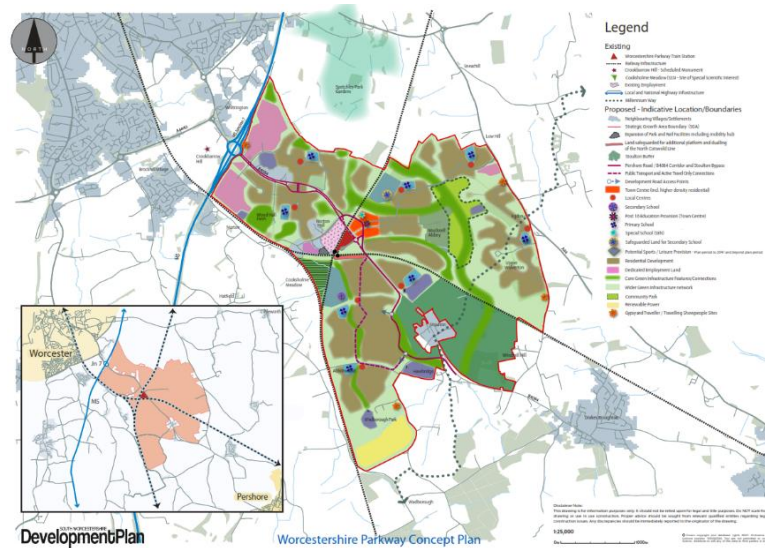


Figure 12 Worcestershire Parkway Indicative Concept Plan



SWDPR 52: Land at Throckmorton New Settlement

Mod Ref	Policy	Page	Modification
MM56	SWDPR 52	211-220	Site area: 755.183 hectares A. Land within the strategic allocation¹⁶⁶ at Throckmorton new settlement will be developed to deliver a carbon neutral, sustainable settlement of approximately 5,000 dwellings and 60 hectares of employment land. The first phase (2030 – 2041) will comprise approximately 2,000 dwellings, a minimum of 20 hectares of employment land, local / town centre uses, educational provision, 1 Traveller site, sufficient local renewable energy to power the entire development for its lifetime, at least 10% Biodiversity Net Gain (BNG) and 40% Green Infrastructure which will be delivered by the end of the plan period. It is anticipated that phase 1 of the development will not commence until approximately 2030 when the critical movement and educational infrastructure will have been provided. B. In order to ensure that this new settlement is self-contained, it is anticipated that in phase 2 (beyond 2041) an additional 3,000 dwellings (total of 5,000) will be delivered, which would generate the need for additional educational provision, plus the balance of employment land (total of 60 ha) and additional supporting services and community facilities. C. The settlement must be self-sufficient regarding transport, utilities, education, health, community, and other infrastructure, where necessary allowing for the expansion and improvement of nearby facilities. D. Proposals to develop land within the strategic allocation will be expected to come forward in accordance with the requirements set out below and deliver: i. Critical movement infrastructure to include: 1. A new link road from the A44 to the centre of the new settlement; 2. A dedicated and direct primary active travel route linking Pershore Railway Station to the centre of the new settlement; 3. The provision of an electric shuttle bus (or equivalent) linking the site with Pershore Railway Station, Worcestershire Parkway and nearby settlements as part of the active travel network; 4. Enhancements to Pershore Railway Station to include a second platform, a 500-space car park and a pedestrian bridge over the railway tracks; and 5. Junction improvements, public footpaths and mobility hubs throughout the new settlement. Each mobility hub will broadly include electric vehicle charging points, cycle and e-mobility hire, storage lockers and a last mile delivery solution using appropriate technologies. The provision of this critical movement infrastructure will provide the catalyst for development at Throckmorton new settlement and therefore the new link road and primary active travel route linking Pershore Railway Station to the centre of the new settlement must be provided before the first occupation of development. ii. Approximately 2,000 dwellings within the plan period (with a further 3,000 dwellings beyond 2041) including: 1. 40% affordable housing in accordance with SWDPR 18; 2. A mix of types and sizes of market housing in accordance with SWDPR 16; and

¹⁶⁶ It is recommended that a project level HRA is undertaken to consider urbanisation effects to project level site design and education of users to Functionally Linked Land (FLL) bird site sensitivities and promotion of alternative recreational spaces. See the Reasoned Justification for further information.

			3. An overall site wide average net density determined through masterplanning with an indicative density of 40 dwellings per hectare in accordance with SWDPR 18, with higher density development (serving all age groups) situated within and around the new local / town centre and lower density development across the site where appropriate. iii. A comprehensive network of additional active travel routes that are designed to prioritise pedestrian and cycle movement over motorised vehicles. Active travel routes should be direct, safe and convenient and link residential areas, Worcestershire Parkwaycentre, schools, employment areas and surrounding villages. iv. A minimum of 20 hectares of job generating employment land within the plan period (with the overall balance being provided beyond 2041), predominantly on land adjacent to the A44 and also within the town centre, including: 1. A clean, green local / town centre beyond 2041, including providing services, retail etc with appropriate facilities and flexible workspace; 2. Provision for small to mid-sized business starter units; and 3. Increased levels of local energy generation building on the ethos of existing schemes within the area. Support will also be given to the provision of an agricultural technology centre of excellence that fosters the ethos of advancing appropriate skills, knowledge and techniques. v. Education facilities to be delivered as specified in the Infrastructure Delivery Plan schedule to include: Phase One: 1. One Primary School with nursery provision; 2. One All-through School with nursery, primary and secondary provision; 3. Space identified in local communities to support sufficient private nursery provision; and 4. Contributions towards Special Educational Needs and Disability (SEND) provision. Phase Two: 1. Three Primary Schools with nursery provision (plus additional provision dependent on need); 2. One Secondary School (conversion of phase 1 All-through school); 3. Space identified in local communities to support sufficient additional nursery provision; and 4. Space identified for Post-16 provision. vi. Supporting services and other community facilities, including: 1. Provision of centrally located convenience floorspace that meets the day to day needs of the local community without impacting on the vitality and viability of existing centres in accordance with SWDPR 12; 2. New sports facilities, playing pitches¹⁶⁷ and associated ancillary facilities (changing rooms, social facilities and car parking) outside any high flood risk areas. These facilities will be clustered throughout the new settlement, with consideration given to co-locating sports facilities with other community facilities, and their future maintenance and management will be secured by developers;
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¹⁶⁷ Provision will be set in accordance with the Playing Pitch and Outdoor Sports Strategy (PPOSS) and the Built Indoor Sports Facilities Strategy (BFS) and relevant SWDPR policies and calculated using Sport England's Playing Pitch Calculator and Sports Facilities Calculator.

			3. New community halls (as required); 4. New medical / health facilities (as required). vii. A 10 pitch site for Gypsies or Travellers within or on the edge of the SGA in accordance with SWDPR 20. viii. Sustainable design and construction, including: 1. The preparation of an Energy and Carbon Strategy. This must be prepared by the site promoters and approved by the Local Planning Authority. The strategy must demonstrate how demonstrate how best practice in energy conservation and generation will be achieved at both the micro- and macro-level in homes and commercial buildings. The strategy should specify the potential for a site-wide heat and power network and decentralised energy networks; 2. Reducing energy demand in line with the principles of the energy hierarchy by implementing a high energy efficient, fabric first approach to construction in accordance with policy SWDPR 26; 3. Providing 100% of the energy demand via renewable and low carbon sources located locally to power the whole development for its lifetime. Opportunities should also be examined for the provision of a decentralised heat network and local heat regeneration including harnessing energy from waste; 4. Adapting to and mitigating against the impacts of future climate change, including carbon sequestration, water management and temperature extremes; 5. No built development in any part of the new settlement at high risk of flooding (whether existing or future), as defined in the latest Strategic Flood Risk Assessment and / or site specific Flood Risk Assessment; 6. Management of surface water drainage in accordance with the SuDs hierarchy that is set out in SWDPR 35; 7. All residential development to be provided with Electric Vehicle (EV) charging infrastructure (both individual and communal). For all other development the required EV charging infrastructure will be determined by the proposed use, scale, location and indicative likely need; 8. Meeting appropriate standards in terms of construction practices to ensure no runoff of sediments / pollutants to the river in line with latest EA guidance; 9. Neighbourhoods, buildings and spaces within the settlement shall be planned to create a unique and distinctive character, taking advantage of long range and local views to create interest and drawing on the historic character of the area and its previous use as a former WW2 airfield; and 10. Design codes will be prepared by the Local Planning Authority and must be adhered to, to direct all phases of development with the participation of the local community. The codes should establish the parameters for achieving the highest standards of urban design, architecture and landscaping. Careful consideration should be given to the type of energy generation proposed in terms of any associated emissions to air and the wider environment to ensure an environmentally sound approach. ix. The provision of 40% Green Infrastructure (excluding private gardens) within a site layout that will have regard to the latest County Landscape Character Assessment, taking into account the identified Key Characteristics and Landscape Guidelines for the relevant Landscape Types in accordance with SWDPR 7, including: 1. Community Orchard / Allotments; 2. Amenity land and semi-natural greenspace distributed throughout the new settlement;
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			3. Local Equipped Areas of Play (LEAPs), Local Areas of Play (LAPs) and Neighbourhood Equipped Areas of Play (NEAPs); and 4. Other types of provision as set out in SWDPR 45. x. The provision of a network of open spaces that will positively contribute to conservation, restoration and the creation of coherent ecological networks that will deliver at least 10% biodiversity net gain throughout, including: 1. Provision of Green Infrastructure / biodiversity corridors linking watercourses which provide habitat connections; 2. Enhancement of existing areas of biodiversity and the key county reptile site; and 3. The provision of green space buffers around Throckmorton village to protect its historical identity and to separate the new settlement from Bishampton, Pinvin, Pershore, Lower Moor and Wyre Piddle. xi. In compliance with Policy SWDPR 27, proposals will be required to ensure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in combination with other plans or projects. xii. Contributions to new infrastructure in accordance with SWDPR 9, referring to the Infrastructure Delivery Plan, including education, transport, sporting and recreational facilities, emergency and healthcare services. xiii. Health and Wellbeing consideration in accordance with SWDPR 10, in particular ensuring an environment is created that caters for the needs of all age groups, incorporating inclusive/adaptable design¹⁶⁸ to meet an individual's changing needs throughout their lifetime. xiv. Broadband and Mobile Infrastructure provision including appropriate gigabit capable broadband infrastructure with Fibre to the Premises (FTTP) and facilitation of 5G (or latest equivalent) in accordance with SWDPR 32; xv. Required upgrades to Wastewater Treatment Works in a timely¹⁶⁹ manner; xvi. Development is required to take into account the landfill operations and/or post restoration of the landfill. xvii. Proposals must be accompanied by a minerals resource assessment which includes information concerning the availability of minerals within the site, their scarcity, the timescale for the development and the practicality and viability of the prior extraction of any identified mineral resources. E. The proposed new settlement will deliver a scheme in accordance with agreed comprehensive masterplan including green infrastructure for the site allocation. The masterplan must be compliant with the Concept Plan (Figure 3), garden community principles and adhere to the design codes, contained in the South Worcestershire Design SPD. The masterplan will be prepared by the site promoters in collaboration and agreed with the Local Planning Authority in consultation with Worcestershire County Council. F. The number and phasing of dwellings to be permitted, and the timing of housing delivery will be directly linked to the delivery of critical and necessary infrastructure. This will be agreed and conditioned through the planning application process, in consultation with the Local Planning Authority. Proposals which would deliver unsustainable, disconnected and isolated development will be refused.
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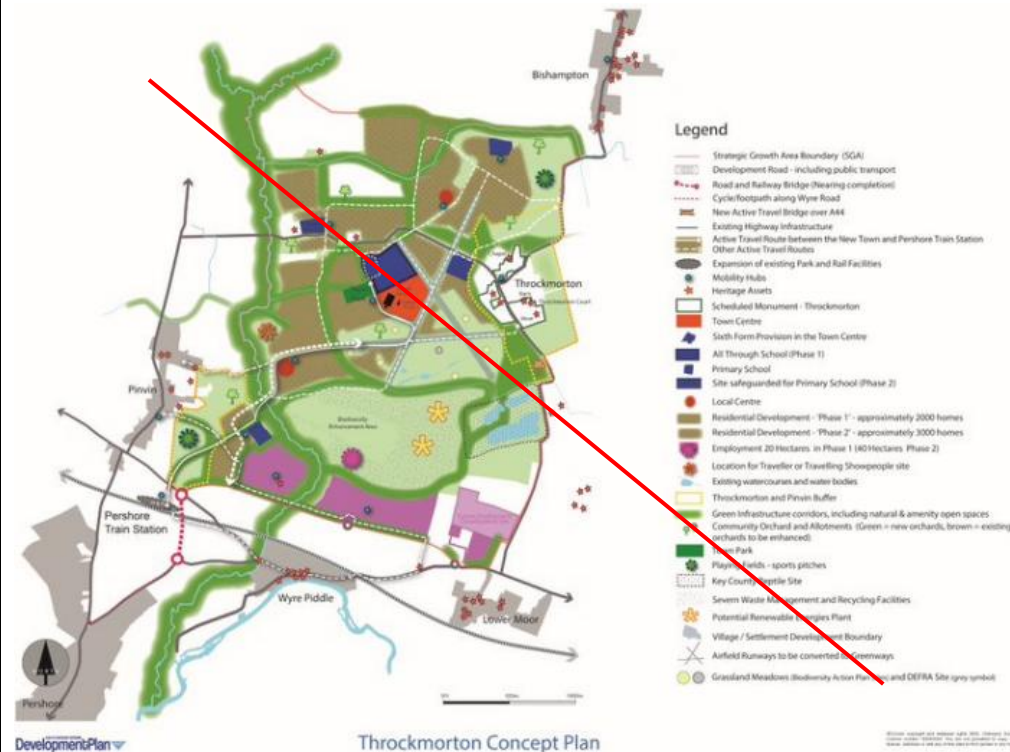
¹⁶⁸ ~~Developers should give consideration to Sport England's 10 Active Design principles: <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>.~~

¹⁶⁹ ~~In accordance with Severn Trent's requirements and timescales.~~

G. Critical and necessary infrastructure, including, but not limited to transport and highways mitigation, education infrastructure, utilities, potable water and wastewater, must be provided in accordance with the latest Infrastructure Delivery Plan Schedule set out in the South Worcestershire Infrastructure Delivery Plan and a delivery strategy which sets out broadly how the development is to be phased and delivered, unless it can be demonstrated that:

- i. Relevant infrastructure capacity is readily available to service the quantum of development proposed;
- ii. The relevant infrastructure will be provided in advance of the proposed development; or
- iii. Alternative provision can be secured and agreed with the relevant provider and the Local Planning Authority to meet the relevant requirement.

Figure 3: Throckmorton New Settlement Concept Plan



Reasoned Justification for SWDPR 52

2.1 Throckmorton is one of three proposed Strategic Growth Areas (SGA), or new settlements, to help meet the housing and employment needs of the SWDPR. The first phase of Throckmorton SGA is proposed to come forward from approximately 2030 with 2,000 dwellings and 20 hectares of employment land, and the second phase post 2041 delivering the remainder (approximately an additional 3,000 dwellings and 40 hectares of employment land). It is intended that Throckmorton SGA will be a self-contained settlement with sufficient social, environment and physical infrastructure to meet its own needs. The main infrastructure required is listed above in the policy and a masterplan will be produced to inform the development of the site.

		2.2 Throckmorton Airfield is the former RAF Pershore site which is now in a range of employment uses with several different businesses operating from the site. It is classed as Previously Developed Land (Brownfield Land). The Airfield includes 5 hangars, a control tower and a series of runways and concrete hard standings separated with significant amounts of open space, some of which is categorised as a range of Priority Grassland. It is envisaged that the former airfield itself will form the new local / town centre of the new settlement. 2.3 Good accessibility to a railway station is one of the fundamental objectives of the SWDPR SGAs. For Throckmorton SGA it is critical that a primary direct active travel link connecting the new settlement to Pershore Railway Station is provided prior to any new residential development being occupied. The primary active travel route will offer quick and efficient access by bus, cycle or on foot to the North Cotswolds railway line and wider rail network. This will enable the SGA to offer a range of sustainable transport options for its residents and users reducing the reliance upon private cars. 2.4 The construction of the new link road to the A44 will be provided to facilitate the delivery of the new town centre and its associated uses. This will ensure the majority of traffic from the site is directed to the A44 thereby minimising the use of more minor roads. 2.5 Another key element of infrastructure that must be provided in advance of the residential development coming forward is the provision of the necessary educational facilities to serve the development in phases. Social Infrastructure 2.6 The SGA will provide a range of uses, such as schools, health centre, sports, recreational and community facilities to cater for the social needs of the new residents, workers and visitors to the Throckmorton SGA to maximise self containment and minimise the necessity to travel to other settlements to meet these needs. Without on site provision of these facilities residents would be forced to travel further afield most probably in their private cars. The delivery of these facilities will be phased to meet the evolving needs of the SGA and balanced to prevent residents' reliance on facilities in neighbouring settlements whilst avoiding drawing in users from the other settlements. Environmental Infrastructure 2.7 The design of Throckmorton will be landscape led as informed by the Strategic Landscape Visual Impact Assessment to maximise the opportunities its environmental assets offer and the potential for their safeguarding and improvement. Acting upon the findings of the ecological assessments will allow the SGA to positively contribute to conservation, restoration and creation of coherent ecological networks and deliver biodiversity net gain throughout. 2.8 South Worcestershire is identified in a Minerals Consultation Area in the adopted Worcestershire Minerals Local Plan. Development proposals within the Minerals Consultation Area will need to address the mineral resource safeguarding policy requirements of the Worcestershire Minerals Local Plan, undertaking a minerals resource assessment to inform design and to optimise opportunities for the partial extraction or incidental recovery of the underlying mineral resource either in advance of development taking place or in phases alongside it. Archaeology and Heritage 2.9 The landscape surrounding and including Throckmorton Airfield is rich with evidence of past anthropogenic occupation and agricultural activity. The archaeological record notes evidence from the Bronze Age, Iron Age, Romano-British period, Medieval and Post Medieval. Desk based and field studies investigating the archaeological potential of the site will be used to inform the masterplan for the site. An
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		evaluative survey will be required in sensitive areas of the SGA prior to the determination of planning applications due to the high archaeological potential within the environs. 2.10 The nearby listed buildings and Scheduled Monuments and their settings, most of which are within and around Throckmorton village, will be protected. The important non-designated heritage assets including the runways and key buildings (Control Tower and Hangar 3) will also be retained to preserve the sites history and provide a unique and distinctive identity. Landfill 2.11 There is an existing landfill operation within the SGA and its use is anticipated to continue post 2030. The existing operations will be protected by phasing, and any future planning applications will have to take account of, and demonstrate that they will not conflict with, the landfill operations and/or post restoration. The landfill offers the potential to provide development opportunities including employment uses in phase 2, renewable energy production, land to enhance and offset biodiversity and the enhancement of an existing key county reptile site situated within. The landfill activities are envisaged to cease before phase 2 of the development commences in 2041 and as such is considered to have the ability to significantly contribute to the overall scheme. Careful consideration needs to be given to the redevelopment of landfilled areas and detailed risk assessments will be required to establish that the land can be made suitable for its proposed use in relation to contamination and ground gases and the associated risks to human health and the wider environment. 2.12 Development proposals within 250m of an existing waste management facility will be required to demonstrate that i) they would not prevent, hinder or unreasonably restrict the operation of the existing waste management site and ii) they would include any necessary mitigation measures to ensure that the operation of the existing business would not have an adverse effect on the new development. Biodiversity 2.13 As outlined in the Plan HRA, potentially functionally linked land associated with the Severn Estuary SPA and Severn Estuary Ramsar, known as Pershore Wetland Meadows, covers approximately 24ha of public land along the banks of the River Avon in Pershore town. Given the proximity of allocations set out in Policy SWDPR 52, the Plan HRA has identified potential adverse urbanisation effects and mitigation to address these. Mitigation should be addressed through site design when further details on the layout are known (as set out in the Plan HRA) and, where required, project level HRA undertaken to ensure compliance with Policy SWDPR 27.
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SWDPR ~~56~~⁵³: Rushwick Expanded Settlement

Mod Ref	Policy	Page	Modification
MM57	SWDPR 56	220-227	Site area: 84.29 84.29 83.49 hectares¹⁷⁰ A. Land within the strategic allocation at Rushwick will be developed to deliver approximately 1,000 new dwellings within the Plan period, provide at least 5 hectares of employment land, a new railway station, a new primary school, retail and supporting services and other community facilities. Land for 10 Travelling Showpeople plots will be provided within or on the edge of the expanded settlement. <u>B. The indicative Concept Plan sets out how the site may be developed. However, proposals to develop land within the strategic allocation will be expected to come forward in accordance with a masterplan which is to be approved by the LPA, alongside design codes and the site wide strategies. The masterplan will address the broad locations for the key land uses, including the transport hub, local centre, school, housing and employment provision and specifically identify how the requirements set out below have been met:</u> i. <u>A Movement Strategy which prioritises active travel, walking, cycling and access to public transport and demonstrates how this priority has informed the design of the expanded settlement;</u> ii. <u>A comprehensive site-wide drainage strategy;</u> iii. <u>A Green and Blue Infrastructure Strategy which enhances existing and creates new green and blue infrastructure assets;</u> iv. <u>A Biodiversity Net Gain strategy;</u> v. <u>A Site Wide Design Principles strategy which sets out the key design and placemaking elements to be developed at the strategic site; and</u> vi. <u>Long-term stewardship and management of the green and blue infrastructure, the public realm, public community and education facilities to be delivered in perpetuity.</u> D. B. Development will not begin until land necessary for the future delivery of <u>a transport hub including</u> the railway station and associated infrastructure has been secured <u>safeguarded</u> to ensure the operational delivery of the railway station during the Plan period <u>to 2041.</u> C. Proposals to develop land within the strategic allocation will be expected to come forward in accordance with the requirements set out below. E. Proposals <u>will be required</u> to: develop land within the strategic allocation will be required i. Safeguard land prior to commencement of development for a new railway station, associated infrastructure and car park with up to 500 car parking spaces; ii. Deliver the railway station and associated infrastructure (including <u>bus stops</u>, cycling and e-mobility facilities) within the Plan period;

¹⁷⁰ ~~The site area is not all the land within the redline boundary i.e. It excludes the existing built form as at July 2022~~

			iii. Deliver approximately 1,000 new dwellings, including: • Up to 40% affordable housing in accordance with SWDPR 18; • A mix of types and sizes of market housing in accordance with SWDPR 16; and • An overall site-wide average minimum net density of approximately 35 dwellings per hectare, with higher density development encouraged around the transport hub, railway station and local centre. iv. Deliver at least 5 hectares of dedicated employment land on the edge of the settlement adjacent to, and with good access to the A4103 and A4440; • <u>Safeguard the land to accommodate a new centrally located primary school including nursery provision which allows for the further expansion, by whole forms of entry of the school, to ensure future education requirements can be met as the new community grows. This is the requirement as currently envisaged, however the provision should meet the needs arising from the development determined at the point the S106 agreement can be completed.</u> v. Deliver a new centrally located 2 form entry primary school including nursery provision (as specified in the IDP schedule); vi. Deliver supporting services and other community facilities, including: • Centrally located convenience floorspace that meets the day-to-day needs of the local community only without impacting on the vitality and viability of existing centres in accordance with SWDPR 12; • New sports facilities and playing pitches close to the existing cricket club to provide a cluster of sports facilities; and • A new or improved Village Hall. vii. Deliver all necessary transport infrastructure, referring to the Infrastructure Delivery Plan, including, but not limited to: • An active travel bridge across the railway line to serve the railway station; • Junction improvements on A4103 to provide access to the west of Rushwick; • New and improved active travel routes, including links between the development and Worcester city; and • A mobility transport hub including, but not limited to, park and ride interchange facility, electric vehicle charging points, cycle and e-mobility hire, storage lockers and a last mile delivery solution using appropriate technologies. viii. Include provision for 10 plots for Travelling Showpeople within or on the edge of the expanded settlement; in accordance with SWDPR 20; ix. Deliver sustainable design and construction, including: • Renewable or low carbon energy in accordance with SWDPR 33; including examination of the opportunities for a decentralised heat network; • No built development in the parts of the site allocation liable to flooding, as defined in the Strategic Flood Risk Assessment and / or site-specific Flood Risk Assessment; • Management of surface water drainage. Proposals should have due regard to the SuDs hierarchy that is set out in SWDPR 35; and
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- Proposals to be **Planning applications for those parts of the site identified in Table 1 of Annex G** must be accompanied by a minerals resource assessment which **satisfies the requirements of Mineral Local Plan policy MLP 41** which includes information concerning the availability of minerals within the site, their scarcity, the timescale for the development and the practicality and viability of the prior extraction of any identified mineral resources.

x. Deliver 40% Green Infrastructure (excluding private gardens) in accordance with SWDPR 07, including:

- A community green at **around the approximate area of** Broadmore Green to ~~maintain~~ **retain** a key view to the Malvern Hills and conserve the setting of a Grade II Listed Building;
- A community park south of Christine Avenue to ~~maintain~~ **retain** a key view to the Malvern Hills;
- A community allotment and community orchard to provide separation and maintain the individual identity of Upper Wick and settings of local Listed Buildings; and
- Local Equipped Areas of Play (LEAPs), Local Areas of Play (LAPs) and Neighbourhood Equipped Areas for Play (NEAPs).
 - ~~Deliver at least~~ **Provide** 10% net gain in biodiversity, **to include the** including provision of a Green Infrastructure corridor linking watercourses which provide habitat connections from Broadmore Green to the River Teme; and
 - Contribute to new or improved **community** infrastructure in accordance with SWDPR 9, referring to the Infrastructure Delivery Plan, including education, transport, sporting and recreational facilities, emergency and healthcare services.

F. ~~The proposed expansion of Rushwick will deliver a scheme in accordance with an agreed comprehensive masterplan for the site allocation, taking into account the Concept Plan (Figure 4). The masterplan will be prepared by the Local Planning Authority in consultation with landowners and Worcestershire County Council.~~

F. The number and phasing of dwellings to be permitted, and the timing of housing delivery will be linked to the ~~planned~~ infrastructure delivery. This will be agreed and conditioned through the planning application process, in consultation with the ~~Local Planning Authority~~ **LPA**. Section 106 funding may be required over an extended time period, and this is likely to exceed 10 years.

G. ~~In compliance with Policy SWDPR 27, pP~~Proposals will be required to ensure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in-combination with other plans or projects.

Reasoned Justification for SWDPR 5653

3.1 The village of Rushwick lies approximately 2.5 miles ~~south-west~~ of Worcester city **and within Malvern Hills District**. ~~Rushwick~~ **The allocation** is bounded by the A4103 in the north-west, the A4440 to the east and River Teme to the south. The railway line from Worcester to Hereford runs through Rushwick.

3.2 Being well located for access to employment and services in Worcester and **around 8 miles from Malvern, as well as** opportunities to link to an existing public transport corridor, the expansion of Rushwick would promote sustainable development.

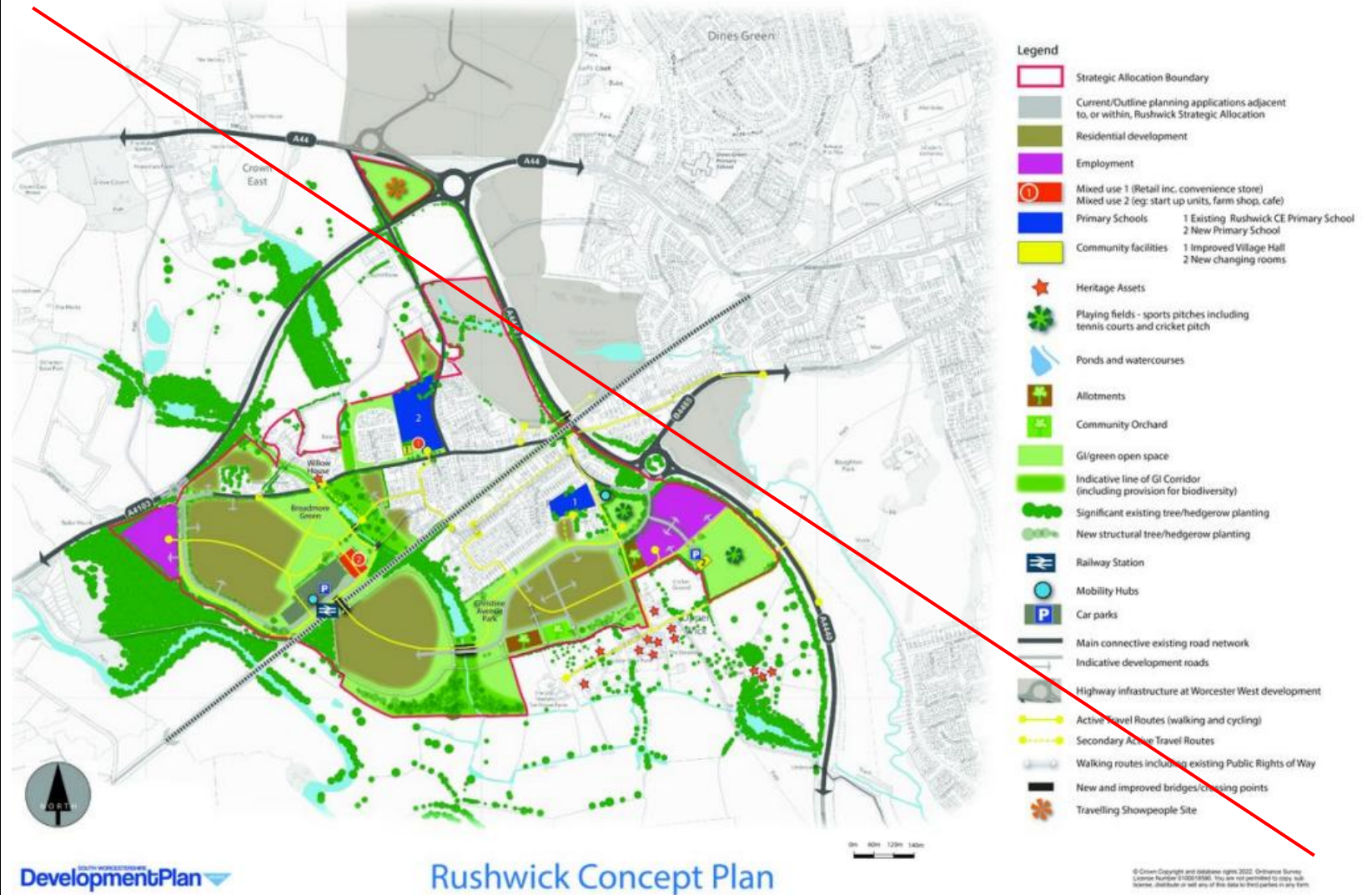
3.3 Rushwick is identified as a Category 3 settlement in the Village Facilities and Rural Transport Study (September 2019 **and updated in 2024**) and currently has just two key services - a village hall and a primary school ~~which is at capacity~~. Improved public transport provision and provision of other key services (including a local convenience store and a new primary school) are therefore required ~~in order~~ to support **the further** sustainable development **of the village** and would be a pre-requisite to large-scale development.

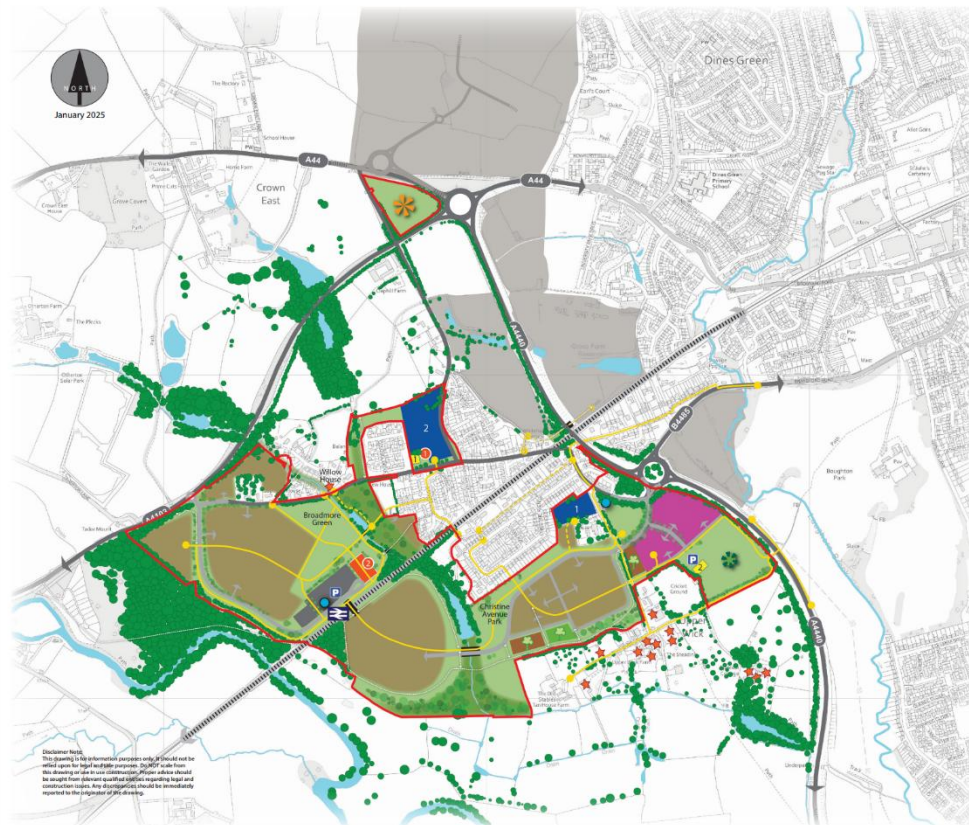
3.4 The vision ~~for Rushwick~~ is that any new development at Rushwick should be of a high quality, ~~that Rushwick~~ **with the resulting development** ~~will continuing to support~~ be a community that residents feel a part of and want to live in, and that ~~Rushwick~~ **the** existing settlement and its resulting expansion maintains its identity as a village separate from Worcester.

		3.5 Objectives for the expansion of Rushwick include: - a- i. <u>i.</u> Identification of suitable land to accommodate approximately 1,000 new dwellings at an average a minimum density of 35 dph, at least and 5 hectares of employment land, a new railway station, a new primary school, retail provision, and community facilities and a site for Travelling Showpeople; - b- ii. <u>ii.</u> Retain as much of the rural character of the settlement as possible; - c- iii. <u>iii.</u> Take account of flood risk zones, ponds and Biodiversity Action Plan priorities; - d- iv. <u>iv.</u> Ensure good access by foot to the proposed transport hub, railway station, school and community facilities; - e- v. <u>v.</u> Take account of the different characters areas of Rushwick, Upper Wick and Broadmore Green; - f- vi. <u>vi.</u> Maintain important / valued views; and - g- vii. <u>vii.</u> Provide 40% Green Infrastructure. 3.6 The location of the new railway station is dictated by the route location and gradient of the rail line. The Worcestershire County Council / SLC Rail ‘Rushwick Station Strategic Outline Business Case’ (March 2021) Study (date of publication) concluded that a new station at Rushwick is feasible from an engineering perspective, would be viable and would generally be supported by the rail industry. <u>The latter is expanded upon by Network Rail in the ‘West Midlands Strategic Advice’ (October 2022) that provides an analysis of the delivery of a station at Rushwick, recognising that the feasibility is dependent on future Worcester Area signalling modernisation to upgrade capacity on the network by the late 2030s.</u> 3.7 The railway station will provide a transport hub, bringing together public transport (rail and buses), pedestrian and cycle links, and a car park for up to 500 vehicles. The railway station will be delivered when the necessary Worcester Area modernisation and re-signalling has been completed. <u>The transport hub will be brought forward earlier in the Plan period, ahead of the railway station, to ensure that opportunities for sustainable travel are available from the outset of the development.</u> 3.8 The existing foot crossing over the railway line would be closed and a new pedestrian bridge provided to maximise connectivity between residential development either side of the railway line and the railway station. 3.11 Employment land is proposed on the western and eastern ends edge of Rushwick to provide ensure good access to the A4103 and A4440, to provide market appeal and minimise the need for employment traffic to travel through residential areas. The employment site to the west would also have particularly good links to the railway station. 3.13 New sports facilities are proposed in close proximity near to Rushwick Cricket Club to provide a cluster of sports facilities. The indicative Concept Plan provides an opportunity for the cricket club to expand. 3.14 A Travelling Showperson site is proposed in the north of Rushwick, on a site west of Crown East. The site has good access to the road network and would be within walking distance of the new school and local centre, retail units. 3.16 The indicative Concept Plan represents one way in which the site could be developed. It responds to a number of planning constraints and ecological designations, and in particular the River Teme, a Site of Special Significant Scientific Interest (SSSI). The SSSI sits within an extensive flood zone that extends into the south of Rushwick that rules out any development in Flood Zones 2 and 3. Two unnamed watercourses merge at the eastern corner of Broadmore Green. One originates beyond Cotheridge to the north-west, the other from the Crown East direction through Aymstrey woodland (and are covered by Local Wildlife Site designations a Site of Regional or Local Wildlife Importance). Both watercourses are prone to flooding and feed a series of ponds that run from north to south and disperse into the flood plain of the River Teme. The indicative Concept Plan proposes a Green Infrastructure corridor, running along the existing watercourses and ponds, linking Aymstrey woodland, a series of Biodiversity Action Plan sites and the SSSI.
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		3.17 Whilst delivering the quantum of development required, the Policy draft Concept Plan seeks to maintain Rushwick's identity as a village separate from Worcester by retaining the Significant Gap in the north of the settlement and seeks to take account of the different characteristics of Rushwick, Broadmore Green and Upper Wick. A public park is proposed at Broadmore Green to maintain a separation from Rushwick, respect the setting of the Grade II Listed Building on the Bransford Road, maintain valued key views to the Malvern Hills and provide a buffer for existing habitats associated with the watercourse and built development. A public park is also proposed south of Christine Avenue to maintain valued key views <u>to the Malvern Hills</u> and provide a buffer between the GI corridor and built development. New allotments and a community orchard are proposed north of Upper Wick to maintain its distinctive character separate from Rushwick. 3.18 The <u>indicative</u> Concept Plan is sensitive to the <u>Grade II</u> Listed Building at Broadmore Green (The Willow House) and cluster of Listed B buildings at Upper Wick, including their settings. 3.19 A comprehensive masterplan will be prepared for the expansion of Rushwick, taking into account <u>consideration</u> the <u>indicative</u> Concept Plan. The masterplan will include design principles and the phasing of new development <u>and will have regard to the latest design code SPD and any other relevant SPDs. The site capacity of approximately 1,000 dwellings and lower density for the site reflects the existing built character and form as well as the rural location. However, a higher number of dwellings and average net density may be achieved where the design policies of the Plan are met.</u> The number and phasing of dwellings to be permitted, and the timing of housing delivery will be linked to the planned infrastructure delivery, in particular securing the land necessary for the future delivery of the new rail station and associated infrastructure. This will be agreed (and potentially conditioned) through the planning application process, in consultation with the Local Planning Authority <u>LPA</u>. 3.20 Developer funding will be expected to contribute towards the delivery of essential infrastructure identified in the <u>latest</u> Infrastructure Delivery Programme Plan (IDP) including, but not limited to, contribution towards the provision of the railway station, active travel routes, education provision and sports facilities. 3.21 Much of the south of Rushwick is identified as being in a Minerals Consultation Area in the emerging <u>adopted</u> Worcestershire Minerals Local Plan <u>2018 – 2036 (July 2022)</u>. Development proposals within the Minerals Consultation Area will need to address the mineral resource safeguarding policy requirements of the Worcestershire Minerals Local Plan, undertaking a minerals resource assessment to inform design and to optimise opportunities for the partial extraction or incidental recovery of the underlying mineral resource either in advance of development taking place or in phases alongside it. 3.22 A Rushwick Neighbourhood Development Plan is being prepared. Whilst neighbourhood planning gives communities the power to develop a shared vision for their area, the Framework says that Neighbourhood Plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies. Malvern Hills District Council is committed to supporting Rushwick and their ambitions for their Neighbourhood Development Plan. 3.223 As outlined in the Plan <u>Habitat Regulations Assessment (HRA)</u> HRA, potentially functionally linked land associated with the Severn Estuary <u>Special Protection Area (SPA)</u> SPA and Severn Estuary Ramsar, known as the, <u>the</u> River Severn (Northwich to Diglis) bird site, covers a large area of riverside habitat, within the floodplain, along approx. 4,400m of the River Severn in the centre of Worcester. <u>There are also potential impacts on functionally linked water, in particular on migratory fish associated with the Severn Estuary Special Area of Conservation (SAC) and Ramsar site, e.g. European eels, throughout the watercourses that join the River Teme SSSI. These potential impacts need to be considered in a project level Habitat Regulations Assessment.</u> <u>3.23 Given the proximity of allocations set out in Policy SWDPR 56, the Plan HRA has identified potential adverse urbanisation effects and mitigation to address these. Mitigation should be addressed through site design when further details on the layout are known (as set out in the Plan HRA) and, where required, project level HRA undertaken to ensure compliance with Policy SWDPR 29.</u>
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Figure 4: Rushwick **Indicative** Concept Plan.





DevelopmentPlan

Rushwick Concept Plan

Legend

- Strategic Allocation Boundary
- New residential development
- Residential development
- Employment
- Mixed use 1 (Retail inc. convenience store)
- Mixed use 2 (eg: start up units, farm shop, cafe)
- Primary Schools 1 Existing Rushwick CE Primary School
2 New Primary School
- Community facilities 1 Improved Village Hall
2 New changing rooms
- ★ Heritage Assets
- ✱ Playing fields - sports pitches including tennis courts and cricket pitch
- 💧 Ponds and watercourses
- 🌳 Allotments
- 🌳 Community Orchard
- GI/green open space
- Indicative line of GI Corridor (including provision for biodiversity)
- 🌳 Significant existing tree/hedgerow planting
- 🌳 New structural tree/hedgerow planting
- Railway Station
- Mobility Hubs
- Car parks
- Main connective existing road network
- Indicative development roads
- Highway infrastructure at Worcester West development
- Active Travel Route connections (walking and cycling)
- Secondary Active Travel Route connections
- Walking routes including existing Public Rights of Way
- New and improved bridges/crossing points
- ✱ Travelling Showpeople Site

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SWDPR 56A: Travelling Showpeople site at Rushwick Expanded Settlement

Mod Ref	Policy	Page	Modification
MM58	SWDPR 56A	N/A	<u>SWDPR 56A: Travelling Showpeople site at Rushwick Expanded Settlement</u> A. <u>Land at West of Crown East is allocated close to the Rushwick Expanded Settlement for 10 Travelling Showpeople plots as shown on the Policies Map. Proposals for the site should have regard to the provisions of Policy SWDPR 22F: Meeting the Needs of Gypsies, Travellers and Travelling Showpeople. The development shall only be occupied by those persons who can demonstrate that they meet the Planning Policy for Traveller Sites definition of Travelling Showpeople.</u> <u>Reasoned Justification for SWDPR56A:</u> <u>In order to help meet the needs identified in Policy SWDPR 22: Meeting the Needs of Gypsies, Travellers and Travelling Showpeople, this policy allocates a Travelling Showpeoples site on land that is close to the Rushwick Expanded Settlement (Policy SWDPR 56).</u> <u>The yard will accommodate 10 plots and will include both residential and commercial uses as required by the Travelling Showpeople community. The site shall be accessed off Claphill Lane and / or the A44. Proposals will be assessed against the criteria set out in Policy SWDPR 22F and occupation will be restricted to those who meet the definition of Travelling Showpeople.</u>

Mod Ref	Policy	Page	Modification
MM59	SWDPR 57	228-236	Site area: 86.95 hectares A. Land within the strategic allocation¹⁷⁴ at Mitton will be developed to deliver approximately 1,000 new dwellings within the Plan period, 500 of which are to meet Tewkesbury Borough's housing need <u>(phase 1/Mitton A)</u> as identified by the examination Inspector for the Cheltenham, Gloucester and Tewkesbury Joint Core Strategy (December 2017) <u>and through a Memorandum of Understanding with Tewkesbury Borough Council under the Duty to Cooperate. The remaining 500 are to meet SWC needs (phase 2/Mitton B).</u> This strategic allocation forms an urban extension to the built form at Tewkesbury town which is within Gloucestershire. B. The SWDPR 54: Mitton concept plan below illustrates the distribution of land uses and infrastructure. The 2 land parcels are indicated separately Land Parcel A (also referred to as Phase 1) is to meet the housing needs for Tewkesbury Borough through a Memorandum of Understanding under the Duty to Cooperate, whereas Land Parcel B (also referred to as Phase 2) is to help meet the housing needs of the SWC area. <u>B. C. Development of both phases <u>Proposals to develop land within the strategic allocation</u> will be expected to <u>have regard to</u> come forward in accordance with the <u>a masterplan approved by the LPA; informed by the site-specific design codes and the site wide strategies and the</u> requirements set out below, and shall:</u> i. ——— Protect the instream / riparian habitat from physical damage, construction and operational pollution, and wholly prevent run off of sediments / pollutants to Carrant Brook; <u>i. <u>A Movement Strategy which prioritises active travel, walking, cycling and access to public transport, and demonstrates how this priority has informed the design of the scheme.</u></u> ii. ——— Ensure they are supported by the necessary Wastewater Treatment Works upgrades; <u>ii. <u>An appropriate Transport mitigation strategy, incorporating a monitor and manage approach, shall be submitted for approval by the LPA in consultation with Gloucestershire and Worcestershire Highway Authorities, National Highways and other relevant authorities (e.g Cotswolds National Landscape Board) in relation to:</u></u> <u>a. <u>Traffic movement and impact on the surrounding road network including that there is not an unacceptable impact on the tranquillity of the Cotswolds National Landscape;</u></u> <u>b. <u>Improving surrounding road junctions; and</u></u>

¹⁷⁴. ~~(Footnote 171) Construction and operational avoidance measures and mitigation will be required for this allocation to ensure development does not have an adverse effect on the integrity of any Habitats site to ensure compliance with the Habitats Regulations 2017 (as amended). See the Reasoned Justification for further information.~~

			<u>c. The active travel bridge over the Carrant Brook to connect towards the Newtown and Northway employment areas, Tewkesbury School and Ashchurch Railway Station. The location of the bridge will be subject to detailed design in consultation with the local highway authorities. The active travel route should be located so that the Cowfield Marsh local wildlife site is safeguarded.</u> iii. Create footpath and cycleways links between the two parcels of development and Tewkesbury including financial contributions towards the provision of an active travel bridge (for pedestrians and cyclists) over the Carrant Brook¹⁷². The location of the bridge is indicated on the concept plan and any alternative location will need to be agreed first with the Local Planning Authority in consultation with the local highway authorities; <u>iii. A Green and Blue Infrastructure Strategy which enhances existing and creates new green and blue infrastructure assets and protects the instream / riparian habitat from physical damage, construction and operational pollution, and wholly prevent run off of sediments / pollutants to Carrant Brook;</u> <u>iv. A comprehensive site-wide drainage strategy which ensures the scheme is supported by the necessary Wastewater Treatment Works upgrades and that</u> Ensure <u>no built development is located</u> in the parts of the site allocation liable to flooding, as defined in the Strategic Flood Risk Assessment and / or site specific Flood Risk Assessment; v. Be in accordance with Tewkesbury's Garden Town Principles and Wychavon's design codes; <u>v. A minimum of 10% Biodiversity Net Gain, including a green Biodiversity corridor alongside the Carrant Brook;</u> <u>vi. Proposals will be required to ensure no adverse impact upon the site integrity of any European site or associated Functionally Linked Land or watercourses. To achieve this, individual planning applications should demonstrate a scheme of mitigation with regard to the impact of the development on its own and in combination with other plans or projects on the use by curlews of the Functionally Linked Land to the west. This mitigation scheme is to be prepared in consultation with Natural England, RSPB and Wildfowl and Wetlands Trust and will be monitored and managed as the proposals are delivered.</u> vi. Respond sensitively to views to and from Bredon Hill, considered through a Landscape and Visual Assessment which will also address the retention of existing hedgerows and trees and additional mitigation planting as required; vii. In compliance with Policy SWDPR 27, proposals will be required to ensure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in combination with other plans or projects; and
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¹⁷² ~~(Footnote 172) To provide a connection towards the Newtown and Northway employment areas, Tewkesbury School and Ashchurch Railway Station.~~

			vii. <u>A Site Wide Design Principles / Code Strategy which sets out the key design and placemaking elements to be developed at the strategic site.</u> viii. <u>Long-term stewardship and management of the green and blue infrastructure, the public realm, public community and education facilities.</u> ix. <u>Respond sensitively to views to and from Bredon Hill, considered through a Landscape and Visual Assessment which will also address the retention of existing hedgerows and trees and additional mitigation planting as required.</u> viii. Ensure the residential properties are provided with Electric Vehicle (EV) charging infrastructure, both individual and communal. For all other development the required EV charging infrastructure will be determined by the proposed use, scale, location and indicative need. D. Planning applications must be accompanied by a minerals assessment which includes information concerning the availability of minerals within the site, their scarcity, the timescale for the development and the practicality and viability of the prior extraction of any identified mineral resources. E. Phase 1 will be expected to deliver: <u>C. Proposals using sustainable design and construction and incorporating renewable energy to develop a new community on the strategic allocation at Mitton to include:</u> <u>1. i. Approximately 500 1000 dwellings;</u> <u>1. Of which at least 35% will be affordable housing in accordance with Policy SD12: Affordable Housing of the Cheltenham, Gloucester and Tewkesbury Joint Core Strategy; and on Mitton A (in accordance with Tewkesbury's requirements) and 40% affordable housing on Mitton B.</u> <u>2. A an appropriate mix of types and sizes of market housing to meet Tewkesbury's needs in accordance with Policy SD11: Housing Mix and Standards of the Joint Core Strategy. and an overall site-wide average net density of up to 40dph which shall be determined through the masterplanning and the development management process.</u> <u>2. ii. A new one form entry primary school for Mitton A as specified in the IDP schedule; and financial contribution from Mitton B to fund its expansion to provide an additional form of entry.</u> <u>3. iii. Minimum of 40% Green Infrastructure (excluding private gardens), including: in accordance with Policy INF3 of the Joint Core Strategy and provision for biodiversity net gain;</u> <u>• A community green;</u> <u>• A community park;</u>
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- A community-allotment and orchard;
- The Green Infrastructure will provide separation and maintain the individual identity of and settings of local listed buildings and heritage assets; and green buffers to the north and west of the site to ensure there is a smooth transition from urban to rural;

~~4. iv.~~ Social and Community Infrastructure in accordance with Policy INF4 of the Joint Core Strategy; including contributions to new or improved infrastructure, having regards to the Infrastructure Delivery Plan:

- Emergency and healthcare services
- Provision of centrally located convenience retail floorspace that meets the day-to-day needs of the local community only and would have no significant adverse impact on the vitality and viability of existing centres, including in Tewkesbury.
- New sports facilities and playing pitches for the dual use by both the primary school and the community.
- A new Community Hall
- New and improved cycle and footpath links including links between Mitton A and Mitton B and Tewkesbury
- Financial contributions towards the provision of an active travel bridge (for pedestrians and cyclists) over the Carrant Brook
- Local Equipped Areas of Play (LEAPs), Local Areas of Play (LAP) and Neighbourhood Equipped Areas of Play (NEAP).

5. The land in the north-western corner of the allocation, approximately 12.95Ha in area, will be retained for biodiversity net gain and multi-functional green infrastructure space only. The latter shall not exceed 2Ha in area. No built development will be permitted on this land other than essential, ancillary small-scale buildings associated with these uses. This area of land will not count towards the 40% Green Infrastructure.

~~v. Sustainable design and construction in accordance with Policy SD3 of the Joint Core Strategy; and~~

~~vi. The provision of safe and accessible connections to the transport network to provide travel choice in accordance with Policy INF1: Transport Network, of the Joint Core Strategy.~~

6. The delivery of all necessary transport infrastructure, referring to the Infrastructure Delivery Plan, including but not limited to:

- a. Junction Improvements at M5 J9
- b. Public realm improvements to support walking and cycling, and public transport accessibility in Tewkesbury Town Centre

- c. Junction Improvements, including:
 - i. The Hardwick Bank Road / Tewkesbury Road junction;
 - ii. The A38 / A438 junction;
 - iii. Shannon Way / A438 / A46;
 - iv. The Park / Northway Lane junction;
 - v. The B4080 / Oldbury Road junction;
 - vi. The Sun Street / Quay Street junction; and
 - vii. The A438 Barton Street / Nelson Street junction.
- d. The provision and improvement of the following key walking and cycling links (referred to in the 2024 Tewkesbury Local Cycling & Walking Infrastructure Plan) which serve the development site to ensure they can safely be used by people of all ages and abilities walking, cycling or wheeling;
 - i. from the site along the Bredon Road to Tewkesbury Town centre;
 - ii. from the site along or parallel to Hardwick Bank Road to provide access to North Ashchurch, the Ashchurch employment area and the station.
 - iii. from the site across the Carrant Brook.
- e. The provision of a mobility hub (referred to in the Gloucestershire County Council Bus Service Improvement Plan) within the site and a link through the site which can be used by a bus.
- f. The provision of an access onto Hardwick Bank Road with a modal filter to allow direct access to the site by walking, cycling and bus.
- g. The implementation of a site wide travel plan which includes measures to monitor and manage trips from the site and minimise car trips.
- h. As necessary, a financial contribution towards the delivery of a mobility hub (ref. Bus Service Improvement Plan) within Tewkesbury Town Centre.
- i. As necessary, financial contributions to deliver a 15-minute frequency bus service, in each direction, through the development connecting the site to the town centre, the station and major areas of employment.
- j. The exact requirements and trigger points for delivery will need to be addressed as part of the assessment of the planning application(s).

~~F. Phase 2 will be expected to deliver:~~

~~i. An additional 500 dwellings (approximately):~~

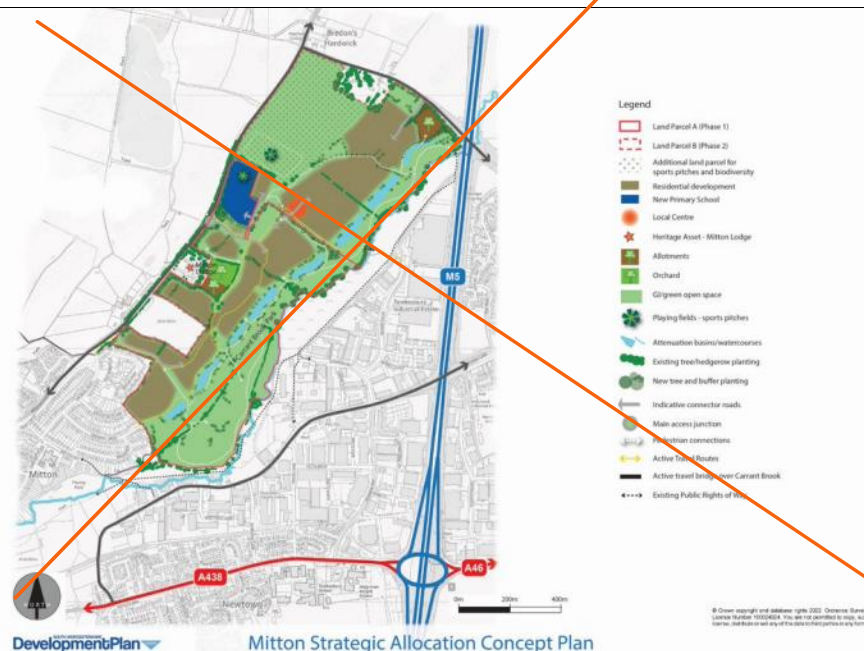
~~1. Of which 40% will be affordable housing in accordance with SWDPR 18;~~

~~2. A mix of types and sizes of market housing in accordance with SWDPR 16; and~~

~~3. An overall site wide average net density of up to 40dph in accordance with SWDPR 15 which shall be determined through the masterplanning and the development management process.~~

			ii. A financial contribution to fund an expansion of the new primary school within Land Parcel A to provide an additional form of entry. iii. Minimum of 40% Green Infrastructure (excluding private gardens and the area referred to in criterion 8 below) in accordance with SWDPR 7, including: 1. A community green; 2. A community park; 3. A community allotment and orchard; 4. Green biodiversity buffers to the Carrant Brook and to the north and west of the site to ensure there is a smooth transition from urban to rural; 5. Local Equipped Areas of Play (LEAPs), Local Areas of Play (LAP) and Neighbourhood Equipped Areas of Play (NEAP) in accordance with SWDPR 45; 6. The Green Infrastructure will provide separation and maintain the individual identity of and settings of local listed buildings and heritage assets; 7. Other types of provision as set out in SWDPR 45; and 8. The land shown dotted on the concept plan will be retained for biodiversity net gain and multi-functional green infrastructure space only. The latter shall not exceed 2Ha in area. No built development will be permitted on this land other than essential, ancillary small scale buildings associated with these uses. This area of land will not count towards the 40% Green Infrastructure required by policy SWDPR 7. iv. Supporting services and other community facilities, including: 1. Provision of centrally located convenience floorspace that meets the day to day needs of the local community only and would have no significant adverse impact on the vitality and viability of existing centres, including in Tewkesbury, in accordance with SWDPR 12; 2. New sports facilities and playing pitches; and 3. A new Community Hall.
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			v. A traffic monitor and manage strategy shall be submitted for approval by the Local Planning Authority in consultation with the Local Highway Authorities, National Highways and other relevant authorities in relation to: 1. Traffic movement and impact on the surrounding road network; 2. Improving surrounding road junctions; and 3. The active travel bridge over the Carrant Brook to connect towards the Newtown and Northway employment areas, Tewkesbury School and Ashchurch Railway Station. vi. All necessary transport infrastructure, referring to the Infrastructure Delivery Plan, including, but not limited to: 1. New and improved cycle and footpaths. vii. Sustainable design and construction, including: 1. Renewable or low carbon energy in accordance with SWDPR 33; and 2. Management of surface water drainage. Proposals should have due regard to the SuDs hierarchy that is set out in SWDPR 35. viii. A net gain in biodiversity, including: 1. Provision of a Green Infrastructure / biodiversity corridor alongside Carrant Brook; and 2. The land parcel as described in F iii 8 above. ix. Contributions to new or improved infrastructure in accordance with SWDPR 09, referring to the Infrastructure Delivery Plan, including education, transport, sporting and recreational facilities, emergency and healthcare services. G. The proposed strategic development at Mitton will deliver a scheme in accordance with an agreed comprehensive masterplan for the site allocation. The masterplan must be compliant with the Mitton Concept Plan and the Tewkesbury Garden Town principles and incorporate the design codes contained in the Wychavon Design SPD. The masterplan will be prepared by the relevant landowners but subject to approval by the Local Planning Authority in consultation with Worcestershire County Council. Figure 5: Mitton Concept Plan
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Reasoned Justification for SWDPR 5754

4.1 ~~The strategic allocation at Milton for 1,000 dwellings and associated development reflects how the site has evolved through both the plan led process and via a separate planning application for 500 dwellings submitted to Wychavon District Council in 2018 on part of the overall allocation.~~ The adopted 2017 Cheltenham, Gloucester and Tewkesbury Joint Core Strategy reflects the examination Inspector's recommendation that this a site promoted in at Milton would be a suitable and a sustainable location for the delivery of 500 dwellings to meet the needs of Tewkesbury Borough Council.

4.2 ~~Although the site is not allocated in the 2017 Cheltenham, Gloucester and Tewkesbury Joint Core Strategy, the development plan it states that it is subject to joint working between Wychavon District Council and Tewkesbury Borough Council. To this end both local authorities have entered a Memorandum of Understanding on how to bring the site forward and attribute the 500 dwellings to Tewkesbury housing supply.~~

~~4.2~~ **4.2** The allocation is also covered by the adopted Bredon Parish ~~N~~neighbourhood ~~P~~plan (2017) and the bringing forward of a strategic allocation to meet Tewkesbury Borough Council's housing need via the ~~development plan~~ **SWDPR review** process is supported and specifically referenced under policy NP1 of the ~~N~~neighbourhood ~~P~~plan.

4.3 In addition to the 500 dwellings under the proviso of the Cheltenham, Gloucester and Tewkesbury Joint Core Strategy, ~~this review of the SWDPR is allocating an additional 500 dwellings under Phase 2 of this policy to meet the housing supply for Wychavon SWC set out under SWDPR 02.~~ The overall allocation under SWDPR 57 is therefore for approximately 1000 dwellings and a new primary school, and includes other associated social, community and recreational development.

4.4 In practice the overall allocation provides a northern sustainable urban extension to the town of Tewkesbury. The site is bounded by Bredon Road and Tewkesbury Road (B4080), open countryside to the north beyond Hardwick Bank Road, and the urban edge of Tewkesbury which incorporates the Carrant Brook. The services and facilities in the town are accessible via a regular bus service and are located approximately 2km away.

4.5 In bringing the site forward **regard should be made to the Indicative Concept Plan and** it is expected that the following objectives are met. These objectives carry equal weight:

- a. To create a sustainable and balanced mix of residential development with a range of tenure types and mix of dwellings sizes to create a distinctive new community at Mitton. This should be supported by the appropriate levels of Green Infrastructure, public open space, community orchard, **and** allotments. Equipped play areas to be sited to enable easy access by emergency services.
- b. A local centre with retail, community facility and ~~two form entry~~ **new** primary school.
- c. In the event of Phase 1 of the allocation receiving planning permission in advance of Phase 2 any subsequent scheme on Phase 2 should ensure that the two 'sites' address each other positively in terms of design and layout and that connectivity is achieved between the two neighbourhoods.
- d. Any proposal must ensure accessibility to the town centre of Tewkesbury, Tewkesbury High School, **Ashchurch employment area** and the railway station by means other than private vehicle and promote active travel through safe pedestrian and cycle links to the town. Carrant Brook forms a particular barrier to accessibility and therefore the proposals must include contributions towards the provision of an active travel bridge (for cyclists and pedestrians) over the brook. The preferred general location has been identified on the concept plan, this is indicative only and an alternative location may be preferred for a number of reasons which will need to be clearly explained. The final location of the bridge will need to be approved by the ~~Local Planning Authority~~ **LPA** in consultation with both Gloucestershire and Worcestershire Highway Authorities. **A Flood Risk Activity Permit would be required from the Environment Agency in respect of the bridge.**
- e. **The proposals should seek to ensure that traffic does not have a significant impact upon the tranquillity of the Cotswolds National Landscape in accordance with the Institute of Environmental Management and Assessment (EMA) Guidelines for the Environmental Assessment of Traffic and Management as set out in the Board's Tranquillity Position Statement (Section 4.5).**
- f. Thought should be given to ensuring that the most important views to and from Bredon Hill are not adversely impacted by the development, as well as how the edges of the development address the surrounding open countryside. It will be important to ensure there is a smooth transition from urban to rural so green corridors should allow connectivity for biodiversity and where possible the development will be defined by natural physical boundaries, e.g. the Carrant Brook but also guided by landscape and topographical evidence.
- g. The protection of any historic assets and their setting within the vicinity of the allocation that may be impacted by the development proposal.
- h. The area of land (approx.12.95Ha) along the north-western edge of the allocation and shown dotted on the concept plan will be used and retained for biodiversity net gain and multi-functional green infrastructure space only. Within this specifically designated area of land the sports pitches and their associated uses, including car parking, shall not exceed 2Ha. Any sports pitches required for Phase 2 should be sited within this area, positioned so that they relate well to the sports facilities provided

in Phase 1 and can easily be used in conjunction with them. ~~It would not make sense to locate these pitches elsewhere on the allocation.~~ There should not be any built development on this land other than essential, small scale ancillary buildings for these uses. The remainder of the land (approx. 10.95Ha) should be used and retained as biodiversity net gain. This land will not contribute to the 40% Green Infrastructure requirements, as per SWDPR 07, for the site because it has been introduced to facilitate the delivery of the sports pitches next to those provided in phase 1, which was otherwise proving difficult, and for biodiversity net gain protection in the long term.

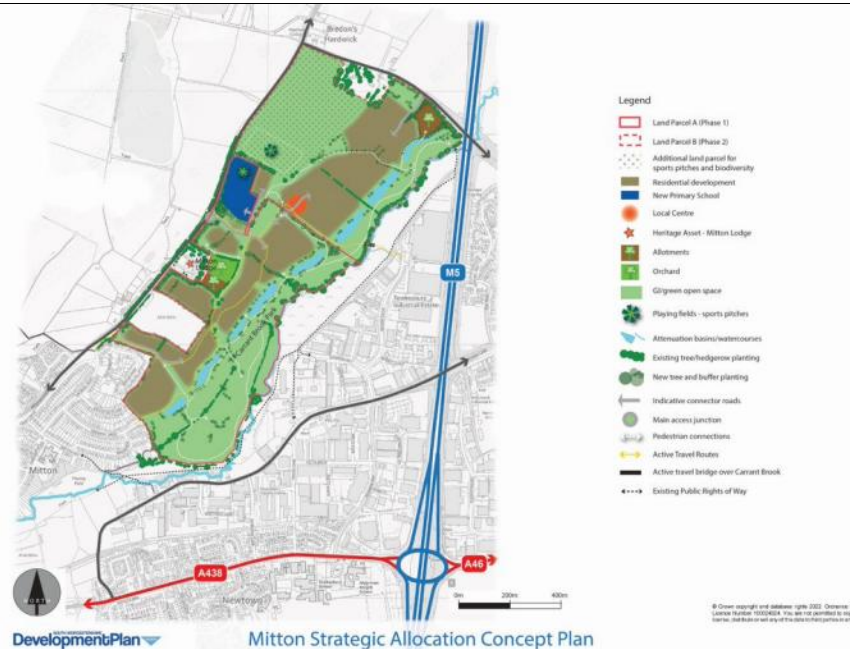
- i. Ensuring that appropriate measures are employed to avoid or mitigate surface water flooding and water quality concerns, especially with respect to the Carrant Brook. Appropriate assessment and mitigation, if needed, in terms of water management must be taken into consideration, particularly with respect to flooding issues related to the Carrant Brook where it joins the River Avon downstream from the site.
- j. As outlined in the SWDPR Habitats Regulations Assessment (HRA), and its accompanying Appendices and Supplementary Technical Notes, there are three parcels of Functionally Linked Land (FLL) associated with the Severn Estuary Special Protection Area (SPA) and Severn Estuary Ramsar, which are located to the west of the allocation. The closest, Bredon Hardwick's Gravel Pits, is located approximately 120m away. This FLL and the meadows surrounding it are used by curlews for nesting, breeding and foraging. Given the proximity of land allocated under SWDPR 57, the Supplementary HRA Technical Note, has identified potential adverse urbanisation effects and recreational pressure impact together with suggested mitigation to help address these. Therefore, the development of the site should be designed to include effective mitigation measures to address the FLL and Functionally Linked Water sites close to the allocation and their respective protected species, including the curlew.
- k. The provision of new playing pitches should be designed to ensure that they are suitable for community use and in line with the Playing Pitch and Outdoor Sports Strategy (PPOSS) and Built Indoor Sports Facilities Strategy and shall be calculated using Sport England's calculator tools. Playing field provision will be required to demonstrate how this meets the wider needs of the community in line with the evidence in the PPOSS. The provision of playing fields within the proposed primary school will require a robust community use agreement as it is intended to serve the wider needs of the community.

Minerals

~~4.6 South Worcestershire is identified in a Minerals Consultation Area in the emerging Worcestershire Minerals Local Plan. Development proposals within the Minerals Consultation Area will need to address the mineral resource safeguarding policy requirements of the Worcestershire Minerals Local Plan, undertaking a minerals resource assessment to inform design and to optimise opportunities for the partial extraction or incidental recovery of the underlying mineral resource either in advance of development taking place or in phases alongside it.~~

Figure 5 1: Mitton Concept Plan

The concept plan sets out one way in which the site could be developed, but the arrangement of land uses and infrastructure at the site will be determined as part of the wider mitigation requirements for the FFL and Functionally Linked Water.



Masterplan and Infrastructure

4.7 **4.6** A comprehensive masterplan for the site will be approved by the Local Planning Authority **LPA** and shall be informed by the above objectives and the design codes and ~~Garden Town principles~~ that are set out in the South Worcestershire Design SPD.

4.8 **4.7** It is expected that the level of additional infrastructure will be required commensurate with the requirements of SWDPR **109** Infrastructure. As a strategic site which is delivering a range of additional facilities and infrastructure the allocation is exempt from Community Infrastructure Levy.

Biodiversity

4.9 As outlined in the Plan HRA (reference), potentially functionally linked land associated with the Severn Estuary SPA and Severn Estuary Ramsar, known as the Bredon Hardwick's Gravel Pits bird site is located within 120m (at its closest point) of land allocated under SWDPR 54. This bird site comprises one of three former gravel pits in the Avon floodplain and includes the meadows surrounding it. Given the proximity of land allocated under SWDPR 54, the Plan HRA has identified potential adverse urbanisation effects and mitigation to address these. Mitigation should be addressed through site design when further details on the layout are known (as set out in the Plan HRA) and, where required, project level HRA undertaken to ensure compliance with Policy SWDPR 27.

SWDPR ~~58~~⁵⁵: Cales Farm, Malvern

Mod Ref	Policy	Page	Modification
MM60	SWDPR 58	237-239	C. Proposals to develop land at Cales Farm will be expected to deliver: i. 200 new dwellings, including up to 40% affordable housing in accordance with SWDPR 18 and a mix of types and sizes of market housing in accordance with SWDPR 16; ii. 40% Green Infrastructure (excluding private gardens) in accordance with SWDPR 07, including a green buffer along the western boundary to maintain a physical separation from Malvern Hills AONB and Mills Coppice Special Wildlife Site and a green buffer along the northern boundary to maintain a physical separation from Whippets Brook Special Wildlife Site.; iii. All necessary transport infrastructure including, but not limited to access from Sawyers Avenue, public transport, safe pedestrian and cycle routes and new and improved cycle and footpaths to Malvern Vale; iv. Sustainable design and construction, including renewable or low carbon energy <u>and</u> in accordance with SWDPR 33, including examination of the opportunities for a decentralised heat network and management of surface water drainage. Proposals should have due regard to the SuDs hierarchy that is set out in SWDPR 35; and v. A net gain in biodiversity, including provision of biodiversity corridor along Whippets Brook. Reasoned Justification for SWDPR 58⁵⁵ 5.4 The site is 12.5 ha gross in area, although the built form of development on the site will utilise considerably less land than this. The site boundaries allow space for a large landscape buffer zone to the west and north to respect the setting of the AONB and protect the neighbouring special wildlife sites. In light of these natural and planning constraints it is considered that an overall site-wide density of less than 30 dwellings per hectare in accordance with SWDPR 16¹⁵ would be appropriate.

SWDPR ~~5956~~: North East Malvern (Newland)

Mod Ref	Policy	Page	Modification
MM61	SWDPR 59	240-242	B. Development within this of the site area will incorporate the following elements: 10ha of employment-generating uses; 800 dwellings of which up to 40% will be affordable housing in accordance with SWDP 18; - Community infrastructure <u>and facilities</u> including a community hall; <u>a community hall,</u> <u>neighbourhood shopping facilities,</u> <u>the Retention of the existing playing fields and the cricket pitch, and,</u> <u>the provision of Public open space, informal recreation areas, play space and formal playing pitches and associated changing rooms.</u> 40% Green Infrastructure (excluding private gardens) in accordance with SWDPR 07, <u>including:</u> to provide public open space, including play space, formal playing pitches, informal recreation areas and allotments and to facilitate the physical and visual separation of the development from the settlement of Newland; <u>Local Equipped Areas of Play (LEAPs), Local Areas of Play (LAPs) and Neighbourhood Equipped Areas for Play (NEAPs),</u> <u>the provision of allotments and open spaces to facilitate the physical and visual separation of the development from the settlement of Newland, and,</u> <u>the protection and enhancement of any Priority Habitat including its retention as a complete unit, securing appropriate habitat management and controlling the effects of recreational and other anthropogenic pressures for the lifetime of the development.</u> - facilities for public transport and safe pedestrian and cycle routes linking to local shops, including the Malvern retail park, employment areas, health care, education and Malvern Link Station, and Neighbourhood shopping facilities. C. A comprehensive masterplan will be required for the site and will need to address the following: - A Green Infrastructure concept plan that achieves the requirements in B iv above <u>is supported by an appropriate level of grassland survey;</u> <u>Proposals must be accompanied by a ball strike assessment</u> Reasoned Justification for SWDPR 5956

			<u>6.6. The site contains playing fields, including a cricket pitch. The existing playing field should be retained within the development in accordance with the NPPF, policy SWDPR 50 and Sport England's Playing Field Policy. Any development will be expected to demonstrate that it will not unacceptably prejudice the use of the playing fields through the submission of a ball strike assessment, with appropriate mitigation where necessary. This must fully assess the risk of ball strike from the adjoining playing fields, with appropriate mitigation being secured from the developer to address any identified risk in accordance with the "agent of change" principle in the NPPF.</u>
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SWDPR 60: Land South of Madresfield Road, Malvern

Mod Ref	Policy	Page	Modification
MM62	SWDPR 60	N/A	<u>SWDPR 60: Land south of Madresfield Road, Malvern</u> <u>Site Area: 9.9 ha</u> <u>A. Land at Madresfield Road, Malvern will be developed to deliver 180 new dwellings within the Plan period.</u> <u>B. Proposals to develop this site will be expected to deliver:</u> <u>i. 180 new dwellings, including 40% affordable housing;</u> <u>ii. 40% Green Infrastructure (excluding private gardens);</u> <u>iii. A Heritage and Archaeology Strategy which must identify how the development will conserve and enhance the significance of the scheduled Moated site at Sherrard's Green and any other designated or non-designated heritage assets;</u> <u>iv. Incorporate an appropriate level of mitigation to limit the impact of development, to include appropriate storey heights, along with the retention of long-distance views to and from the Malvern Hills National Landscape across parts of the site; and</u> <u>v. A site specific Strategic Flood Risk Assessment will be required as part of the planning application.</u> <u>Reasoned Justification for SWDPR 60</u> <u>1.1 Land south of Madresfield Road (bounded by Hall Green and Chance Lane) lies approximately 1.5 miles east of the centre of Malvern, on the eastern fringes of the town. The site is located adjacent to the existing development boundary on the west and south and countryside on the east and north.</u> <u>1.2 Malvern accommodates around 40% of the population in Malvern Hills District and is identified as a “Main Town” within the Plan’s Settlement Hierarchy (SWDPR 03), which means that it is an appropriate location to accommodate a proportion of South Worcestershire’s employment and housing growth over the Plan period. There is, however, limited land available within the town centre to accommodate Malvern’s employment and housing needs through the Plan period.</u> <u>1.3 The allocation’s northern boundary is around 200m south of a group of designated heritage assets at Moat Court, Sherrard’s Green. Principal among these is the scheduled Moated site (1016441, WSM06716). Associated with the moated site are two Grade II listed buildings, Moat Court (WSM34801), which lies within the moat, and a Dovecote at Moat Court (WSM07791), which is just outside the moat. Undesignated heritage assets include the buildings of a model farm (WSM52269).</u> <u>1.4 The moat encloses a large island (90 x 40m), although a depression across its centre shows where an earlier south arm of the moat lay. The water-filled moat is 6-10m wide and 1-2m deep. The moat is fed by a series of (unscheduled) ponds to the north, which also powered a watermill. It drains into the Whiteacres Brook to the south. Archaeological material is expected to be present both on the island and in the ditches, as well as elsewhere.</u> <u>1.5 Without substantial and effective screening, the development on the allocation site would be clearly visible from the heritage assets, substantially altering its significance. This effect would be increased due to the slight slope on the site.</u>

		<u>1.6 There is some potential for heritage interpretation on existing footpaths in the area, which pass close by the heritage assets. This could be linked to interpretation materials for local schools. Improved management of local rights of way may also be useful.</u> <u>1.7 In design terms, it will be important to ensure that houses are designed to minimise harm to Moat Court. Building height is to be limited to two storeys to avoid overlooking as has occurred at Moat Crescent. Infrastructure such as lighting should also be carefully designed to minimise light spill.</u> <u>1.8 The allocation is around 10ha in gross size but there is an area along the northern boundary of the site where built development would be unsuitable, due to potential flooding. A Landscape Strategy should be submitted which capitalises on the clear opportunity for screening between the development and the heritage asset. This could involve strengthening the existing vegetation in this area, including management and enhancement of the hedgerows, and planting of native trees. These would be appropriate to the local landscape character. With careful design and suitable maintenance, it should be possible to sustain and enhance the setting significance of the heritage assets. This mitigation should be within any development boundary to help in securing long-term maintenance.</u> <u>1.9 Any scheme that comes forward for the site should be designed as such to mitigate the visual impacts of any development when viewed from the Malvern Hills respecting the setting of the Malvern Hills National Landscape. Advantage should be taken to incorporate long distance views towards the Malvern Hills from the site as part of any detailed layout design.</u> <u>1.10 Flood Zones 2 and 3 run along the entire northern border of the site. There is an unnamed watercourse leading to Whiteacres Brook, running along the northern boundary of the site. A site specific Strategic Flood Risk Assessment is required as part of the planning application to fully assess and mitigate any risk of flooding.</u>
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SWDPR 61 Land on the South Side of Guarlford Road, Malvern

Mod Ref	Policy	Page	Modification
MM63	SWDPR 61	N/A	<u>SWDPR 61 - Land on the south side of Guarlford Road, Malvern</u> <u>Site Area: 9.84ha</u> <u>A. Land on the south side of Guarlford Road, Malvern will be developed to deliver 180 new dwellings within the Plan period which must include the following;</u> <u>i. Provision of 40% affordable housing;</u> <u>ii. Provision of 40% Green Infrastructure (excluding private gardens); and</u> <u>iii. The provision of the necessary sewerage infrastructure and also the management of surface water flooding managed through Sustainable Drainage Systems and watercourses or ponds where available.</u> <u>B. Proposals to develop land on the south side of Guarlford Road will be expected to deliver:</u> <u>i. Design underpinned by a comprehensive assessment of heritage, archaeology, townscape and visual impact, in accordance with the relevant Malvern Town Neighbourhood Development Plan policies;</u> <u>ii. Evidence of design which responds to a comprehensive assessment of the scale, height, massing, density and positioning of buildings and land uses (site layout), which addresses the heritage, flood risk and vehicle and pedestrian access matters; and</u> <u>iii. Design which responds to the assessment of, and minimises impact in regard to, sites of Regional or Local Wildlife Importance and Biodiversity.</u> <u>C. Proposals must demonstrate layout, design and landscaping which take consideration of the Malvern Hills National Landscape and its setting, including the provision of any appropriate mitigation as well as the opportunity to incorporate long distant views to the Malvern Hills in any layout.</u> <u>Reasoned Justification for SWDPR 61</u> <u>1.1 Land on the south side of Guarlford Road lies approximately 1.5 miles east of the centre of Malvern, on the eastern fringes of the town. The site is located adjacent to the existing development boundary on the west and north and countryside on the east and south. It lies approximately 0.6 miles from the Malvern Hills National Landscape. As such the site forms part of an important gateway location to the town of Malvern and views to the Malvern Hills, which should be acknowledged in any development proposals.</u> <u>1.2 Malvern accommodates around 40% of the population in Malvern Hills District and is identified as a “Main Town” within the Plan’s Settlement Hierarchy (SWDPR 03), which means that it is an appropriate location to accommodate a proportion of South Worcestershire’s employment and housing growth over the Plan period. There is, however, limited land available within the town centre to accommodate Malvern’s employment and housing needs through the Plan period.</u> <u>1.3 Four Grade II listed buildings run along the northern boundary, in addition to a number of archaeological heritage assets in and around the allocation site.</u> <u>1.4 Given the gateway location of the site and proximity to the rural edge of the town and several listed buildings, any scheme should consider a softening of the edges of the site to the open countryside and appropriate separation from the existing</u>

		<u>development along the Guarlford Road. Similarly, a landscape buffer needs to be incorporated in any scheme providing a degree of separation from the dwellings and the sewerage treatment facility to the south of the allocation.</u> <u>1.5 There is some potential for heritage interpretation on existing footpaths in the area, which pass close by the heritage assets. This could be linked to interpretation materials for local schools. Improved management of local rights of way may also be useful.</u> <u>1.6 It will be important to ensure that layout, design and landscaping are put in place to minimise harm the setting of the Malvern Hills National Landscape and to soften the impact in this rural edge location whilst seeking to incorporate views to the Malvern Hills.</u> <u>1.7 The allocation is around 10ha in gross size and is not within Flood Zones 2 or 3. However, the allocation is susceptible to surface water flooding along the northern boundary (Whiteacres Brook), where development will require surface water flooding mitigation. There is a clear opportunity for screening between the development and the heritage assets. This could involve strengthening the existing vegetation in this area, including management and enhancement of the hedgerows, and planting of native trees. These would be appropriate to the local landscape character. With careful design and suitable maintenance, it should be possible to enhance the significance of the heritage assets.</u> <u>1.8 Adjacent to the northern boundary of the allocation site running along Guarlford Road is a site of Local Wildlife Importance which will need to be considered within any development proposal through a detailed assessment of the impacts from such development. This should include details on effective screening and mitigation measures, alongside appropriate site access which ensure the retention of key views into and out of the site.</u>
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SWDPR 62: Land at Mayfield Road, Malvern

Mod Ref	Policy	Page	Modification
MM64	SWDPR 62	N/A	<u>SWDPR 62 Land at Mayfield Road, Malvern</u> <u>Site Area: 9.71ha (gross)</u> <u>A. The site is allocated for a mix of employment uses including E(g) i - iii (office, research and development and light industrial) and B2 (general industrial uses).</u> <u>B. Proposals for the site must comply with all the following criteria:</u> <u>i. A landscape and visual impact assessment, to include modelling of buildings heights, must be undertaken;</u> <u>ii. The design, form, height, mass, materials and colour palette must be sensitive to the site's location and setting with respect to the Malvern Hills National Landscape and longer views of the site. Structural landscaping throughout the site and to its boundaries, and the retention and enhancement of existing vegetation and biodiversity within the site must be provided. Given the site's edge of town location, a strong landscape boundary treatment must be achieved where it meets the open countryside;</u> <u>iii. The necessary improvement to Townsend Way and North End Lane must be delivered to ensure suitable access to the site is achieved. Any application must be supported by a Travel Plan with the development incorporating active travel infrastructure to ensure connectivity to the surrounding area, and Malvern town centre; and</u> <u>iv. A Transport Assessment will be required in relation to any necessary strategic and local highway network mitigation measures required that may arise from the development and contributions provided towards the delivery of identified improvements.</u> <u>Reasoned Justification for SWDPR 62</u> <u>1.1 This site has been allocated to provide employment land to meet the identified needs set out in SWDPR 02 ensuring both job opportunities and to create economic growth to support the sustainable development of the area. The site is suitable for a range of uses within the E and B2 classes (EDNA, 2022). Ancillary and / or trade counter uses may also be considered suitable. The site has good local accessibility and is near the existing Spring Lane employment estate to the north of the allocation. The extent of the developable area of the site will be determined through the development management process.</u> <u>1.2 However, it is recognised that the location on the edge of the town, proximity to the open countryside and in particular long-distance views to and from the Malvern Hills National Landscape means that there is an important element of landscape sensitivity when considering development proposals for this site.</u> <u>1.3 Therefore, it is important that any planning application considers these factors and that the proposals must be design and landscape led and accord with the policy requirements of SWDPR 05; SWDPR 28; SWDPR 31 and SWDPR 34. Any scheme must have regards to any relevant design SPD, as well as any guidance prepared by the Malvern Hills National Landscape Partnership.</u> <u>1.4 Suitable access must be provided off Townsend Way and any necessary highway improvements within the locality delivered to be informed by a Transport Assessment. Active travel connections to the town centre will be necessary and any public footpaths in and around the site safeguarded and retained.</u>

SWDPR ~~63~~⁵⁷: Land at Hanbury Road, Droitwich Spa

Mod Ref	Policy	Page	Modification
MM65	SWDPR 63	243-244	Site Area: 21ha A. Within the area identified on the Policies Map land is allocated for a sustainable, high quality designed residential urban extension. <u>Proposals</u> The development will be required to incorporate all of the following elements: i. <u>The p</u>Provision of approximately 300 new homes; ii. Upgraded vehicular access to the site from the B4090 (Hanbury Road) and any necessary highway improvements to the signalled junction with the B4065 and B4090; iii. Enhanced public transport, cycle and pedestrian connections to Droitwich Spa town centre; iv. A landscape strategy for the surrounding edges of the site to minimise the impact of the development on the countryside; v. <u>Provision of 40%</u> Green Infrastructure (excluding private gardens) at 40% in accordance with SWDPR 07; vi. Provide ppublic open space, including play space, formal playing pitches, informal recreation areas of parkland and allotments; and vii. The <u>conservation or enhancement of the</u> significance and setting of heritage assets, in particular Hadzor Hall and any listed curtilage structures should be protected and conserved, and where possible enhanced through any development proposals; <u>and</u> viii. <u>The safeguarding of at least 1.54ha of land for a 2-form entry first school and nursery. Alternatively, appropriate education provision will be required to ensure that the necessary school places are available to meet the needs arising from the development through proportionate developer financial contributions.</u> Reasoned Justification for SWDPR 63⁵⁷ Objectives 7.5 The main objective of the urban extension to Droitwich Spa will be to create a new neighbourhood in the form of a highly sustainable residential development. The design and landscaping should complement the important landscape setting of the area and provide a new gateway location to the town. In addition to the 300 dwellings the future development is intended to incorporate: a. Open space and enhancement of existing habitat to include formal play and sports facilities, allotments, parkland and woodland for leisure and also serve as corridors for the movement of wildlife. <u>For formal play and sports facilities this could be on site provision, or a suitable off-site contribution to expand or improve local existing playing field provision.</u> b. Enhanced connectivity to the town centre for pedestrian and cyclists through upgrade of the Hanbury Road and sign posting to the Droitwich Canal towpath. c. <u>The preferred approach to mitigating the impact of the development on education provision will be to monitor and manage the delivery and to establish the need for educational provision arising from the development at the development management stage. This will then be determined at the point the S106 agreement can be completed.</u>

SWDPR 64: Land at Union Lane, Droitwich Spa

Mod Ref	Policy	Page	Modification
MM66	SWDPR 64	N/A	<u>SWDPR 64: Land at Union Lane, Droitwich Spa</u> <u>Site Area: 2.74ha</u> <u>A. Within the area identified on the Policies Map this brownfield site is allocated for a sustainable, connected high quality designed residential allocation. The development will be required to incorporate all of the following elements:</u> <u>i. Provision of around 200 new homes. This capacity will be reduced and the layout amended, where required, to protect buried archaeological remains and the significance of the adjacent Scheduled Monument.</u> <u>ii. An Archaeology and Heritage Strategy which must identify how the development will conserve and enhance any heritage assets and their setting including the adjacent Scheduled Monument, and any other designated or non-designated heritage assets. The strategy should be informed by an initial desk-based archaeological assessment guiding archaeological works, to include a geophysical survey and geoarchaeological deposit model to inform design at an early stage and support decisions about the preservation in situ or further ground investigation as required;</u> <u>iii. 30% affordable housing, 5% self-build, be in accordance with Annex C and incorporate a proportion of housing suitable for the needs of older people;</u> <u>iv. A high-quality design of development including the public realm which should adhere to the specific requirements for this site set out in Policy SPA11 of the Droitwich Spa neighbourhood plan. Any scheme should have regard to the Droitwich Town Design Guide and the Wychavon Design Code SPD;</u> <u>v. Green Infrastructure which will be directed by site characteristics and surrounding area;</u> <u>vi. Enhanced active travel connectivity to the town centre having regard to the future integration of the Netherwich Canal Basin mixed use allocation WYPHM07 in SWDPR 71;</u> <u>vii. A car park, comprising 105 spaces, associated with the planned redevelopment of Droitwich Spa railway station; and</u> <u>viii. A ground survey investigation to establish the extent of any land contamination and an appropriate strategy setting out any necessary mitigation and remediation.</u> <u>B. A comprehensive development brief, having regard to the Concept Plan, will be prepared for the site and any development will need to address all the following:</u> <u>i. A heritage, townscape and visual impact assessment that sets out how the significance of the adjacent Scheduled Monument and any other heritage assets will be conserved and enhanced, and demonstrates that any scheme is of an appropriate scale to the surrounding area, and that wider views from and to the site are fully addressed;</u> <u>ii. An appropriate density and housing mix and guidance on sustainable design and construction, including renewable or low carbon energy; and</u> <u>iii. How the site can be connected to the town centre and surrounding area by pedestrian and cycle links.</u> <u>Reasoned Justification for SWDPR 64</u>

		<u>1.1 The brownfield site allocation comprises two separate sites adjacent to Union Lane covering the former Baxenden Chemicals Ltd factory. The surrounding area comprises employment and residential uses and the town centre is within a five-minute walk. The Droitwich Spa railway station is immediately adjacent, and the site sits in an elevated position alongside the railway line. The Droitwich Canal is within near proximity allowing access to the other parts of the town, Vines Park and the wider countryside. Therefore, the location of this site for residential uses supports the delivery of a highly sustainable development and opportunity to regenerate the former industrial site and surrounding area.</u> <u>1.2 Although brownfield and with a lengthy history of industrial uses and activity on the site, there is recorded archaeology along with the adjacent Scheduled Monument which covers the multi period salt production remains for which Droitwich Spa is known. Therefore, the redevelopment shall be heritage led to conserve and enhance the significance of these heritage assets and in addition to the policy requirements, further details on how this can be achieved are set out in an accompanying site development brief. In addition, the site is within near proximity of Droitwich town centre and the canal Conservation Areas, the setting of which should be given consideration in any design proposals.</u> <u>1.3 A heritage led approach will inform the design of the development to ensure that the extent of any archaeological interests is fully identified and the significance of the adjacent Scheduled Monument safeguarded. Importantly it will inform on areas for greenspace to preserve heritage assets, and guide foundation and drainage design. Appropriate types of residential development on the site can include a mix of town houses and flatted development to a higher density given the town centre location and proximity to services and facilities. In terms of massing and storey heights the site is in an elevated position, particularly when viewed from the west and therefore consideration should be given to the maximum appropriate height of buildings so that they do not overly dominate the surrounding area. In addition, given the proximity to the railway line and noise from trains, consideration should be given to design approaches that mitigate against this, particularly along the western boundary of the site. Levels of private car parking can be at a lower rate given the proximity to rail and bus public transport options.</u> <u>1.4 Any application must be accompanied by an Archaeology and Heritage Strategy, including a geophysical survey and archaeological deposit model informed by a core sampling programme. This will inform the requirements for further archaeological field evaluation.</u> <u>1.5 There is wider opportunity to consider this site in the regeneration of the area as a whole and this is recognised in the Droitwich Spa neighbourhood plan 2024-2041, as well as the Droitwich Spa Town Centre Prospectus produced by Wychavon District Council in 2022. Therefore, any scheme on this site should consider how it can contribute to this aim and especially opportunities to link with the mixed use allocation in this Plan for the Netherwich Canal Basin (WYPHM07).</u> <u>1.6 The Concept Plan for the site provides an initial illustrative layout, connections, and supports the indicative site capacity figure. A development brief will be prepared for the site, by the LPA, giving more detail on the matters arising from any future redevelopment. Further, any scheme must have regard to the requirements in the Wychavon Design Code SPD, as well as the Droitwich Town Design Guide that accompanies the Droitwich Town neighbourhood plan.</u> <u>1.7 Worcestershire County Council and Network Rail are working towards a scheme for the comprehensive redevelopment of the existing railway station and enhanced capacity for buses. The existing car parking arrangements for the station are compromised by access and connectivity issues and therefore the redevelopment of this site provides an opportunity to provide a more suitable car park with the benefit of helping to remove on-street parking in the surrounding area.</u> <u>1.8 Given the former use of the site as a chemical works a ground contamination survey, along with any appropriate remedial works, will be required as part of any planning application.</u>
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SWDPR 65: Land at Navigation Road, Diglis, Worcester

Mod Ref	Policy	Page	Modification
MM67	SWDPR 65	N/A	<u>SWDPR 65 Land at Navigation Road, Diglis, Worcester</u> <u>Site Area: 14.27ha</u> <u>A. Within the site area identified on the Policies Map, a sustainable, well-designed mixed-use redevelopment of land at Navigation Road, Diglis will be delivered that shall include the following:</u> <u>i. Provision of around 495 dwellings, including 30% affordable housing;</u> <u>ii. Retention of at least 3 hectares employment land (E(g), B2 and B8);</u> <u>iii. Provision of green and blue infrastructure, including site-wide landscaping and landscape buffers, play facilities and at least 10% net gain in biodiversity;</u> <u>iv. Site layout must avoid development in areas which are subject to the highest risk of flooding;</u> <u>v. Within the site boundary, there will be no built development in areas identified as the ‘Riverside’ Conservation Area or ‘Areas of Regional or Local Wildlife Importance’ (includes Cherry Orchard Local Nature Reserve) on the Policies Map, with these areas screened by appropriate landscape buffers;</u> <u>vi. Consideration will be given to appropriate building heights in order to ensure the protection of the ‘Riverside’ Conservation Area and the setting of heritage assets and to maintain views and vistas of Worcester’s historic skyline including the Cathedral, and the river;</u> <u>vii. Within the site boundary, where areas overlap with Worcester’s Registered Battlefield (some of which is Previously Developed Land), due regard will be given to the setting of the Battlefield in terms of considering requirements for the protection or enhancement through sensitive design and appropriate landscape buffers;</u> <u>viii. Provision of a new convenience store serving the local community. The net retail floorspace of the convenience store will be no larger than 250 sq. m net;</u> <u>ix. Provision of a new community centre;</u> <u>x. Provision of high-quality Active Travel infrastructure, which connect to the surrounding Active Travel network, public transport links and recreational areas; and</u> <u>xi. Upgrades to vehicular access to the site to ensure impact on the existing road network is appropriately managed, including access to public transport routes, subject to assessment.</u> <u>B. Proposals to develop land within the allocation should have regard to the Indicative Concept Plan (Figure XX). To support this, a comprehensive Heritage and Green Infrastructure led Development Brief for the site will be prepared by the South Worcestershire Councils, local stakeholders and Historic England. Development proposals for the site must include a Townscape and Visual Impact Assessment including a comprehensive assessment of the scale, height, massing, density and the positioning of buildings and land uses (site layout), which addresses the heritage, flood risk, landscaping and conservation matters set out in part A of this policy and clear explanation of how this assessment has informed the detailed proposals for the site.</u>

		<u>Reasoned Justification for SWDPR 65</u> <u>1.1 Land at Navigation Road, Diglis, Worcester is allocated as a mixed-use redevelopment site. The allocation will see development complement the existing built form of the area, which has been redeveloped into a successful residential area. The wider site context features the Diglis basin and the employment uses on Navigation Road. The redevelopment of the existing built form has consisted of predominantly flatted developments.</u> <u>1.2 The site is partly operational for employment uses, indicating that the full redevelopment of the site will result in a net loss of approximately eight hectares of employment land. Opportunities to retain existing businesses that would be compatible with any new residential development should be explored.</u> <u>1.3 In order to maximise opportunities to draw on the contribution made by the historic environment to the character of place, the redevelopment of the site will have regard to the desirability of sustaining and enhancing the significance of heritage assets consistent with their conservation. Due consideration will be given to the setting of heritage assets and the desirability of new development making a positive contribution to local character and distinctiveness, including the impact on Worcester's historic skyline. Accordingly, consideration will be given to appropriate building heights and the scale, density and massing of buildings will be key site layout considerations.</u> <u>1.4 In order to sustain environmental quality, the 'Riverside' Conservation Area and 'Areas of Regional or Local Wildlife Importance' (which includes Cherry Orchard Local Nature Reserve) will be protected, and no built form will be permitted in these areas within the site boundary. Redevelopment of the site must have regard to the preservation and enhancement of the character and appearance of the Conservation Area and habitats, with appropriate landscaping and buffer zones. Worcester's Registered Battlefield overlaps with part of the southern extent of the site. Part of this area contains Previously Developed Land. Due regard will be given to the setting of the Battlefield in this area, including consideration of protection or enhancement through sensitive design and appropriate landscape buffers.</u> <u>1.5 The site area is predominantly located in Flood Zone 2, with the western and southern perimeters of site partially located Flood Zone 3. Site layout must avoid development in areas which are subject to the highest risk of flooding, as defined in the Strategic Flood Risk Assessment and / or a site-specific Flood Risk Assessment. The Flood Risk Assessment should reflect the most up-to-date modelling to inform where development should be placed and the provision of safe access and egress.</u> <u>1.6 Provision of high-quality Active Travel infrastructure (walking and cycling networks) will provide health and wellbeing benefits with connections to nearby recreational opportunities such as the River Severn and Diglis playing fields. Design to make cycling a first choice over car use should be fully incorporated into the proposals for this site. This will also provide opportunities to expand local bicycle hire schemes (including parking bays) in the area. Further, the provision of connections to public transport links will also provide residents with opportunities to minimise use of private vehicles. Opportunities to encourage other schemes such as car sharing clubs should also be taken into account.</u> <u>Indicative Concept Plan - Land at Navigation Road, Diglis, Worcester</u>
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SWDPR ~~6759~~: Renewable and Low Carbon Energy Site Allocations

Mod Ref	Policy	Page	Modification
MM68	SWDPR 67	237	Reasoned Justification to SWDPR 6759 9.2 To help increase the use and supply of renewable and low carbon energy, the Framework (paragraph 151) says that local planning authorities should: a. Provide a positive strategy for energy from these sources, that maximises the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts); and b. Consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development. 9.3 Paragraph 152 of the Framework says that local planning authorities should support community-led initiatives for renewable and low carbon energy. Paragraph 154 of the Framework says that local planning authorities should approve applications for renewable or low carbon energy if their impacts are (or can be made) acceptable (except for wind turbines, unless the site has been identified as suitable for wind energy in the development plan). 9.4 The Renewable and low carbon energy National Planning Practice Guidance (NPPG) —available at https://www.gov.uk/guidance/renewable-and-low-carbon-energy— provides further guidance to help local planning authorities develop policies for renewable and low carbon energy and identifies planning considerations. 9.20 Paragraph 176 of the Framework states that the scale and extent of development within AONB's should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts. 9.2219 Solar farm developments in an National Landscapes AONB's or its setting, where there could be adverse impacts on the protected area, would need careful consideration. AONB's management plans, landscape character assessments and position statements must be considered in planning stages to help inform development, and early consultation with AONB's planning officers should be sought. <u>To inform development through the planning stages regards should be had to National Landscapes management plans, landscape character assessments and position statements</u> 9.3027 As outlined in the Plan HRA, potentially functionally linked land associated with the qualifying bird species of the Severn Estuary SPA and Severn Estuary Ramsar is located within the Plan area. Solar power schemes have the potential to have an adverse impact upon birds through the polarising effect of solar panels on bird behaviour and through noise and visual disturbance. Site RLCE033b (Ryall House Farm, Ryall) is located immediately adjacent to a functionally linked bird site known as Upton Ham. Development proposals for a solar power scheme at Ryall House Farm should therefore be accompanied by a Habitats Regulation Assessment assessing the impact upon functionally linked land when more details on the scale, nature and layout of the application is known. <u>9.28 Site SF06 (RCLE012sc -Queenhill, Longdon) is located approximately 950m from Ripple Lakes, which is functionally linked land used by SPA birds. The research report 'Identification of wintering and passage roosts on functionally linked land of the Severn Estuary' - Gloucestershire and Worcestershire (Phase 5 - NECR401), also identified use of Queenhill rough by birds from the SPA. Development proposals for a solar power scheme at SF06 Queenshill should therefore be accompanied by a Habitats Regulation Assessment assessing the impact upon functionally linked land when more details on the scale, nature and layout of the application is known.</u> <u>9.29</u> Site <u>SF07</u> (RLCE033b - (Ryall House Farm, Ryall) is located immediately adjacent to a functionally linked bird site known as Upton Ham. Development proposals for a solar power scheme at <u>Site SF07</u> Ryall House Farm should therefore be accompanied by a Habitats

			Regulation Assessment assessing the impact upon functionally linked land when more details on the scale, nature and layout of the application is known. Community Gain 9.39 40 Solar farms offer the potential to develop a local energy economy in sSouth Worcestershire which can deliver significant long-term benefits to the community, including reduced energy bills, increased energy sustainability and security, and a shift of ownership to local people. In accordance with paragraph 152 of the Framework, SWC consider that this model of renewable energy deployment should receive particular support when considering the merits of renewable energy development at the planning decision stage.
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SWDPR ~~68~~⁶⁰: Directions for Growth Outside the City Administrative Boundary: ~~Existing Urban Extensions to be Reallocated~~

Mod Ref	Policy	Page	Modification
MM69	SWDPR 68	254 - 264	Within the areas identified on the SWDP Review Policies Map, three sustainable, well-designed urban extensions are being reallocated allocated from the SWDP (2016). These sites will come forward in accordance with the requirements below. A. <u>SWDPR 68A: Broomhall (Worcester South Urban Extension) – (known as SWDP45/4) (247.1 hectares) will come forward in accordance with the following requirements¹⁷³:</u> i. Delivery of approximately 20 ha of employment land and around 2,600 dwellings¹⁷⁴. ii. The dwellings will be of mixed size and type in accordance with the requirements of policy SWDPR 176, and up to 40% will be affordable housing in accordance with the requirements of policy SWDPR 198. iii. <u>Proposals will have regard to</u> the diagram <u>concept plan</u> for SWDP 45/4 below <u>which</u> shows the broad distribution of land uses. and of various policy requirements, which include iv. <u>The provision of</u> a centrally located local centre incorporating <u>a</u> A-range of community facilities and services including a two-form entry primary school, a community building, emergency services infrastructure, a children's centre and youth facilities and <u>a</u> local convenience store (<u>Use Class F2(a)</u>, comparison retailing and other mixed uses (e.g., <u>Use Class E</u> and some Sui Generis uses) comprising modest scale development of a scale and use appropriate to serving the local community. The local centre shall not include more than 2,500 sq. m net of retail floorspace and no single convenience store shall exceed 2,000 sq. m net. v. There will be no built development in the parts of the site liable to flooding, as defined in the Strategic Flood Risk Assessment and / or a site-specific Flood Risk Assessment. vi. <u>Existing playing fields will be protected.</u> New and enhanced sports and social facilities <u>will be provided</u> at Norton Barrack. <u>Proposals will be expected to demonstrate how the new sports facilities will be managed/operated and maintained and to demonstrate the proposed phasing of delivery of the sports facilities.</u> vii. Subject to viii and ix below, in the Significant Gap to the south of Norton Barracks between Norton Road and the M5, only uses that maintain the openness of the land, save for any built community, sports and recreation built facilities referred to in viii below, will be permitted. viii. No more than 85 of these 2,600 dwellings will be permitted east of Norton Road. Up to 40 of these will be in the Significant Gap, to provide surveillance of the proposed community, sports and recreation facilities. ix. Provision of a site for Travellers for up to 10 pitches within the Urban Extension¹⁷⁵. <u>Delivery will be either through on-site provision or off-site provision via developer contributions.</u> x. Contributions to infrastructure, in accordance with SWDPR 109, including education, sporting and recreational facilities, and emergency services infrastructure.

¹⁷³ ~~This is the gross and it includes land within the Development Boundary for the rural settlement of Norton Barracks / Brockhill Village (27.5 ha) which is not subject to SWDP45/4~~

¹⁷⁴ ~~As of 1st April, 11 dwellings completed, 7 dwellings under construction, 308 dwellings full planning permission not started.~~

¹⁷⁵ ~~See also SWDPR 20 Meeting the Needs of Travellers and Travelling Showpeople.~~

			xi. <u>Regard should be had to the</u> measures, including proportionate contributions directly related to the development, to support and safeguard the implementation of relevant schemes set out in the latest Worcestershire Local Transport Plan, including the adopted Worcester Transport Strategy, such as: improvements to the A4440 (including phased dualling), the A38 and associated highways, public transport, cycle and walking infrastructure and services which shall include at least one grade-separated pedestrian / cycle crossing; improved accessibility by non-car modes to Worcester city centre, including a potential parking hub close to the A4440, to be agreed in consultation with Worcestershire County Council. xii. Safeguarding land on the southern side of the A4440 for the dualling of the road and the provision of the pedestrian and cycle bridges needed to provide sustainable transport links between the development and Worcester city walk and cycle networks. xiii. A road network hierarchy and legible road layout within and adjoining the urban extension supporting the functions of the new neighbourhood, including traffic calming measures to safeguard the amenity of the Norton-Barracks community xiv. Footpath and cycle networks within the development, including safe links to Worcester city, the local centre, and the Norton Barracks xv. The provision of Green Infrastructure in accordance with SWDPR 07, SWDPR 45, and SWDPR 46, including: • Play facilities, formal playing pitches and informal recreational facilities such as allotments; • <u>An Green open</u> Space buffer to the west of Norton Road separating the Broomhall and Norton Barracks communities, of a scale that maintains their individual identities; • <u>An Green open</u> Space buffer along the whole southern boundary immediately to the north of Broomhall Lane, providing a framework for the built development consistent with local landscape character; • <u>An Green open</u> Space buffer to the north of Norton Barracks between Norton Road and the railway line, designed to overcome visual and noise impacts of business development to the north by separating new and existing uses; <u>and</u> • <u>Green Open</u> Space adjacent to the A4440 (after allowing for dualling and other improvements), to provide a framework for the built development, mitigate noise and flood risk, and maintain the individual identities of Broomhall and St Peter the Great to the north. xvi. In compliance with Policy SWDPR 27, proposals will be required to eEnsure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in-combination with other plans or projects. xvii. Measures for the protection and enhancement of the significance of Middle Broomhall Farm and other listed buildings and their settings. B. <u>SWDPR 68B: Temple Laugherne (Worcester West Urban Extension) – known as SWDP45/2 (138.8 ha) will come forward in accordance with the following requirements</u>⁴⁷⁶: i. Delivery of approximately 5 ha of employment land.
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⁴⁷⁶ ~~The foul drainage from the development is expected to connect to the mains system and be treated at Worcester Bromwuch Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDPR 8 and SWDPR 35.~~

			ii. Delivery of around 2,539 2,500 dwellings¹⁷⁷. The rate of delivery will be dependent upon the phased implementation of the Worcester Transport Strategy and, in particular, the dualling of relevant sections of the A4440 Southern Link Road. The disposition of proposed uses within the allocation boundary will need to ensure the comprehensive development of the allocation as a whole and provide integrated and cohesive urban design, which facilitates movements within the site and to / from the city. iii. The dwellings will be of mixed size and type in accordance with the requirements of policy SWDPR 176, and up to 40% will be affordable housing in accordance with the requirements of policy SWDPR 198. iv. <u>Proposals will have regard to the</u> The diagram <u>concept plan</u> for SWDP 60C 45/2 below, <u>which</u> shows the broad distribution of land uses. and of various policy requirements for the major part of the site. v. Local convenience (Use Class E) and comparison retailing within a Neighbourhood Centre; the Neighbourhood Centre shall not include more than 1,500 sq. m of net retail floorspace and no single convenience shall exceed 1,000 sq. m net. vi. A range of community facilities and services, including a two-form entry primary school and community hall. vii. Provision of a site for Travellers of up to 10 pitches within the urban extension¹⁷⁸. <u>Delivery will be either through on-site provision or off-site provision via developer contributions.</u> viii. There will be no built development in the parts of the site liable to flooding, as defined in the Strategic Flood Risk Assessment and / or a site-specific Flood Risk Assessment. ix. The provision of Green Infrastructure in accordance with SWDPR 07, SWDPR 45, and SWDPR 46, including: • A network of open sources, including play facilities, sporting and informal recreational facilities such as allotments; and • Measures which will deliver both strategic Green Infrastructure and water management objectives; <u>and</u> • <u>Proposals will be expected to demonstrate how the new sports facilities will be managed/operated and maintained and to demonstrate the proposed phasing of delivery of the sports facilities.</u> x. In compliance with Policy SWDPR 27, proposals will be required to Ensure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in-combination with other plans or projects. xi. Measures to maintain separation of the urban extension from Crown East and Lower Broadheath. xii. Contributions to infrastructure, in accordance with SWDPR 109, including education, sport, and recreational facilities. xiii. Measures, including proportionate contributions directly related to the development, to support and safeguard the implementation of relevant schemes set out in the latest Worcestershire Local Transport Plan, including the adopted Worcester Transport Strategy, which includes the phased dualling of the A4440 Southern Link Road; the delivery of a road within the site between the A44 and the Martley Road; and improved accessibility by non-car modes to Worcester city centre. xiv. Measures for the protection and enhancement of the Earl's Court Scheduled Monument, listed buildings and their settings.
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¹⁷⁷ As of 1st April dwellings completed, dwellings under construction, dwellings full planning permission not started (excludes 16/01454/OUT — university accommodation).

¹⁷⁸ See also SWDPR 20 Meeting the Needs of Travellers and Travelling Showpeople.

C. **SWDPR 68C: Worcester Six Business Park (South Phase) – known as SWDP45/6 (20.32 ha) will come forward in accordance with the following requirements:**

- i. Delivery of a sustainable, well-designed ~~technology~~ **business** park of approximately 16 ha (**net**) (Worcester Six **Business Park** South Phase) for research and development and manufacturing related to environmental and new technologies or associated businesses **and distribution**, to be integrated with the land to the north that already has permission for ~~business~~ **E(g), B2 and B8** uses.
- ii. Off-site highway works and financial contributions, ~~in accordance with SWDPR 09~~, necessary to support access to the site.
- iii. Green Infrastructure and landscaping that contributes to the provision of **Green Open** Space and the setting of existing and altered public routes through the site.
- iv. Measures to support and safeguard the implementation of relevant schemes set out in the latest Worcestershire Local Transport Plan, including the adopted Worcester Transport Strategy, and to provide adequate accessibility by non-car modes to Worcester city centre and key residential and transport (interchange) destinations, facilities and services across Worcester city as a whole.

Figure 6: SWDP 68A 45/4 Indicative Concept Plan

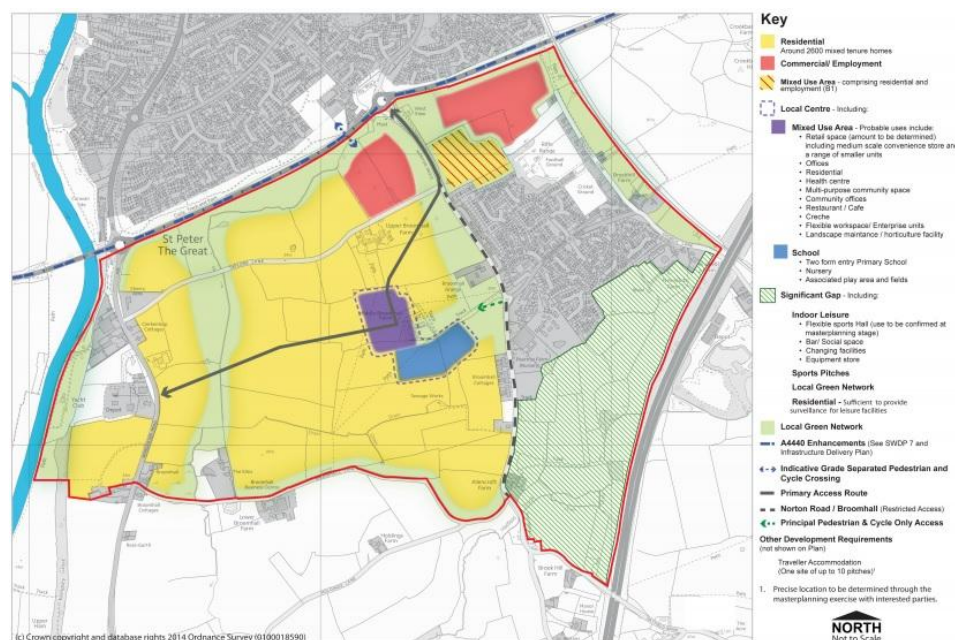


Figure 7: SWDP 68B 45/2 Diagram Indicative Concept Plan

		e. Ensure appropriate measures to retain and enhance the significance of Middle Broomhall Farm listed building and its setting, as well as safeguarding its continued use by its sympathetic inclusion within the local centre community hub as detailed in the masterplan. f. To ensure that appropriate measures are employed to avoid or mitigate water course and surface water flooding and water quality concerns. The existing watercourses will need to be retained in open areas of Green Open Space and linked to appropriate SuDS techniques. g. Ensure no adverse impacts upon potentially functionally linked land associated with the Severn Estuary SPA and Severn Estuary Ramsar, at bird site known as River Severn (Northwich to Diglis). Given the proximity of SWDPR 68A, 45/4, the Plan HRA has identified potential adverse urbanisation effects and mitigation to address these. Mitigation should be addressed through site design when further details on the layout are known (as set out in the Plan HRA) and, where required, project level HRA undertaken to ensure compliance with Policy SWDPR 2927. h. To enable appropriate improvements to the A4440 (Crookbarrow Way, Broomhall Way and Teme Way) together with associated junction improvements, which will include the provision of at least two grade-separated pedestrian / cycle crossings (east and west). i. To reduce car dependency by enabling efficient public transport, walking and cycling movements within the development, whilst providing two-way opportunities for access to services within the existing city as well as out to the countryside. j. To provide emergency services infrastructure serving the local community. 10.2 The plan has extended the Significant Gap to the west of the M5 motorway so that land to the east and south-east of Norton Barracks is now subject to SWDPR 03. In addition, land between Kempsey and the southern limit of the urban extension remains as a Significant Gap. Care will be needed in the treatment of the edges of the development area. In order to help minimise the impact on the Norton Barracks community, the Worcester South extension must include well-designed green open space buffer areas and set out a clear road hierarchy, with the road beyond any commercial development being traffic-calmed particularly in the vicinity of Norton Barracks. The road network within the urban extension will need to provide a route through to the neighbourhood centre from Norton Road roundabout and the A38. SWDP 68B: Temple Laugherne (Worcester West Urban Extension) (known as SWDP45/2) 10.43 The development to the site should west of Worcester would relate closely to the existing city have regard to the concept plan and the following objectives: , but certain important objectives would need to be achieved. These are: a. Provision for modern high technology and knowledge-based services, including links to the University of Worcester and the opportunity to provide business start-up units. b. Create a sustainable, balanced mix of uses that will be an extension to the existing city area. c. Maintain a Significant Gap that provides physical and visual separation between the development and the surrounding villages of Crown East and Lower Broadheath so that their unique characters and the setting of the city are both protected. d. Ensure that the existing views across the area of the skyline of the city are not adversely impacted by the new development. e. Reduce car dependency by enabling efficient public transport, walking and cycling within the development, whilst providing two-way opportunities for access to services within the existing city as well as to the countryside.
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			f. Create a cohesive place that relates to the existing city while recognising the importance of the landscape setting in providing an attractive living environment for a wide range of household types. Managing the transition between urban and rural will be essential in enabling the countryside to flow naturally into the development area from north and west. g. Ensure there is safe and attractive access connecting the urban extension and Dines Green, to ensure enhanced connectivity between existing and new settlements. Two points of vehicular access are needed to serve the site. One of these will need to have direct access to the primary road network west of the city linking to the A4440. The second will need to link to the city road network such that impacts on traffic flows further into the city can be managed. h. It will be important to ensure there is a smooth transition from the open countryside into the urban area, so the <u>green open</u> space corridors must be sufficiently wide to allow the countryside to flow into the area. Where possible, development will be defined by natural physical boundaries, but in certain places (particularly the western boundary) it will be guided by landscape and topographical evidence. i. Ensure no adverse impacts upon potentially functionally linked land associated with the Severn Estuary SPA and Severn Estuary Ramsar, at bird site known as River Severn (Northwich to Diglis). Given the proximity of SWDPR 68B, 45/2, the Plan HRA has identified potential adverse urbanisation effects and mitigation to address these. Mitigation should be addressed through site design when further details on the layout are known (as set out in the Plan HRA) and, where required, project level HRA undertaken to ensure compliance with Policy SWDPR 27. j. The protection of the Earl's Court Scheduled Monument and listed buildings and their settings is consistent with SWDPR 0809 and 2933, and the NPPF (paragraph 20). k. <u>The foul drainage from the development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2021 South Worcestershire Water Cycle Study (WCS) Phase 2 Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS.</u> <u>SWDP 68C: Worcester Six Business Park (South Phase) —(known as SWDP45/6)</u> 10.54 Although provision has been made for local employment opportunities within the city and the urban extensions, there is evidence to support a 70 ha (gross) sub-regional employment site providing opportunities for existing manufacturing companies in the area to consolidate and expand by relocating to this site. The land is located immediately south-east of Junction 6 of the M5, a key gateway to the city. The It east of Norton Road lies within Wychavon District, but as the site abuts the city boundary it will provide serviced employment land to meet the growth of Worcester. <u>Worcester Six Business Park also has the potential, given its location, to attract inward investment and new businesses into the area, as has been demonstrated by those occupying the North Phase.</u> 10.65 The North Phase of the Worcester Six <u>Business Park</u> occupies approximately 140,000 sq. m on 27 ha (net)⁽¹⁷⁹⁾ next to J6 <u>and will provide for new headquarters</u>, manufacturing, distribution and research and development facilities. 10.76 SWDPR 68C 45/6 is the South Phase on the remainder of Worcester Six <u>Business Park</u>, providing <u>opportunity for a development of similar character, building on the success of the North Phase and providing for additional investment opportunities</u>, space for a cluster of other commercial companies, potentially involved in environmental and other high technology
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¹⁷⁹ As of 1st April 2021, approximately 24.86 ha completed.

		sectors. Within the gross site allocation delineated on the SWDP Review Policies Map, about 16 ha (net) is identified for SWDPR 02 purposes. 10.87 The completed development will be designed and landscaped to appear as a single Technology Business Park and will include public open space, primary highway improvements and an ecological corridor. Two Up to three points of access will be provided. The current permission includes access to the Technology Business Park directly on to Crowle Lane at a point between Crowle Lane / Pershore Lane roundabout and Trotshill Lane. This route provides access to Warndon Villages and the city centre via the Trotshill motorway bridge. Development proposals will be tested through the Worcester Transport Models and the developer will fund any mitigation works, along with improvements to public transport, walking and cycling links. 10.98 Worcester Six Business Park is identified as a priority employment project within the Game Changer Programme and has the full support of the local councils, as well as the Worcestershire Local Enterprise Partnership, all of whom have invested in the site.
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SWDPR ~~69~~64: Worcester City Allocations

Mod Ref	Policy	Page	Modification																																								
MM70	SWDPR 69	265 - 276	A. Within Worcester City, <u>housing allocations are shown in Table 11, mixed-use sites (including Opportunity Zones and Areas) are shown in Table 12 and employment sites are shown in Table 13. All the allocations are shown on the Policies Map.</u> the following new sites, as shown on the SWDP Review Policies Map, are proposed for uses identified in Tables 11, 13 and 15. Unimplemented sites in the adopted SWDP (2016) that are proposed for reallocation are shown in Tables 12, 14 and 16. Opportunity zones and areas are also set out in Table 14. Allocations should be developed in accordance with the <u>specific policy requirements in table 11</u> criteria identified in respect of each site and all general policy requirements, including any necessary developer contributions. Sites deallocated from the SWDP (2016) are shown in Table 17. Housing Sites¹⁸⁰ Table 11: New Housing Allocations - <u>Worcester City</u> <table><tr><th><u>SWDPR Reference</u></th><th><u>SWDP Reg 18 Ref</u></th><th><u>Site</u></th><th><u>Indicative No. of Dwellings</u></th><th><u>Site Area (ha)</u></th><th><u>SHELAA / Planning Ref</u></th><th><u>SWDP Reg 19 Ref</u></th><th><u>Specific Policy Requirements</u></th></tr><tr><td><u>WCHO01</u></td><td>SWDP NEW 1</td><td>Land at the rear (west) of Liverpool Road, Worcester</td><td>6</td><td>0.18</td><td>CFS1078</td><td>WCHO01</td><td></td></tr><tr><td><u>WCHO02</u></td><td>SWDP NEW 2</td><td>Land to the rear of 14-20 Barbourne Road, Worcester</td><td>5</td><td>0.16</td><td>CFS0054</td><td>WCHO02</td><td></td></tr><tr><td><u>WCHO03</u></td><td>SWDP NEW 3</td><td>Land off Oak View Way, Bromyard Road, Worcester ¹⁸¹</td><td>120</td><td>4.24</td><td>CFS0477 (20/00249/OUT)</td><td>WCHO03</td><td></td></tr><tr><td><u>WCHO04</u></td><td>SWDP NEW 4</td><td>Checketts Lane Industrial Estate, Checketts Lane, Worcester</td><td>39</td><td>0.99</td><td>CFS0036</td><td>WCHO04</td><td></td></tr></table>	<u>SWDPR Reference</u>	<u>SWDP Reg 18 Ref</u>	<u>Site</u>	<u>Indicative No. of Dwellings</u>	<u>Site Area (ha)</u>	<u>SHELAA / Planning Ref</u>	<u>SWDP Reg 19 Ref</u>	<u>Specific Policy Requirements</u>	<u>WCHO01</u>	SWDP NEW 1	Land at the rear (west) of Liverpool Road, Worcester	6	0.18	CFS1078	WCHO01		<u>WCHO02</u>	SWDP NEW 2	Land to the rear of 14-20 Barbourne Road, Worcester	5	0.16	CFS0054	WCHO02		<u>WCHO03</u>	SWDP NEW 3	Land off Oak View Way, Bromyard Road, Worcester ¹⁸¹	120	4.24	CFS0477 (20/00249/OUT)	WCHO03		<u>WCHO04</u>	SWDP NEW 4	Checketts Lane Industrial Estate, Checketts Lane, Worcester	39	0.99	CFS0036	WCHO04	
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¹⁸⁰ ~~Planning status correct up to 31 March 2021.~~
¹⁸¹ ~~Site previously formed part of SWDP 43/18. Planning application for 120 dwellings (20/00249/OUT) approved 11/03/2021.~~

				SWDP NEW 5	Shrub Hill Retail Park, Tallow Hill, Worcester (parcel west of Worcester & Birmingham Canal) ¹⁸²	60	0.81	CFS0356	WCHO05	
			WCHO06	No PO Ref	Land off Brickfields Road, Blackpole, Worcester	1624	0.42	CFS1179	WCHO06	
				No PO Ref	Woodside Point, Williamson Road, Worcester	75	2.18	CFS1221	WCHO07	
			WCREAL02	SWDP REALLOCATE 3	Sansome Walk Swimming Pool	33-40	0.8	SWDP 43/7	WCREAL02	<u>Site access may be achieved from the existing vehicular access from Chestnut Street and a new vehicular access from Sansome Walk.</u>
			WCREAL05	SWDP REALLOCATE 7	<u>County Council Offices, Bilford Road</u> ¹⁸⁶	15	0.67	SWDP 43/g	WCREAL05	<u>To include about 50% Green Open Space for open space, habitat improvement and links to the Green Space network.</u>
			WCREAL09	SWDP REALLOCATE 14	<u>Former Zig Zag site, St John's</u> ^{188, 189}	42-8	0.05	SWDP 43/qR P16K0302	WCREAL09	<u>Site to retain commercial uses on the ground floor frontage.</u> <u>To take full account of heritage assets. Any development proposal should be accompanied by a desk based archaeological assessment and where necessary a field-based survey by an appropriate qualified professional.</u>

¹⁸² Site has potential to be incorporated into SWDP 44/4.

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¹⁸⁶ Planning status of sites correct up to 31 March 2021.

¹⁸⁷ 28 dwellings approved at the old Fire Station site under planning application 21/00094/FUL (approved 29/10/2021). Permission to be treated as a windfall site.

¹⁸⁸ Proposals will be informed by a site-specific Flood Risk Assessment that demonstrates occupiers will be safe, flood risk will not be increased by development and safe access and egress will be incorporated. In any event, safe access onto Henwick Road will be required.

¹⁸⁹ Planning status of sites correct up to 31 March 2021.

										<u>Risk Assessment that demonstrates occupiers will be safe, flood risk will not be increased by development and safe access and egress will be incorporated. In any event, safe access onto Henwick Road will be required.</u>	
			<u>WCMU06</u>	SWDP 44/4	Shrub Hill Opportunity Zone ¹⁹⁰	Opportunity Zone - <u>Mixed Use and Commercial Development</u>	<u>900.750</u> (including student accommodation and extra care units)		19.72 <u>22.6</u>	WCMU06	<u>See the requirements in B below.</u> <u>Development should have regard to the Shrub Hill Quarter SPD and the setting of the adjacent scheduled monument (Civil War fieldwork at Tamar Close, Worcester).</u>
				SWDP 44/5	Blockhouse/Garden Street Opportunity Zone ¹⁹¹	Opportunity Zone	To include approximately 120 dwellings	-	3.9	WCMU07	
			<u>WCMU08</u>	SWDP 44/6	Cathedral Quarter and Sidbury:	Opportunity Zone - <u>Cultural Facilities</u>	Cultural Facilities		1.91	WCMU08	See the requirements in B below,

¹⁹⁰ 19/00693/REM — Approved, 19/00694/RM — Approved:-

¹⁹¹ Planning status of sites correct up to 31 March 2021:-

				Cultural Facilities ^{192, 193}						
			WCMU09	SWDP 44/7	Riverside ¹⁹⁴	Opportunity Area Riverside Enhancement	Riverside Enhancement		n/a	WCMU09
			WCMU10	SWDP 44/8	St Clements Gate	Opportunity Area - Learning / Creative Quarter	Learning / Creative Quarter		n/a	WCMU10
						TOTAL DWELLINGS	1,020-1,000			
B. Redevelopment proposals for the Opportunity Zones (WCMU06 SWDP 44/4, SWDP 44/5 and SWDP 44/6 and WCMU08) <u>will be evaluated for their contribution and effect on the overall mix of uses in the area, and</u> will be supported providing they: i. Incorporate a range and variety of land uses to create a truly mixed-use development- ; ii. Make a contribution to achieving the SWDPR objective for new commercial/office space in Worcester- ; iii. Will not result in residential development being the predominant use across the Opportunity Zone as a whole- ; iv. Offer genuine, sustainable travel choices- ;										

¹⁹² ~~The area described in the Masterplan takes in a larger footprint than this allocation area.~~

¹⁹³ ~~Planning status of sites correct up to 31 March 2024~~

¹⁹⁴ ~~The Riverside (SWDP 44/7) and St Clements Gate (SWDP 44/8) 'Opportunity Areas' do not have specifically allocated development boundaries. The Reasoned Justification describes the indicative locations of these opportunity areas and details some of the potential opportunities within them. Further details are outlined in the Worcester city centre Masterplan (2019).~~

- v. Do not result in retail or leisure dominating the other land uses within the zone; ~~i~~
- vi. Enhance views over the historic city centre. ~~and for SWDP 44/4, enhance the setting of the adjacent scheduled monument¹⁹⁵; i~~
- vii. Secure the refurbishment and future of listed buildings and structures within the zone; and.
- viii. Encourage existing businesses to remain or alternatively provide suitable relocation opportunities.
- ix. ~~Proposals for single uses in an Opportunity Zone will be evaluated for their contribution and effect on the overall mix of uses in the area.~~

Employment Sites

Table 135: ~~New~~ Employment Land Allocations – Worcester City

<u>SWDPR Reference</u>	<u>SWDP Reg 18 Ref</u>	<u>Site</u>	<u>Available Employment Land (ha)</u>	<u>New Secondary School Land Use (ha/sq. m)</u>	<u>Site Area (ha)</u>	<u>SWDP / Planning Ref</u>	<u>SWDP Reg 19 Ref</u>	<u>Specific Policy Requirements</u>
WCEM01	SWDP NEW 10	Land at Blackpole Road ¹⁹⁶		8.17 2ha	8.17 12 ha	GFS0587 se	WCEM01	WCEM01 – Land at Blackpole Road, Worcester will include flood mitigation measures, green infrastructure and landscaping. Any development will require a high degree of mitigation through boundary planting to help integrate the built form into the locality, to reduce the visual impact, and to enhance the potential for visual and physical enclosure. An improved footpath is to be provided extending from the southern portion of the site facing the Worcester Canal to link to the footpath adjacent to Blackpole Road to increase accessibility around the periphery of the site.

¹⁹⁵ Civil War fieldwork at Tamar Close, Worcester – List Entry No. 1005263.

¹⁹⁶ ~~To include flood mitigation measures, green infrastructure and landscaping.~~

			WCEM02	No PO Ref	Land at the junction of Berkeley Way and Parsonage Way, Worcester ¹⁹⁷	1.84	2,915 sq. m	1.84	CFS1164	WCEM02	
			WCEMREAL01		Worcester Woods Business Park, Newtown Road	5.5	Mixed Use Site (12.7 hectares): New Secondary School (7.2 hectares) and Employment Land (5.5 hectares)	12.75.5			Site area to include flood mitigation measures, green infrastructure and landscaping. In the event of the secondary school not coming forward, flexibility will be applied to the site allocation in terms of considering proposals for employment uses.
							TOTAL	<u>22.71</u> <u>7.34</u>			

Table 16: SWDP Employment Reallocations reallocated for alternative uses is deleted in its entirety

Deallocated Sites ¹⁹⁸

Table 17: Sites deallocated from the SWDP (2016) is deleted in its entirety

Reasoned Justification for SWDPR 69

11.2 SWDPR ~~69~~⁶⁴ identifies sites to meet growth requirements inside the city boundary in Worcester city. Evidence demonstrates that the city can accommodate approximately 3,155 dwellings through a combination of newly proposed allocation sites (866), the reallocation of existing SWDP sites (including those with planning permission but not started) (1,206) and other sites with planning commitments (not including the SWDP allocations under construction)¹⁹⁹ (1,083). The allocation sites take account of evidence relating to the green belt, the network of green spaces, heritage and conservation considerations, existing employment sites and the need for sports, health, education and other community facilities, all essential components in creating a sustainable balanced city. The sites deallocated from the plan are those sites in the SWDP (2016) where either the realistic prospect of the site being delivered has been significantly reduced, or the site has been

¹⁹⁷ P15P0013, 19/00651/REM, 19/00826/REM. A 'material start' is deemed to have been made on site.

¹⁹⁸ Status of sites correct to 31 March 2021.

¹⁹⁹ Worcester City Housing Land Monitor 2020/21

		reallocated as part of a newly proposed allocation site. <u>Also located within Worcester City, Policy SWDPR 65 sets out the policy requirements for Land at Navigation Road, Diglis.</u> 11.3 12.96-7.34 (gross) of employment land has been identified through new and reallocated sites within Worcester city. <u>Additionally, 7.2ha (gross) has been identified for a secondary school as part of the Worcester Woods Business Park (WCEMREAL01) mixed use allocation.</u> A further 0.91 ha (gross) of employment land is also available through planning commitments²⁰⁰. Further outstanding allocations beyond the administrative boundary, <u>but within or adjacent to Worcester's development boundary,</u> at the Worcester West <u>South (SWDPR 68A)</u> and Worcester South <u>West (SWDPR 68B)</u> urban extensions and Worcester Six Business Park (Phase Two) <u>(SWDPR 68C)</u> would increase employment land availability by a further 41 ha (gross). Worcester City Centre and the Masterplan 11.6 The Masterplan identifies four character areas or 'quarters' that form the structuring elements of the Masterplan ('Riverside', 'City Heart', 'Canalside' and 'Shrub Hill'). It then identifies locations where development and intervention could occur to bring about regeneration and other improvements and includes ideas about design, land use, transport and access and the public realm. The SWDP provides a mechanism through which elements of the Masterplan can be realised, <u>with the 'Opportunity Areas' having been identified to better align the SWDP with the proposals set out in the Masterplan.</u> For planning purposes, the city centre is defined as per the SWDP Review Policies Map. The City Centre Masterplan however has considered a larger area of central Worcester and how this area functions to inform plan-making and planning decisions. 11.7 For the purposes of SWDPR 132, the 'Primary Shopping Area' for Worcester is as shown on the SWDP Review Policies Map for planning policy purposes. The 'Primary Shopping Area' is at the heart of the wider city centre (also shown on the SWDP Review Policies Map) and the additional area covered by the Masterplan. Retail-led Development Allocations Future High Street Fund 11.8 Worcester City Council was successful in securing £17.9 million as part of the government's 'Future High Streets Fund' in December 2020. The investment will incorporate a number of areas in the city centre, including The Cross up to Foregate Street railway station, Broad Street, Angel Place <u>and</u> The Trinity. and Queen Street. The fund will contribute to the implementation of some of the components of the retail-led development allocations set out below. Angel Place / Crown Gate Chapel & Friary Walk/ The Butts / Fire Station (SWDP 44/2 (WCMU03) 11.9 The redevelopment of this area would provide an opportunity for the addition of significant amounts of retail floor space and increase the range of goods available from retail outlets within the city centre. Furthermore, the site offers an opportunity to provide a mix of uses, making the best use of land by incorporating residential, office or leisure uses on floors above or below the retail frontage. 11.10 A public realm refurbishment scheme was implemented in 2014 and a new market format and operator has rejuvenated the street market in this location. <u>Chapel & Friary Walk</u> Crown Gate shopping centre has had significant improvements carried out to its facade during 2019. Further redevelopment <u>improvements to</u> of the area, <u>including the redevelopment of the Scala arts centre,</u> would enhance the role of Angel Place as a <u>cultural, performance and</u> market and public <u>space</u> square, improve pedestrian linkages throughout the city centre and enhance connectivity of the area with the rest of the city centre, the riverside, The Foregate and the University. Trinity House / Cornmarket / Lowesmoor (SWDP 44/3a) (WCMU04)
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		11.13 Redevelopment of the area should secure the future of, and improve the setting of, heritage assets such as the City Wall and St Martin's Gate. The removal of unsightly structures and buildings would have a positive impact on the character and setting of the Historic City Conservation Area and improve the setting of listed buildings. Trinity House perimeter block is a retail-led provides a redevelopment opportunity to create residential uses on the upper floors, whilst provide ing retail/commercial uses. on the ground floor 11.14 St. Martin's Quarter Lowesmoor Trading Estate is the site of the former vinegar works with a number of 18th and 19th century buildings, but which has lost a great deal of its urban form. The area, also the site of the medieval market, has the potential for expanded retail opportunity and other uses and increased public space to coincide with expansion of the Cathedral Square shopping precinct and St Martin's Quarter developments. Opportunity Zones Shrub Hill (SWDP 44/4) (WCMU06) 11.16 This area encompasses Shrub Hill Station, Cromwell Street, Pheasant Street, Tolladine Road and Shrub Hill Road west of the railway, Tolladine Road, Sherriff Street and Newtown Road east of the railway. The proximity to Shrub Hill Station and the city centre, which are both within walking and cycling distance, make this a highly sustainable location for a wide range of land uses. 11.17 Development will have regard to the Shrub Hill Quarter SPD. Significant amounts of new or refurbished commercial office space and housing could be developed; city centre developments that are too large for sequentially preferable sites could be accommodated here, thus exploiting the opportunity provided by the canalside location and its proximity to the railway station. A mixed-use development focused around a new canal basin would could create a new neighbourhood in the city. <u>Any proposed canal basin would need the agreement of the Canal and River Trust to connect to the existing canal but is not critical to allow the wider development of the area.</u> 11.18 It is estimated that, a significant element of housing development will be included that could deliver approximately 900 750 dwellings²⁰⁴. Development that would be less car-dominated (including clustered student flats and extra-care accommodation) is appropriate, provided that housing does not become the dominant land use. The redevelopment of Isaac Maddox House (as promoted as part of the Towns Fund bid) provides the opportunity for an Enterprise Centre for business start-up and growth, as well as new homes. Smaller-scale neighbourhood leisure and retail outlets, such as convenience stores serving the local community, would be appropriate subject to impact and design considerations. 11.22 Redevelopment should improve access to Shrub Hill station by all modes and provide a high-quality public transport interchange, while reconnecting the two sides of the railway corridor. Pedestrian connectivity between Shrub Hill Station, the canal, Lowesmoor and St Martin's Quarter can be greatly improved <u>(with a new pedestrian/cycle link in the process of being delivered in 2025)</u> to contribute towards the creation of an identifiable and cohesive regeneration zone. Improvements to the public realm in front of Shrub Hill station will create an attractive first impression of the city to visitors arriving by train. Blockhouse / Carden Street (SWDP 44/5) 11.23 This area has potential to be linked back into the city centre and provides an opportunity to create a network of intimate shared surface streets, which can provide access to a mix of good quality city centre housing (approximately 120 dwellings), smaller business premises and live / work opportunities, as well as commercial office space for creative industries and improvements to the public realm. 11.24 Development on the site could improve pedestrian access between the city centre and Fort Royal and help transform City Walls Road into an attractive gateway to the city.
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²⁰⁴ ~~The Towns Fund award will likely provide opportunities for the housing capacity in the opportunity zone to be increased.~~

~~11.25 The removal of unattractive buildings and structures would enhance the skyline and have a positive impact on the Canal Conservation Area and other heritage assets. Cathedral~~

Cathedral Quarter and Sidbury (SWDP 44/6) (WCMU08)

~~11.24~~ There is potential for the development of a cultural quarter on the former Royal Worcester Porcelain site, **whilst maintaining the area's heritage assets, including** the redevelopment of King Street car park and the provision of live / work opportunities.

~~11.28~~ Further detail on appropriate uses for opportunity zones and other specific sites will be provided through ~~masterplans~~, concept **plans** ~~statements~~ and site appraisals.

Other Opportunity Areas

Riverside (SWDP 44/7) (WCMU09)

~~11.31~~ The riverside plays an important role for pedestrians in linking the north and south of the city, especially between Diglis Basin and the Racecourse. The area is also important as a link between the west of the city (St John's) and the wider area. Improved east-west links will need to be created to increase connectivity throughout the city and to better link places such as the University, the Hive, the Cathedral, South Quay and the city centre. ~~The 2019 Masterplan highlights the potential for a~~ **A new walking/cycling bridge between Kepax and Gheluvelt Park was completed in 2024** to help facilitate east-west links and overall greater connectivity across the river.

St Clements Gate (SWDP 44/8) (WCMU10)

~~11.33~~ As identified in the Worcester city centre Masterplan (2019), St Clements Gate provides the key interface between the city and the university. Recent regeneration projects in the area include the development of the Hive and local history centre, providing a key shared community resource linking the city and the university. It has also seen the expansion of university campuses onto the site of the historic royal infirmary and housing development at The Butts. This area could become recognised as a 'learning/creative quarter' with associated pedestrian and cycle links addressing major urban features such as the railway viaduct - site of the ~~proposed~~ low line walkway and the Arches regeneration project (a cultural and creative hub for the city ~~being~~ delivered by funding secured through the Government's Cultural Development Fund) that ~~would~~ connects Foregate Street with the riverside. **These improvements will** ~~area could~~ **contribute towards** providing a high-quality northern edge to the city centre.

Biodiversity

~~11.34~~ As outlined in the Plan HRA, potentially functionally linked land associated with the Severn Estuary SPA and Severn Estuary Ramsar, known as the River Severn (Northwich to Diglis), covers a large area of riverside habitat, within the floodplain, along approx. 4,400m of the River Severn in the centre of Worcester. There are a number of allocations located immediately adjacent to the River Severn (Northwich to Diglis) site, which includes **WCMU05 SWDP 43/29a** and **WCMU01 SWDP NEW 9**. There are also a large number of other allocations within Worcester City, for mixed-use and residential uses. All of these are accessible to the River Severn Northwich to Diglis Lock site and include some larger sites including **WCMU06 SWDP 44/4**, **SWDP 44/5** and **WCMU08 SWDP 44/6**. Given the proximity of these allocations set out in Policy SWDPR 694, the Plan HRA has identified potential adverse urbanisation effects and mitigation to address these. Mitigation should be addressed through site design when further details on the layout are known (as set out in the Plan HRA) and, where required, project level HRA undertaken to ensure compliance with Policy SWDPR ~~292~~7.

SWDPR ~~70~~⁶²: Malvern Hills Allocations

Mod Ref	Policy	Page	Modification																																																							
MM71	SWDP R 70	277-289	A. Within Malvern Hills District, <u>housing allocations are shown in Tables 14, 15, 16, 17, 18, and 19, and employment allocations are shown in Table 20. All the allocations are shown on the Policies Map.</u> the following new sites, as shown on the Policies Map, are proposed for uses identified in Tables 18, 19, 20, 21, 22, 26 and 27. Unimplemented sites in the adopted SWDP that are proposed for reallocation are shown in Tables 23, 24, 25 and 27. Once the revised SWDP has been adopted, a <u>Allocations</u> should be developed in accordance with the criteria <u>specific policy requirements</u> identified in respect of each site and all general policy requirements, including any necessary developer contributions.																																																							
			Housing Sites																																																							
			Towns																																																							
			Table 148 : New Proposed Housing Allocations – Malvern																																																							
			<u>SWDPR Reference</u>	<u>SWDP Reg 18 Ref</u>	Site	<u>Indicative Housing Figure Number of Dwellings</u>	Site Area (ha)	<u>CFS / Planning Ref.</u>	<u>SWDP Reg 19 Ref</u>	<u>Specific Policy Requirements</u>		SWDP New 89	Land south of Madresfield Road	180	9.95	CFS0407sc	MHPH 01			TBC	Land at Cales Farm	200	12.44	CFS0481	MHPH 02		<u>MHPH03</u>	SWDP NEW 91	Land at 186 Madresfield Road	18	0.75	CFS0518	MHPH 03			SWDP NEW 92	Land on the south side of Guarlford Road [1]	180	9.84	CFS0906sc	MHPH 04		<u>MHPH05</u>	TBC	Land at Mayfield Road	16	0.77	CFS1144	MHPH 05 MHPH 05				Total	<u>594 34</u>				
			<u>SWDPR Reference</u>	<u>SWDP Reg 18 Ref</u>	Site	<u>Indicative Housing Figure Number of Dwellings</u>	Site Area (ha)	<u>CFS / Planning Ref.</u>	<u>SWDP Reg 19 Ref</u>	<u>Specific Policy Requirements</u>																																																
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<u>SWDPR Reference</u>	<u>SWDP Reg 18 Ref</u>	<u>Site</u>	<u>Indicative Housing Figure Number of Dwellings</u>	<u>Site Area (ha)</u>	<u>CFS / Planning Ref.</u>	<u>SWDP Reg 19 Ref</u>	<u>Specific Policy Requirements</u>
<u>MHPH06</u>	TBC	Land West of Terrils Lane	10	0.81	CFS0362asc	MHPH06	
<u>MHHA04</u> <u>Reallocation of SWDP 57/2</u>		<u>Land at the Haven, Oldwood Road</u>	<u>40</u>	<u>1.96</u>			
<u>MHHA06</u> <u>Reallocation of SWDP 57c</u>		<u>Land south of the Oaklands</u>	<u>35</u>	<u>1.92</u>			
		Total	<u>40 85</u>				

Category 1 Settlements

Table 16 20: ~~New Proposed~~ Housing Allocations - Category 1 Settlements

<u>SWDPR Reference</u>	<u>SWDP Reg 18 Ref</u>	<u>Settlement</u>	<u>Site</u>	<u>Indicative Housing Figure Number of Dwellings</u>	<u>Site Area (ha)</u>	<u>CFS / Planning Ref.</u>	<u>SWDP Reg 19 Ref</u>	<u>Specific Policy Requirements</u>
<u>MHHA12</u> <u>Reallocation of SWDP 60/3</u>		<u>Callow End</u>	<u>Land at Wheatfield Court</u>	<u>15</u>	<u>0.95</u>			
<u>MHPH07</u>	TBC	Clifton upon Teme	Hope Lane	55	3.08	CFS0042 SWDP 59/3	MHPH07	

<u>MHPH08</u>	SWDP NEW 95	Great Witley	Land south of Stourport Road	44	2.6	CFS0911 sc	MHPH08	
<u>MHPH09</u>	SWDP NEW 97	Lower Broadheath	Glen Rise, 32 Hallow Lane	12	0.52	CFS0045	MHPH09	
<u>MHHA11</u>		<u>Lower Broadheath</u>	<u>Land adjacent to Henwick Mill House, Martley Road</u>	<u>42</u>	<u>1.54</u>			
<u>MHPH10</u>	SWDP NEW 98	Martley	Land south of playing field	74 <u>83</u>	3.93	CFS0120	MHPH10	
<u>MHPH11</u>	SWDP NEW 99	Welland	Lawn Farm (Phase 3), Drake Street	17	1.42	CFS0336 sc	MHPH11	<u>Proposals must ensure that there are no adverse impacts on Mutlow's Orchard Site of Special Scientific Interest (SSSI).</u>
<u>MHPH12</u>	TBC	Suckley	Land to north of Stocks Farm	18	1.01	CFS1203	MHPH12	
			TOTAL	<u>247</u> <u>286</u>				

Category 2 Settlements

Table 17 24: ~~New Proposed~~ Housing Allocations - Category 2 Settlements

			<u>SWDPR Reference</u>	<u>SWDP Reg 18 Ref</u>	<u>Settlement</u>	<u>Site</u>	<u>Indicative Housing Figure-Number of Dwellings</u>	<u>Site Area (ha)</u>	<u>CFS/ Planning Ref.</u>	<u>SWDP Reg 19 Ref</u>	<u>Specific Policy Requirements</u>
			<u>MHHA08</u>		<u>Abberley Common</u>	<u>Land at the Orchard</u>	<u>9</u>	<u>0.85</u>			
			<u>MHPH13</u>	TBC	Bayton	Land at centre of Bayton	10	0.23	CFS1206se SWDP60/4	MHPH13	
			<u>MHHA13</u> <u>Reallocation of SWDP 60/4</u>		<u>Clows Top</u>	<u>Land adjacent to Highbrae</u>	<u>17</u>	<u>0.86</u>			
			<u>MHPH14</u>	SWDP NEW104	Powick (including Colletts Green)	Land south of Old Malvern Road	25	1.5	CFS0514	MHPH14	
			<u>MHPH15</u>	SWDP NEW 103 ²⁰²	Tunnel Hill (partly to meet the needs of Upton upon Severn)	Land at Milestone ²⁰³	50	2.96	CFS0467	MHPH15	<u>In accordance with Policy SWDPR 29, proposals will be required to ensure no adverse impact upon the site integrity of any European site, or associated functionally</u>

²⁰² In compliance with Policy SWDPR 27, proposals will be required to ensure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in combination with other plans or projects.

²⁰³ Requires the provision of Green Infrastructure to the south-east to limit impact on historic environment assets

								<u>linked land or watercourse s, either alone or in-combination with other plans or projects.</u>
<u>MHPH16</u>	TBC	Holt Heath	Broomfields Farm Shop, School Plantation	22	0.92	CFS1139	MHPH16	
			TOTAL	407 <u>133</u>				
Category 3 Settlements								
Table 18 22: New Proposed Housing Allocations - Category 3 Settlements								
<u>SWDPR Reference</u>	<u>SWDP Reg 18 Ref</u>	Settlement	Site	<u>Indicative Housing Figure Number of Dwrellings</u>	Site Area (ha)	<u>CFS/ Planning Ref.</u>	<u>SWDP Reg 19 Ref</u>	<u>Specific Policy Requirements</u>
<u>MHPH17</u>	SWDP NEW 104	Leigh Sinton	Land off A4103 ²²⁰	52	8.64	CFS0009	MHPH17	<u>Proposals should include a community sports facility.</u>
			TOTAL	52				
Category 4 Settlements								
<u>Table 19 23: Housing Allocations – Category 4 Settlements</u>								
<u>SWDPR Reference</u>	Settlement		Site	<u>Indicative Housing Figure Number of Dwellings</u>	Site Area (ha)		<u>Specific Policy Requirements</u>	

				<u>MHHA07</u>	<u>Holly Green (partly to meet the needs of Upton upon Severn)</u>	<u>Land off A4104, northeast of Upton Marina</u>	<u>70</u>	<u>2.78</u>	<u>A project level HRA is required to consider the effects of new development upon areas of potentially Functionally Linked Land (FLL).</u>																											
						<u>Total</u>	<u>70</u>																													
Table 23: Housing SWDP adopted sites (saved) deleted in its entirety Table 24: Mixed Use SWDP adopted sites (saved) deleted in its entirety Table 25: Other SWDP sites (saved) deleted in its entirety Employment Sites Table 206: New Proposed Employment Allocations <table><tr><th><u>SWDPR Reference</u></th><th><u>SWDP Reg 18 Ref</u></th><th><u>Settlement</u></th><th><u>Site</u></th><th><u>Available Employment Land (ha)</u></th><th><u>Site Area (ha)</u></th><th><u>SWDP / Planning Ref.</u></th><th><u>SWDP Reg 19 Ref</u></th><th><u>Policy Requirements</u></th></tr><tr><td></td><td>SWDP NEW 105</td><td>Malvern</td><td>Park Farm, Blackmore Road</td><td></td><td>14.05²⁰⁴</td><td>CFS0117</td><td>MHPE01</td><td></td></tr><tr><td><u>MHPE02</u></td><td>SWDP NEW 107</td><td>Malvern (Hanley Swan)</td><td>Land off B4208 between Hill View Area and Willow end Business Park</td><td><u>4.91</u></td><td>4.91</td><td>d</td><td>MHPE02</td><td>Proposals must include appropriate mitigation for any harm arising to the setting of the NL.</td></tr></table>										<u>SWDPR Reference</u>	<u>SWDP Reg 18 Ref</u>	<u>Settlement</u>	<u>Site</u>	<u>Available Employment Land (ha)</u>	<u>Site Area (ha)</u>	<u>SWDP / Planning Ref.</u>	<u>SWDP Reg 19 Ref</u>	<u>Policy Requirements</u>		SWDP NEW 105	Malvern	Park Farm, Blackmore Road		14.05 ²⁰⁴	CFS0117	MHPE01		<u>MHPE02</u>	SWDP NEW 107	Malvern (Hanley Swan)	Land off B4208 between Hill View Area and Willow end Business Park	<u>4.91</u>	4.91	d	MHPE02	Proposals must include appropriate mitigation for any harm arising to the setting of the NL.
<u>SWDPR Reference</u>	<u>SWDP Reg 18 Ref</u>	<u>Settlement</u>	<u>Site</u>	<u>Available Employment Land (ha)</u>	<u>Site Area (ha)</u>	<u>SWDP / Planning Ref.</u>	<u>SWDP Reg 19 Ref</u>	<u>Policy Requirements</u>																												
	SWDP NEW 105	Malvern	Park Farm, Blackmore Road		14.05 ²⁰⁴	CFS0117	MHPE01																													
<u>MHPE02</u>	SWDP NEW 107	Malvern (Hanley Swan)	Land off B4208 between Hill View Area and Willow end Business Park	<u>4.91</u>	4.91	d	MHPE02	Proposals must include appropriate mitigation for any harm arising to the setting of the NL.																												

²⁰⁴ Gross area including 7.7ha of Green Infrastructure

			<u>MHPE03</u>	SWDP NEW 108	Malvern (Hanley Swan)	Land off B4208 between disused railway track and Willow end Business Park	<u>2.1</u>	2.1	CFS0084	MHPE03	
				SWDP NEW 109	Malvern	Land at Mayfield Road		9.71 ²⁰⁵	CFS1097a	MHPE04	
				TBC	Malvern	Land Adjoining Blackmore Park		5.52	CFS0141b	MHPE05	
			<u>MHEA02</u>		<u>Malvern</u>	<u>Blackmore Park</u>	<u>5.06</u>	<u>5.06</u>			
			<u>MHPE06</u>	TBC	Kempsey	Land to the west of Worcester Road, Open Barn Farm	<u>2</u>	2	CFS1019as e	MHPE06	
			<u>MHPE07</u>	SWDP NEW 112	Earls Croome	Land at Bluebell Farm	<u>5.60</u>	6.64	CFS0487	MHPE07	
			<u>MHPE08</u>	SWDP NEW 113	Ryall	Land to the north of Digaway	<u>1.88</u>	1.88	CFS0696	MHPE08	
			<u>MHPE09</u>	TBC	Rushwick <u>Crown East</u>	Plot 1 Severn House, Crown East	<u>0.47</u>	0.47	CFS1212a	MHPE09	

<u>MHPE10</u>	TBC	<u>Rushwick Crown East</u>	Plot 2 Severn House, Crown Estate	<u>2.98</u>	2.98	CFS1212b	MHPE10	
			TOTAL		50.26 <u>26.04</u> ha			

Table 27: Employment SWDP adopted sites (saved) deleted in its entirety

Table 28: Sites proposed for deallocation from the SWDP deleted in its entirety

~~12.1 Policy SWDPR 2 sets out the development strategy and settlement hierarchy for south Worcestershire for the period 2021 – 2041. SWDPR 2 focuses as much of the additional growth as possible within easy reach of existing or proposed new rail stations in order to facilitate rail travel and reduce dependence on the private car.~~

~~12.2 The towns of Malvern, Tenbury Wells and Upton upon Severn provide a range of local services, including employment opportunities. Malvern also has access to rail services. The Plan therefore plans positively for further growth in the towns over the plan period.~~

~~12.3 The level of growth proposed for each town reflects the size of the town, the availability of suitable, deliverable or developable land (based on the Strategic Housing and Employment Land Availability Assessment) and the ability of each town to accommodate further development.~~

12.1 Policy SWDPR 70 allocates sites for residential, employment and mixed uses in Malvern Hills District. In addition, the following sites have their own policies:

Residential:

- **Policy SWDPR 58 - Cales Farm, Malvern**
- **Policy SWDPR 60 - Land South of Madresfield Road, Malvern**
- **Policy SWDPR 61 - Land on the south side of Guarlford Road, Malvern**

Mixed use:

- **Policy SWDPR 59 – North East Malvern (Newland)** along with the reallocation of mixed-use site for 800 dwellings and 10 hectares of **residential and** employment land.
- **Policy SWDPR 66 – Three Counties Showground for countryside related-uses and show events**

Employment:

- **Policy SWDPR 62 – Land at Mayfield Road, Malvern.** – and an additional 50.26 hectares is proposed along with the reallocation of 38.54 hectares of 'other countryside uses' at the Three Counties Showground.

Malvern

		12.4 12.2 Malvern is the principal urban area within Malvern Hills District with a population of around 34,200 (2011 Census). It and is formed from the settlements of Great Malvern, Malvern Link, Barnards Green, West Malvern and Malvern Wells. 12.5 12.3 Malvern is served by two railway stations at Great Malvern and Malvern Link, connecting the town to Worcester and Hereford on a frequent service. The A449 links directly to Worcester, some 8 miles away, with regular bus services. Road links to the M5 and M50 on the eastern side of the district provide access to Junctions 7 (Worcester) and 8 (Strensham, via the M50 Junction 1). 12.6 12.4 Malvern is a centre of employment for a large part of the district and Great Malvern is the main town centre for retail purposes in the district. 12.7 12.5 The key characteristic of Malvern, however, is its setting on the slopes of the Malvern Hills which are designated as an Area of Outstanding Natural Beauty a National Landscape. 12.8 The Plan reallocates 459 dwellings and proposes an additional 594 dwellings in Malvern, along with the reallocation of mixed use site for 800 dwellings and 10 hectares of employment land. In addition, 15.66 hectares of employment land is reallocated i, and an additional 50.26 hectares is proposed along with the reallocation of 38.54 hectares of 'other countryside uses' at the Three Counties Showground. Upton-upon-Severn 12.9 Upton-upon-Severn is a small town of some 2,700 people (2011 Census), mainly situated on the southern bank of the River Severn. A road bridge links the main part of the town to the villages of Holly Green and Ryall to the east. The village of Tunnel Hill lies to the west of the town. 12.10 Upton-upon-Severn has no rail connections — the nearest stations are at Great Malvern and Ashchurch (near Tewkesbury) — 7 and 11 miles away respectively 12.11 Development at Upton-upon-Severn is severely constrained due to flood risk and access issues. The settlements of Holly Green and Tunnel Hill will therefore be the focus for housing and commercial development to serve the needs of these settlements and Upton-upon-Severn. 12.12 The Plan reallocates 70 dwellings in Upton-upon-Severn and proposes an additional 50 dwellings at Tunnel Hill. 1.88 hectares of employment land is proposed at Ryall. Tenbury Wells 12.13 12.6 Tenbury Wells is a small town of around 2,200 people (2011 Census) in the north-west of Malvern Hills District, situated on the River Teme, which defines the district and county boundary with Shropshire. It has a strong physical and functional relationship with Burford, which is situated on the north side of the Teme in Shropshire. The two settlements are linked by the Teme River Bridge. Tenbury Wells is surrounded by a mainly rural hinterland, with open countryside and small settlements and farmsteads. 12.14 Tenbury Wells has no rail connections — the nearest stations are Ludlow in Shropshire (7.5 miles) and Leominster in Herefordshire (8 miles). The nearest rail stations in Worcestershire are at Worcester (21 miles) and Malvern (23 miles). 12.15 12.7 Development opportunities at Tenbury Wells are limited due to flood risk, landscape and access issues. The Plan reallocates 147 dwellings at Tenbury Wells and proposes an additional 10 dwellings. Larger Villages <u>Category 1, 2, and 3 Settlements</u>
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		12.16 12.8 Category 1, 2 and 3 villages (as defined in the Village Facilities and Rural Transport Study Update, 2019-2024) provide a limited range of local services and retain a bus service. None of the Category 1, 2 or 3 villages in Malvern Hills currently <u>have</u> a rail station. 12.17 In order to deliver the social objectives of sustainable development and ensure that these villages continue to support the services and facilities that sustain them the Plan directs some growth to Category 1, 2 and 3 villages. 12.18 12.9 The proposed allocations of 376 dwellings reflect the extent of local service provision (based on the Village Facilities and Rural Transport Study Update), the size of the settlement and the availability of suitable, deliverable or developable land (based on the Strategic Housing and Economic Land Availability Assessment). 12.19 12.10 Some parishes may wish to prepare Nneighbourhood Pplans to achieve the protection afforded by allocating housing and to identify specific types of housing to meet their village's needs. Proposals in a Nneighbourhood Pplan must be in general conformity with the strategic policies in this Plan, and policies in the NPPF Framework. Smaller <u>Category 4</u> Settlements 12.9 12.11 Upton-upon-Severn is a small town of some 2,700 people (2011 2021 Census), mainly situated on the southern bank of the River Severn. A road bridge links the main part of the town to the villages of Holly Green and Ryall to the east. The village of Tunnel Hill lies to the west of the town. 12.10 Upton upon Severn has no rail connections — the nearest stations are at Great Malvern and Ashchurch (near Tewkesbury) — 7 and 11 miles away respectively. 12.11 12.12 Development at Upton-upon-Severn is severely constrained due to flood risk and access issues. The settlements of Holly Green and Tunnel Hill will therefore be the focus for housing and Ryall for commercial development to serve the needs of these settlements and Upton-upon-Severn. 12.12 12.13 The Plan reallocates 70 dwellings in Upton-upon-Severn Holly Green and proposes an additional 50 dwellings at Tunnel Hill. 4.88 hectares of eEmployment land is proposed at Ryall. 12.20 Smaller settlements, defined as Category 4 or open countryside in the Village Facilities and Rural Transport Study, have minimal local service provision, no peak hour bus service and are generally unsustainable locations for facilitating growth. The Plan therefore does not allocate sites in these settlements. 12.21 Nevertheless, some parishes may wish to prepare a Neighbourhood Plan to achieve the protection afforded by allocating housing, to fund projects they want to deliver, or to identify a specific type of housing bespoke to their community's needs. The Plan supports this provided that the levels of growth are commensurate to the size of the village. Biodiversity 12.22 12.14 As outlined in the Plan HRA, potentially functionally linked land associated with the Severn Estuary SPA and Severn Estuary Ramsar, known as Upton Ham is located between the town of Upton-on-Severn and the River Severn. MHPH15 (Land at Milestone, Tunnel Hill) and SWDP REALLOCATE 55 MHHA07 (Land off A4104, northeast of Upton Marina) are located 1.5km and 400m respectively from Upton Ham. Given the proximity of these allocations, the Plan HRA has identified potential adverse urbanising effects and also appropriate mitigation to address these. Mitigation should be addressed through site design when further details on the layout are known (as set out in the Plan HRA) and, where required, project level HRA undertaken to ensure compliance with Policy SWDPR 2730.
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SWDPR ~~7163~~ 7163: Wychavon Allocations

Mod Ref	Policy	Page	Modification																																													
MM7 2	SWDP R 71	290 - 306	A. Within Wychavon District, housing allocations are shown in Tables 21, 22, 23, 24, 25 and 26 and employment allocations are shown in Table 27. All the allocations are shown on the Policies Map. the following new sites, as shown on the Policies Map, are proposed for uses identified in Tables 29, 30, 31, 32, 33, 34, 35, 36 and 37. Unimplemented sites in the adopted SWDP that are proposed for reallocation are shown in Tables 35 and 37. Once the revised SWDP has been adopted, a Allocations should be developed in accordance with the specific policy requirements criteria identified in respect of each site and all general policy requirements, including any necessary developer contributions. Sites proposed for deallocation from the adopted SWDP are shown in Table 22. Housing / Mixed Use Sites Towns Table 219219: New Proposed Housing / Mixed Use Allocations - Droitwich Spa <table><tr><th><u>SWDPR Reference</u></th><th><u>SWDP Reg 18 Ref</u></th><th>Site</th><th>Land Use</th><th>Indicativ e Housing Figure Number of Dwelli ngs</th><th>Site Area (ha)</th><th>CFS/ Planning Ref.</th><th>SWDP Reg 19 Ref</th><th><u>Specific Policy Requirements</u></th></tr><tr><td><u>WYPHM01</u></td><td>SWDP NEW 11</td><td>Hill Top Farm, Newland Lane</td><td>Residential</td><td>45</td><td>0.37</td><td>CFS0107</td><td>WYPHM01</td><td></td></tr><tr><td><u>WYPHM02</u></td><td>SWDP NEW 12</td><td>Land off Tagwell Road</td><td>Residential</td><td>112-<u>100</u></td><td>4.65</td><td>CFS0370</td><td>WYPHM02</td><td></td></tr><tr><td></td><td>SWDP NEW 13</td><td>Land at Mayflower Road</td><td>Residential</td><td>5</td><td>0.39</td><td>CFS0733</td><td>WYPHM03</td><td></td></tr><tr><td></td><td>SWDP NEW 14</td><td>Land north / south of Union Lane²⁰⁶</td><td>Residential</td><td>400</td><td>2.74</td><td>CFS0855a CFS0855b</td><td>WYPHM04</td><td></td></tr></table>	<u>SWDPR Reference</u>	<u>SWDP Reg 18 Ref</u>	Site	Land Use	Indicativ e Housing Figure Number of Dwelli ngs	Site Area (ha)	CFS/ Planning Ref.	SWDP Reg 19 Ref	<u>Specific Policy Requirements</u>	<u>WYPHM01</u>	SWDP NEW 11	Hill Top Farm, Newland Lane	Residential	45	0.37	CFS0107	WYPHM01		<u>WYPHM02</u>	SWDP NEW 12	Land off Tagwell Road	Residential	112- <u>100</u>	4.65	CFS0370	WYPHM02			SWDP NEW 13	Land at Mayflower Road	Residential	5	0.39	CFS0733	WYPHM03			SWDP NEW 14	Land north / south of Union Lane ²⁰⁶	Residential	400	2.74	CFS0855a CFS0855b	WYPHM04	
<u>SWDPR Reference</u>	<u>SWDP Reg 18 Ref</u>	Site	Land Use	Indicativ e Housing Figure Number of Dwelli ngs	Site Area (ha)	CFS/ Planning Ref.	SWDP Reg 19 Ref	<u>Specific Policy Requirements</u>																																								
<u>WYPHM01</u>	SWDP NEW 11	Hill Top Farm, Newland Lane	Residential	45	0.37	CFS0107	WYPHM01																																									
<u>WYPHM02</u>	SWDP NEW 12	Land off Tagwell Road	Residential	112- <u>100</u>	4.65	CFS0370	WYPHM02																																									
	SWDP NEW 13	Land at Mayflower Road	Residential	5	0.39	CFS0733	WYPHM03																																									
	SWDP NEW 14	Land north / south of Union Lane ²⁰⁶	Residential	400	2.74	CFS0855a CFS0855b	WYPHM04																																									

²⁰⁶ (footnote 225) 250 car parking spaces for the railway station needs to be provided as part of the scheme

				TBC	Hanbury Road	Residential	300	22.15	CFS0483asc	WYPHM05	
			<u>WYPHM06</u>	TBC	Land at Keepers Cottage, Newland Road	Residential	34	2.001	CFS0069	WYPHM06	
			<u>WYPHM07</u>	TBC	Canal Basin (WYPHM07))	Mixed	60 ²⁰⁷	0.95	SWDP48/6	WYPHM07	<u>Site specific SFRA required as part of the planning application.</u>
						TOTAL	946198				

Table **22** 30: New Proposed Housing / Mixed Use Allocations – Evesham

<u>SWDPR Reference</u>	<u>SWDP Reg 18 Ref</u>	<u>Site</u>	<u>Land Use</u>	<u>Indicative Housing Figure Number of Dwellings</u>	<u>Available Employment Land (ha)</u>	<u>Site Area (ha)</u>	<u>CFS / Planning Ref.</u>	<u>SWDP Reg 19 Ref</u>	<u>Specific Policy Requirements</u>
<u>WYPHM08</u>	SWDP NEW 15	Land to the west of Lingfield Road ²⁰⁸	Residential	64 60		8.07 ²⁰⁹	CFS0367	WYPHM08	<u>Site specific SFRA required as part of the planning application.</u>
	SWDP NEW 16	Land at Common Road	Residential	7		0.3	CFS0308	WYPHM09	
	SWDP NEW 17	Land south of Pershor	Residential	28		1.18	CFS1056sc	WYPHM10	

²⁰⁷ (Footnote 226) To include retail and leisure (this site was a Mixed Use allocation in the Adopted Plan 2016 for 80 units SWDP48/6)

²⁰⁸ (Footnote 227) No built development will be permitted within the boundary of the Significant Gap as shown on the Policies Map – this will serve as GI for the development and will be further safeguarded.

²⁰⁹ (Footnote 228) Of which only approximately 2.33ha will be available for development.

					e Road, Hampton (Gisborne Gardens)							
			<u>WYPHM1</u> 1	SWDP NEW 18	Land off Swan Lane / High Street	Mixed	41 <u>56</u>	<u>0</u>	0.58	CFS0709	WYPHM14	
			<u>WYPHM1</u> 2	SWDP NEW 19	Riverside Shopping Centre ²⁴⁰	Mixed	70	<u>0</u>	1.45	CFS0994	WYPHM12	<u>Proposals should conserve or enhance heritage assets and support a greater understanding and appreciation of their historic, cultural and architectural significance.</u>
				TBC	Land at Cheltenham Road (Chemtura)	Residential	48		2.66	CFS1205sc	WYPHM13	
			<u>WYHMA0</u> 8 <u>Reallocation of</u>		<u>Former employment site, top of</u>	<u>Residential</u> !	<u>83</u>		<u>2.79</u>			<u>Site specific SFRA required as part of the planning application</u>

²⁴⁰ (Footnote 229) The redevelopment of this site presents an opportunity to better address the neighbouring designated heritage assets and their settings through positive engagement with the landowners and local community interests, the undertaking of local characterisation studies and a scheme design which is informed by and responds to the heritage significance of these assets and recognises the opportunities for positive place making. Such a scheme will seek to positively enhance the heritage assets and their settings and support a greater understanding and appreciation of their historic, cultural and architectural significance.

			<u>SWDP</u> <u>50/2</u>		<u>Kings</u> <u>Road</u>							
			<u>WYHMA0</u> <u>9</u> <u>Reallocati</u> <u>on of</u> <u>SWDP</u> <u>50/4</u>		<u>Land</u> <u>off</u> <u>Davies</u> <u>Road</u>	<u>Residentia</u> <u>!</u>	<u>36</u>		<u>1.21</u>			
			<u>WYHMA1</u> <u>1</u> <u>Reallocati</u> <u>on of</u> <u>SWDP</u> <u>50/6</u>		<u>Land</u> <u>behind</u> <u>Lichfiel</u> <u>d</u> <u>Avenue</u>	<u>Residentia</u> <u>!</u>	<u>22</u>		<u>1.02</u>			
			<u>WYHMA1</u> <u>2</u> <u>Reallocati</u> <u>on of</u> <u>SWDP</u> <u>50/7</u>		<u>Land</u> <u>off</u> <u>Abbey</u> <u>Road</u>	<u>Residentia</u> <u>!</u>	<u>200</u>		<u>19.83</u>			<u>Site specific</u> <u>SFRA required</u> <u>as part of the</u> <u>planning</u> <u>application</u>
			<u>WYHMA1</u> <u>8</u> <u>Reallocati</u> <u>on of</u> <u>SWDP</u> <u>51/1</u> <u>Phase 2</u>		<u>Chelten</u> <u>ham</u> <u>Road,</u> <u>Evesha</u> <u>m</u>	<u>Residentia</u> <u>!</u>	<u>663</u>		<u>22.5ha</u>			
						TOTAL	<u>2551,190</u>					

Table 234: ~~New Proposed~~ Housing / Mixed Use Allocations – Pershore

			<u>SWDPR Reference</u>	<u>SWDP Reg 18 Ref</u>	<u>Site</u>	<u>Land Use</u>	<u>Indicative Housing Figure Number of Dwellings</u>	<u>Site Area (ha)</u>	<u>CFS / Planning Ref.</u>	<u>SWDP Reg 19 Ref</u>	<u>Specific Policy Requirements</u>
			<u>WYPH01</u>	SWDP NEW 20 ²⁴⁴	Land <u>south of</u> off-Wyre Road	<u>Residential</u> !	72	0.37	CFS0691sc	WYPH01	<u>Site specific SFRA required as part of the planning application</u>
			<u>WYPH02</u>	SWDP NEW 21	Land <u>north of</u> off-Wyre Road	<u>Residential</u> !	28	1.58	CFS0101	WYPH02	
			<u>WYPH03;</u> <u>WYPH04;</u> <u>WYPH05</u>	SWDP NEW 22, 23 and 24	Land south of the Holloway	<u>Residential</u> !	112	6.29	CFS0807, CFS0808, CFS0641	WYPH03, WYPH04, WYPH05	<u>A mitigation scheme to minimise any impact on Tiddesley Wood (SSSI and semi-ancient woodland) shall be submitted to and agreed with the LPA in conjunction with Worcestershire Wildlife Trust.</u>
			<u>WYHMA03</u> <u>Reallocation of part of SWDP 47/1</u>	<u>Pershore</u>	<u>Land to the north of Pershore</u>	<u>Residential</u> !	<u>251</u>	<u>19.25</u>			<u>Proposals should include a green buffer on the north/north-western part of the site, as shown on the Policies Map, to help integrate the development with the open countryside beyond providing it with a softer edge and</u>

²⁴⁴ (Footnote 230) In compliance with Policy SWDPR 27, proposals will be required to ensure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in combination with other plans or projects.

										<u>allowing for significant screening.</u>
			TOTAL		242-463					
Category 1 Settlements										
Table 2432 : New Proposed Housing / Mixed Use Allocations - Category 1 Settlements										
<u>SWDPR Reference</u>	<u>SWDP Reg 18 Ref</u>	Settlement	Site	Land Use	Indicative Housing Figure Number of Dwellings	<u>Available Employment Land (ha)</u>	Site Area (ha)	CFS/ Planning Ref.	SWDP Reg 19 Ref	<u>Specific Policy Requirements</u>
<u>WYPHM1 4</u>	<u>TBC</u>	Badsey	Combination of land at rear of 34 Bretforton Road & <u>and</u> Land at Brewers Lane ²¹²	Residential	120		8.07	CFS1228	WYPH M14	<u>Proposals should include a green buffer to the adjoining development and reflect surrounding village character</u>
<u>WYPHM1 5</u>	<u>TBC</u>	Broadway	Land off Kennel Lane ²¹³	Mixed Use	30	<u>1.09</u>	2.25	CFS1208	WYPH M15	
<u>WYPHM1 6</u>	<u>TBC</u>	Broadway	Land adjacent to	Mixed Use	84[4]	<u>0</u>	<u>9.59.05</u>	SWDP 59/19	WYPH M16	<u>Proposals must include</u>

²⁴² (Footnote 231) To include at least 50% GI to reflect surrounding village character

²⁴³ (Footnote 232) Within the area identified on the Policies Map a Sustainable well-designed mixed-use site is sought with a maximum of 30 residential units incorporating the conversion of existing buildings, car parking and commercial units

						Station Road ²⁴⁴							<u>community facilities, car and coach parking, and replacement sports pitches and facilities and have regard to the adjacent nature reserve in terms of the use of SUDS and boundary treatments. Site specific SFRA required as part of the planning application.</u>
				<u>WYPH12</u>		<u>Crowle (and Crowle Green)</u>	<u>Land off Church Road</u>	<u>Residential</u>	<u>40</u>		<u>4.22</u>		
				<u>WYPH17</u>	<u>TBC</u>	Drakes Broughton	Fresh Fields, Stonebow Road	Residential	25		1.86	CFS0199	WYPH M17
				<u>WYPH18</u>	<u>TBC</u>	Drakes Broughton	Thornleigh Farm, Stonebow Road	Residential	25		1.95	CFS1050 se	WYPH M18

²⁴⁴ (Footnote 233) Within the area identified on the Policies Map a sustainable, well-designed, mixed-use site is sought. This will incorporate community facilities, new car and coach parking, football pitches and facilities and up to 84 homes. SUDS solutions should seek to benefit the adjacent nature reserve and appropriate boundary treatment designed between the allocation and the nature reserve to mitigate any negative impacts of development.

			<u>WYPHM1</u> <u>9</u>	<u>SWDP</u> <u>NEW</u> <u>29</u>	Fernhill Heath	Land west of Dilmore Lane	Residential	40		2.22	CFS0689	WYPH M19	
			<u>WYPHM2</u> <u>0</u>	<u>SWDP</u> <u>NEW</u> <u>30</u>	Hartlebury	Land off Southall Drive	Residential	52		2.91	CFS0420	WYPH M20	<u>Development proposals must be accompanied by a ball strike assessment to consider the risk of ball strike from the adjoining playing fields and the need for mitigation.</u>
				<u>SWDP</u> <u>NEW</u> <u>31</u>	Hartlebury	Land off Inn Lane, Roselands	Residential	7		0.31	CFS0371	WYPH M21	
			<u>WYPHM2</u> <u>2</u>	<u>SWDP</u> <u>NEW</u> <u>32</u>	Inkberrow	Land to the rear of Withyfields, Withybed Lane	Residential	23 <u>30</u>		1.29	CFS0108	WYPH M22	
			<u>WYPHM2</u> <u>3</u>	<u>SWDP</u> <u>NEW</u> <u>33</u>	Inkberrow	Land off Withybed Lane	Residential	57		3.18	CFS0817	WYPH M23	
			<u>WYPHM2</u> <u>4</u>	<u>SWDP</u> <u>NEW</u> <u>34</u>	Offenham	Land immediately adjoining southern side of Boat Lane	Residential	10		0.41	CFS0355	WYPH M24	

			<u>WYPHM2</u> <u>5</u>	<u>SWDP</u> <u>NEW</u> <u>35</u>	Offenham	Land south of Three Cocks Lane	Residential	32 <u>34</u>		1.8	CFS0632	WYPH M25	
			<u>WYPHM2</u> <u>6</u>	<u>SWDP</u> <u>NEW</u> <u>36</u>	Offenham	Land off Laurels Road	Residential	37		2.03	CFS0690	WYPH M26	
			<u>WYHMA1</u> <u>3</u> <u>Reallocat</u> <u>ion of</u> <u>SWDP</u> <u>59/24</u>		<u>Offenham</u>	<u>Laurels</u> <u>Avenue</u>	<u>Residential</u> <u>!</u>	<u>19</u>		<u>0.95</u>			
				<u>TBC</u>	Ombersley	Land north of Woodhall Lane	Residential	36 <u>5</u>		2.03	SWDP59/ 26	WYPH M27	
			<u>WYPHM2</u> <u>8</u>	<u>SWDP</u> <u>NEW</u> <u>39</u>	Upton Snodsbury	Land to the rear of Cutts Pool	Residential	24		1.36	CFS0266	WYPH M28	
			<u>WYPHM2</u> <u>9</u>	<u>SWDP</u> <u>NEW</u> <u>40</u>	Upton Snodsbury	Double Gates Farm, Pershore Road	Residential	18		1	CFS0401 se	WYPH M29	
			<u>WYPHM3</u> <u>0</u>	<u>SWDP</u> <u>NEW</u> <u>41</u>	Wychbold	Land at Chequers Lane	Residential	24 <u>33</u>		1.35	CFS0486	WYPH M30	
							Total	644<u>678</u>					
Category 2 Settlements Table 25 <u>33</u> : New Proposed Housing Allocations – Category 2 Settlements													
			<u>SWDP</u> <u>Referenc</u> <u>e</u>	<u>SWDP</u> <u>Reg</u> <u>18 Ref</u>	Settlement	Site	<u>Land Use</u>	Indicativ e Housing Figure	Site Area (ha)	CFS/ Planning Ref.	SWDP Reg 19 Ref	Specific Policy	

						<u>Number of Dwelling s</u>				<u>Requirement s</u>
			<u>WYHMA1 4</u>		<u>Ashton under Hill</u>	<u>Station Road</u>	<u>Residential</u>	<u>6</u>	<u>1.13</u>	
			<u>WYPH06</u>	TBC	Bretforton	Land north of New Street	<u>Residential</u>	18	1	CFS0484sc WYPH06
			<u>WYPH07</u>	TBC	Bretforton	Land west of Ivy Lane	<u>Residential</u>	30	1.47	CFS1184 WYPH07 <u>Site specific SFRA required as part of the planning application</u>
			<u>WYPH08</u>	SWDP NEW 46	Cleeve Prior	Land north east of Main Street	<u>Residential</u>	5	0.17	CFS0380 WYPH08
			<u>WYPH09</u>	TBC	Cleeve Prior	Site off Main Street	<u>Residential</u>	52	2.9	CFS0093 WYPH09
			<u>WYPH10</u>	SWDP NEW 48	Crothorne	Land at the Daves, Middle Lane	<u>Residential</u>	13	0.56	CFS0568a WYPH10
			<u>WYPH11</u>	TBC	Crothorne	Land at Middle Lane / Field Barn Lane	<u>Residential</u>	25	1.45	CFS1173 WYPH11
				SWDP NEW 49	Crowle (and Crowle Green)	Land off Church Road		40	4.22	CFS0019 WYPH12
			<u>WYPH13</u>	TBC	Elmley Castle	Land at Mill End Racing Stables	<u>Residential</u>	27	1.47	CFS1124sc WYPH13

			<u>WYPH14</u>	SWDP NEW 50	Defford	Land adjacent to Defford Motors, Upton Road	<u>Residential</u>	8	0.36	CFS0560	WYHP14	<u>Site specific SFRA required as part of the planning application</u>
			<u>WYPH15</u>	SWDP NEW 51	Defford	Land off Main Street, Defford Motors	<u>Residential</u>	8	0.27	CFS0948	WYPH15	
			<u>WYPH16</u>	TBC	Defford	Land off Upton Road	<u>Residential</u>	11	0.45	CFS0658	WYPH16	
			<u>WYPH17</u>	SWDP NEW 52	Himbleton	Land adjacent to and west of Galton Arms	<u>Residential</u>	12	1.1	CFS0866	WYPH17	<u>Site specific SFRA required as part of the planning application</u>
			<u>WYPH18</u>	SWDP NEW 53	Lower Moor	Blacksmith Lane	<u>Residential</u>	42	2.12	CFS0769	WYPH18	
			<u>WYHMA1 6</u> <u>Reallocati on of SWDP 60/28</u>		<u>Overbury</u>	<u>Site adjacent Nine Acres</u>	<u>Residential</u>	<u>8</u>	<u>0.54</u>			
			<u>WYPH19</u>	SWDP NEW 54	Pinvin	Land west of Upton Snodsbury Road	<u>Residential</u>	34	1.85	CFS0605	WDCPH19	
			<u>WYPH20</u>	SWDP NEW 55	South Littleton	Long Hyde Road	<u>Residential</u>	11	0.46	CFS0461	WDCPH20	
			<u>WYPH21</u>	SWDP NEW 57	Tibberton	Speed the Plough, Plough Road	<u>Residential</u>	26	1.47	CFS0630as 6	WDCPH21	

		TOTAL			362 <u>336</u>				
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Category 3 Settlements

Table ~~26~~34: ~~New Proposed~~ Housing / Mixed Use Allocations – Category 3 Settlements

<u>SWDPR Reference</u>	<u>SWDP Reg 18 Ref</u>	Settlement	Site	<u>Indicative Housing Figure Number of Dwellings</u>	Site Area (ha)	<u>CFS / Planning Ref.</u>	<u>SWDP Reg 19 Ref</u>	<u>Specific Policy Requirements</u>
<u>WYPH22</u>	SWDP NEW 58	Flyford Flavell	Meadowcroft, Bishampton Road	12	0.51	CFS0584	WYPH22	
<u>WYPH23</u>	SWDP NEW 59	North and Middle Littleton	Top Croft, Cleeve Road	6	0.71	CFS0028	WYPH23	
<u>WYHP24</u>	SWDP NEW 60	North and Middle Littleton	Land at junction of Cleeve Road and School Lane	17	0.7	CFS0055	WYHP24	
<u>WYPH25</u>	TBC	Sedgeberrow	Springfield Nurseries, Main Street	28	1.55	CFS0040	WYPH25	
		TOTAL		63				

Table 35: Housing / Mixed Use SWDP adopted sites (saved) to be deleted in its entirety

Employment Sites

Table ~~27~~36: ~~New Proposed~~ Employment Land Allocations

<u>SWDPR Reference</u>	<u>SWDP Reg 18 Ref</u>	Settlement	Site	<u>Available Employment Land (ha)</u>	Site Area (ha)	<u>CFS / Planning Ref.</u>	<u>SWDP Reg 19 Ref</u>	<u>Specific Policy Requirements</u>
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				SWDP NEW 63	Droitwich Spa	Former Pipes Support Site, Salwarpe Road		1.54	CFS0498	WYPE01	
			<u>WYPE02</u>	SWDP NEW 64	Evesham	Land off Saw Mills Walk / Briar Close Business Park ²⁴⁵	<u>0.87</u>	0.87	CFS0680	WYPE02	<u>Due to the site's proximity to a Wastewater Treatment Works, development proposals must be accompanied by an Odour Assessment demonstrating that there would be no risk of nuisance odour. Site specific SFRA required as part of the planning application</u>
			<u>WYPE03</u>	SWDP NEW 65	Evesham	Land off Evesham Road, north of the Twyford roundabout	<u>3.61</u>	3.61	CFS0099	WYPE03	
			<u>WYPE04</u>	TBC	Evesham	Land between Broadway Road and the A46	<u>12.21</u>	12.21	CFS0990sc	WYPE04	<u>Site specific SFRA required as part of the planning application</u>
			<u>WYPE05</u>	SWDP NEW 68	Evesham	Land south of Vale Park	<u>0.75</u>	4.74	CFS0891	WYPE05	
			<u>WYEA02</u> <u>Reallocati</u> <u>on of</u> <u>SWDP</u> <u>51/3</u>		<u>Evesham</u>	<u>Vale</u> <u>Industrial</u> <u>Park</u>	<u>34</u>	<u>34</u>			

²⁴⁵ (Footnote 238) Given its proximity to a Wastewater Treatment Works, any future planning application at this site must be accompanied by an Odour Assessment demonstrating that there would be no risk of nuisance odour as a result of development.

			<u>WYPE06</u>	SWDP NEW 71	Pershore (Wyre Piddle)	South of Keytec East Business Park	<u>0.97</u>	0.97	CFS0102	WYPE06	
			<u>WYPE07</u>	SWDP NEW 72	Pershore (Wyre Piddle)	Keyetc East Business Park	<u>0.73</u>	0.73	CFS0103	WYPE07	<u>Site specific SFRA required as part of the planning application</u>
			<u>WYPE08</u>	SWDP NEW 74	Drakes Broughton	Adjacent to Drakes Broughton Business Park, Worcester Road	<u>2.31</u>	2.31	CFS0559	WYPE08	
			<u>WYEA01</u> <u>Reallocati</u> <u>on of</u> <u>SWDP</u> <u>49/3</u>		<u>Hampton</u> <u>Lovett</u>	<u>Stonebridge</u> <u>Cross</u> <u>Business</u> <u>Park</u>	<u>10</u>	<u>10</u>			<u>A green buffer, as shown on the Policies Map (8.4 ha) is required to preserve or enhance the significance of the Grade 1 Westwood House and its historic parkland.</u>
			<u>WYPE09</u>	SWDP NEW 77	Hartlebury	Hartlebury Trading Estate, Crown Lane	<u>1.57</u>	1.57	CFS0061a	WYPE09	
			<u>WYPE10</u>	SWDP NEW 78	Hartlebury	Hartlebury Trading Estate, Crown Lane	<u>0.17</u>	0.17	CFS0061b	WYPE10	
			<u>WYPE11</u>	SWDP NEW 79	Hartlebury	Hartlebury Trading Estate, Crown Lane	<u>0.31</u>	0.31	CFS0061c	WYPE11	
			<u>WYPE12</u>	SWDP NEW 80	Hartlebury	Hartlebury Trading Estate, Crown Lane	<u>0.65</u>	0.65	CFS0061d	WYPE12	

<u>WYPE13</u>	SWDP NEW 83	Honeybourne	Two Shires Business Park, Weston Road	<u>13.95</u>	31.27	CFS0925	WYPE13	<u>Site specific SFRA required as part of the planning application</u>
<u>WYPE14</u>	SWDP NEW 84	Upton Snodsbury	Snodsbury Farmhouse, Bow Wood Lane	<u>1.71</u>	1.71	CFS0775	WYPE14	
<u>WYPE15</u>	SWDP NEW 85	Tibberton	Eatons Farm, Church Lane	<u>9.54</u>	9.54	CFS0400sc	WYPE15	
			Total		<u>72.2</u> <u>114.66</u>			

Table 37: Employment SWDP adopted sites (saved) to be deleted in its entirety

Table 38: Sites proposed for Deallocation from the SWDP to be deleted in its entirety.

Reasoned Justification for SWDPR 63

13.1 Policy SWDPR 71 allocates sites for residential, employment and mixed uses in Wychavon. In addition, the following sites have their own policies:

Mixed Uses:

- **Policy SWDPR 63 – Land at Hanbury Road, Droitwich**
- **SWDPR 64 - Land at Union Lane, Droitwich.**

13.2 There are three towns in Wychavon District, Droitwich Spa and Evesham are larger towns and Pershore is a much smaller town.

Droitwich Spa

13.3 Droitwich Spa is in the north of Wychavon District situated on the River Salwarpe and Droitwich Canal and includes a range of shops, employment opportunities and facilities including a railway station which links the town to Birmingham and Worcester. There is also good connectivity to the local centres of Bromsgrove and Kidderminster. Accessibility to the wider region and national motorway network is provided by the M5 which runs to the east of the town.

13.4 There are a number of opportunities for enhancing the town centre, which are supported by the allocation of several brownfield sites, particularly the former Baxenden Chemicals site and Netherwich Basin. The Plan allocates dwellings at Droitwich Spa (including SWDPR 63 Land at Hanbury Road and SWDPR 64 Land at Union Lane) and allocates employment land at Stonebridge Cross Business Park in nearby Hampton Lovett.

Evesham

13.5 Evesham is a historic market town situated in the south west of Wychavon District on the River Avon and includes a range of shops, employment opportunities and facilities including a main line railway station on the Cotswold Line. It is well connected to other towns in the district and Worcester and has links to the wider region via the A46(T) road linking it to the M5 and M40.

13.6 The town is prone to flooding from the River Avon, however it is considered a sustainable location for some further growth, including opportunities for the regeneration of the town centre and the redevelopment of the Riverside Shopping Centre to deliver a mixed-use scheme to accord with the development strategy. The Plan allocates dwellings and employment land at Evesham.

Pershore

13.4 **13.7** Pershore is a historic market town of around 7,100 people (2011 Census) in the centre of Wychavon District, situated on the River Avon **and includes**. The town is characterised by its Georgian frontage High Street and medieval market area centred on Broad Street, with many of the period facades concealing older buildings, the surviving Abbey Church, parks and open spaces. Pershore is surrounded by a mainly rural hinterland, with open countryside and small settlements and farmsteads.

13.2 There are a range of local shops, including a market as well as larger retail chains, employment opportunities, other services and facilities, including a main line railway station on the Cotswold Line situated to the north of the town. Pershore is well connected in transport terms to the other towns in the district as well as Worcester, **Droitwich and Evesham** city. Although flooding from the River Avon restricts areas that are suitable for development, the town is a sustainable location for further growth as set out by the development strategy and the Plan reallocates 284 dwellings at Pershore and proposes an additional 212 dwellings and employment development at Keytec East Business Park.

Evesham

13.3 Evesham is a historic market town of around 26,100 people (2011 Census) situated to the south west of Wychavon District on the River Avon. The town is characterised by a historic settlement pattern, with the High Street and Bridge Street covered by a conservation area that also incorporates the surviving Abbey bell tower. The town also has areas of high quality public open space alongside the river. The town lies on the edge of the Cotswolds, within the Vale of Evesham, famed for its market gardening and horticulture.

13.4 The town includes a range of local shops, as well as larger retail chains, employment opportunities and facilities including a main line rail station on the Cotswold Line. It is well connected to other towns in the district and Worcester and has links to the wider region via the A46(T) road linking it to the M5 and M40.

13.5 The town is prone to flooding from the River Avon, however it is considered a sustainable location for some further growth, including opportunities for the regeneration of the town centre and the redevelopment of the Riverside Shopping Centre to deliver a mixed-use scheme to accord with the development strategy. The Plan reallocates 366 dwellings at Evesham and proposes an additional 255 dwellings (111 of which are for mixed uses) and reallocates 34ha of employment land at Vale Industrial Park in addition to the provision of 21.43 hectares of new employment land.

Droitwich Spa

13.6 Droitwich Spa is to the north of the Wychavon District with a population of around 23,500 people (2011 Census) situated on the River Salwarpe and Droitwich Canal. The town can trace its origins to the Roman period. It then developed as a centre for salt extraction up to the 20th century as well as a spa centre. The town centre has a mixed character that reflects this heritage as well as more modern characteristics due to the redevelopment the town centre underwent in the 1960s and 1970s. The town also has areas of high quality public open space provided by the Lido Park, and areas adjacent to the canal which reflect the 'Spa' title. The surrounding area comprises a mainly rural hinterland, with open countryside and small settlements and farmsteads.

		13.7 Droitwich Spa includes a range of local shops, as well as larger retail chains, employment opportunities and facilities including a railway station which links the town to Birmingham and Worcester. There is also good connectivity to the local centres of Bromsgrove and Kidderminster. Accessibility to the wider region and national motorway network is provided by the M5 which runs to the east of the town. 13.8 There are a number of opportunities for enhancing the town centre, which are supported by the allocation of several brownfield sites, particularly the former Baxenden Chemicals site and Netherwich Basin. The Plan reallocated 46 dwellings at Droitwich Spa and provides an additional 916 dwellings (60 dwellings for mixed uses), including an urban extension to the east of the town at Hadzor Locks, reallocates 10 hectares of employment land at Stonebridge Cross Business Park and provides 1.54 hectares of new employment land. <u>Larger Villages Category 1, 2, and 3 Settlements</u> 13.9 <u>13.8</u> Category 1, 2 and 3 villages (as defined in the Village Facilities and Rural Transport Study <u>Update</u>, 2019<u>2024</u>) provide a limited range of local services and retain a bus service. The Category 1 villages of Hartlebury and Honeybourne are <u>also</u> served by a rail station. 13.10 In order to deliver the social objectives of sustainable development and ensure that these villages continue to support the services and facilities that sustain them the Plan directs some growth to Category 1, 2 and 3 villages. 13.11 <u>13.9</u> The 1,069 new dwellings proposed <u>allocated</u> in villages reflect the extent of local service provision (based on the Village Facilities and Rural Transport Study <u>Update</u>), the size of the settlement and the availability of suitable, deliverable or developable land (based on the Strategic Housing <u>and Economic</u> Land Availability Assessment). 13.12 <u>13.10</u> Some parishes may wish to prepare Nneighbourhood Pplans to achieve the protection afforded by allocating housing and to identify specific types of housing to meet their village's needs. Proposals in a Nneighbourhood Pplan must be in <u>general</u> conformity with the strategic policies in this Plan, and policies in the <u>NPPF</u> National Planning Policy Framework. <u>Biodiversity</u> 13.13 <u>13.11</u> As outlined in the Plan HRA <u>Habitats Regulation Assessment (HRA)</u>, potentially functionally linked land associated with the Severn Estuary SPA and Severn Estuary Ramsar, known as Pershore Wetland Meadows covers approximately 24ha of public land along the banks of the River Avon in Pershore town and within close proximity to houses, many of which back onto the meadows themselves. SWDP46/4 <u>Allocations WYHMA01</u> (Garage, High Street), CFS0404<u>WYPH01</u> (Land <u>South of</u> off Wyre Road North) and CFS0694<u>WYPH02</u> (Land South of the Holloway <u>Land North of Wyre Road</u>) are located within 400m of Pershore Meadows. 13.14 <u>13.12</u> There are also other allocations in Pershore including SWDP47/4 <u>WYHMA03</u> (Land to the north of Pershore), SWDP46/4<u>WYHMA02</u> (Garage Court, Abbots Road), CFS0808, CFS0807 and CFS0644<u>and WYPH03, WYPH04, WYPH05</u> (Land South of the Holloway) that are located near Pershore Wetland Meadows. 13.15 <u>13.13</u> Given the proximity of these allocations as set out in Policy SWDPR 7163, the Plan HRA has identified potential adverse urbanisation effects and mitigation to address these. Mitigation should be addressed through site design when further details on the layout are known (as set out in the Plan HRA) and, where required, project level HRA undertaken to ensure compliance with Policy SWDPR 27.
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SWDPR ~~72~~⁶⁴: Implementation and Monitoring

Mod Ref	Policy	Page	Modification
MM73	SWDPR 72	308 - 312	A. Planning Obligations will be required to fund infrastructure projects that are directly related to specific development, particularly with regards to affordable housing, transport, green infrastructure, education, health and other social infrastructure. The Community Infrastructure Levy will be used to address the cumulative impacts of infrastructure in an area. <u>C. Compulsory purchase powers will be used in appropriate circumstances, including to support the strategic sites, to assemble land to help deliver positive economic, social and environmental change within the area.</u> D.G. Progress on the delivery of the SWDPR will be monitored annually and a partial or whole plan review will commence if the plan is significantly failing to meet its objectives, or if the policy context requires a review. Reasoned Justification for SWDPR 72⁶⁴ 1.3 The SWCs considers that any one of the following circumstances would require a review of the plan to commence or sustainable alternative / additional sites to be brought forward, as appropriate: - A failure of strategic policies SWDPR 01 – 110 when assessed against the plan objectives and in particular a failure to deliver the amount of development required by policy SWDPR 02. - Evidence established through another LPA local plan process that its unmet strategic requirements can only be accommodated within sSouth Worcestershire. - Changes in national planning policy or Ministerial Statements that mean one or more of the plan's policies can no longer be effectively applied. - Evidence in the Authorities' Monitoring Report that one or more Plan policies are not achieving the plan's objectives or are working contrary to the effective planning of the sSouth Worcestershire area. <u>1.7 The SWC have a range of powers that are available to help support delivery. This will not just be confined to those of the planning system but will include powers around housing and transport (with the County Council). In particular, compulsory purchase powers are an important tool for local authorities and other public bodies to assemble land to help deliver positive economic, social and environmental change. The SWC will consider utilising these powers to support the delivery of the strategic sites, regeneration schemes and key infrastructure and will apply these powers where the acquisition of land is necessary to facilitate and enable comprehensive schemes that deliver economic, social and / or environmental benefits and enhance the well-being of the area.</u> 4.7 1.8 The Community Infrastructure Levy (CIL) Charging Schedule was adopted by the SWCs in June (Malvern Hills and Wychavon) and September (Worcester City) 2017. CIL is a locally set charge that local authorities can place on new development in their area. Development of the CIL Charging Schedule has had regard to development viability and has, as a mandatory charge on all development (with some exceptions), been set at a level that does not undermine development viability. Clearly this is a challenge, particularly in the current economic climate, and the CIL guidance (as revised) requires local authorities to strike an appropriate balance between additional investment to support development and the potential effect on the viability of developments. In accordance with best practice a review of the Charging Schedule is underway alongside the SWDPR and will replace the existing schedule once adopted.

			4.8 1.8 1.9 CIL contributions will be collected by each individual charging authority and pooled to effectively deliver ss South Worcestershire wide infrastructure. The SWC IDP identifies the infrastructure needed to deliver the growth set out in the SWDPR. Priorities for CIL spending will be addressed annually within the SWC Infrastructure Funding Statement(s) (IFS). The economic conditions underpinning development viability will change over the plan period and CIL will be reviewed at regular intervals throughout the plan period in order to look at the impact upon development viability. 4.24 1.25 In line with the Community Infrastructure Levy (Amendment)(England)(No.2) Regulations 2019 (requirement at Regulation 121A⁽²⁴⁶⁾), and in addition to the SWAMR, the SWCs will prepare an annual Infrastructure Funding Statements (IFS) from December 2020, setting out the anticipated funding from developer contributions and the choices local authorities have made about how these contributions will be used and any identified spending priorities. The statementss will also identify whether the SWDPR intends to fund the proposed infrastructure, either wholly or partly, via the Community Infrastructure Levy (CIL) or planning obligation.
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²⁴⁶ ~~The Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019 (legislation.gov.uk)~~

Glossary

Mod Ref	Policy	Page	Modification
MM74		315 - 326	Affordable Housing: The SWC have used the definition of Affordable Housing as set out in the NPPF, <u>2024</u> (Annex 2 Glossary). <u>Annual Average Daily Traffic (AADT): The average over a full year of the number of vehicles passing a point in the road network each day.</u> Area of Outstanding Natural Beauty (AONB) National Landscape: A nationally designated area under the Countryside and Rights of Way Act 2000 in respect of which relevant authorities “shall have regard to the purpose of conserving and enhancing the natural beauty of the area”. The AONB National Landscape Management Plans set out the vision, outcomes, ambitions and policies to guide the management of the AONB National Landscape; within South Worcestershire these are produced by Cotswolds Conservation Board and Malvern Hills AONB National Landscape Partnership. Building with Nature: A framework of quality standards, an assessment and accreditation service, and national awards recognising the design and delivery of high quality green infrastructure. Designated Rural Area: National Parks, Areas of Outstanding Natural Beauty <u>National Landscapes</u> and areas designated as ‘rural’ under Section 157 of the Housing Act 1985. Five Year Housing Land Supply: A 5 year land supply is a supply of specific deliverable sites sufficient to provide 5 years' worth of housing (and appropriate buffer) against a housing requirement set out in adopted strategic policies, or against a local housing need figure, using the standard method, as appropriate in accordance with paragraph 74 of the NPPF, <u>2023</u>. Green Space: Green space is the collective term used to describe all public open space, such as parks, public gardens, cemeteries, allotments, water bodies, playing fields, children’s play areas, woodlands, nature reserves, allotment gardens, linear and other open space, as well as open spaces which do not necessarily have a right of access, e.g., school playing fields. <u>Gross Internal Area: The Gross Internal Area of a dwelling or building is defined as the total floor space measured between the internal faces of perimeter walls that enclose the dwelling or building. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above stairs. The Gross Internal Area should be measured and denoted in square metres.</u> <u>Heavy Duty Vehicle (HDV): A mechanically propelled road vehicle that is:</u> <u>Of a construction primarily suited for the carriage of goods of burden of any kind; and</u> <u>Designed or adapted to have a maximum weight exceeding 3,500 kilogram when in normal use and travelling on a road laden.</u> <u>Light Duty Vehicle (LDV): A passenger vehicle that has a seating capacity for 12 passengers or less.</u> <u>Major Development: For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015. (definition aligned to NPPF definition)</u> <u>Net Density: An approach to assessing development density in residential allocations. Net density is appropriate in instances where there are clearly defined boundaries and where the proposed use is residential. A net site density measure includes only those areas which will be developed for housing and directly associated uses such as access roads within the site,</u>

			<u>private garden space, car parking areas, incidental open space and landscaping and children's play areas where these are to be provided.</u> <u>Net Developable Area: This includes only those areas which will be developed for housing and directly associated uses. It will include access roads within the site; private garden space; car parking areas; incidental open space and landscaping; and children's play areas where these are to be provided. It therefore excludes major distributor roads; primary schools; adult / youth play spaces or other open spaces serving a wider area; and significant landscape buffer strips.</u> <u>Open Space: Open space is the collective term used to describe all public open space, such as parks, public gardens, cemeteries, allotments, water bodies, playing fields, children's play areas, woodlands, nature reserves, allotment gardens, linear and other open space, as well as open spaces which do not necessarily have a right of access, e.g., school playing fields.</u> Sustainable Development: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs, as defined by the 1987 Brundtland Report. The NPPF, <u>2023</u> (paragraphs 7 – 14) sets out a definition of sustainable development and explains how it is to be identified and delivered.
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Annex A: Housing Trajectory

Mod Ref	Policy	Page	Modification																																																																																				
MM75	Annex A	new	<u>South Worcestershire Development Plan Housing Trajectory 2021-2041</u> <table border="1"> <caption>Housing Trajectory Data (Estimated)</caption> <thead> <tr> <th>Monitoring Year</th> <th>Past Completions</th> <th>Projected Completions</th> <th>Annual Housing Requirement</th> </tr> </thead> <tbody> <tr><td>21/22</td><td>1800</td><td>-</td><td>1150</td></tr> <tr><td>22/23</td><td>1850</td><td>-</td><td>1150</td></tr> <tr><td>23/24</td><td>1250</td><td>-</td><td>1150</td></tr> <tr><td>24/25</td><td>1250</td><td>-</td><td>1150</td></tr> <tr><td>25/26</td><td>-</td><td>1400</td><td>1150</td></tr> <tr><td>26/27</td><td>-</td><td>1900</td><td>1150</td></tr> <tr><td>27/28</td><td>-</td><td>1200</td><td>1150</td></tr> <tr><td>28/29</td><td>-</td><td>1200</td><td>1150</td></tr> <tr><td>29/30</td><td>-</td><td>1100</td><td>1150</td></tr> <tr><td>30/31</td><td>-</td><td>2200</td><td>1150</td></tr> <tr><td>31/32</td><td>-</td><td>1750</td><td>1150</td></tr> <tr><td>32/33</td><td>-</td><td>1600</td><td>1150</td></tr> <tr><td>33/34</td><td>-</td><td>1500</td><td>1150</td></tr> <tr><td>34/35</td><td>-</td><td>1300</td><td>1150</td></tr> <tr><td>35/36</td><td>-</td><td>1200</td><td>1150</td></tr> <tr><td>36/37</td><td>-</td><td>1100</td><td>1150</td></tr> <tr><td>37/38</td><td>-</td><td>1000</td><td>1150</td></tr> <tr><td>38/39</td><td>-</td><td>900</td><td>1150</td></tr> <tr><td>39/40</td><td>-</td><td>1100</td><td>1150</td></tr> <tr><td>40/41</td><td>-</td><td>700</td><td>1150</td></tr> </tbody> </table> NUMBER OF DWELLINGS MONITORING YEAR Past Completions Projected Completions Annual Housing Requirement <u>The housing requirement was rebased at 1 April 2025, therefore is only shown from this year. Housing completions for the plan period in the years 2021/22 to 2024/25 are shown.</u>	Monitoring Year	Past Completions	Projected Completions	Annual Housing Requirement	21/22	1800	-	1150	22/23	1850	-	1150	23/24	1250	-	1150	24/25	1250	-	1150	25/26	-	1400	1150	26/27	-	1900	1150	27/28	-	1200	1150	28/29	-	1200	1150	29/30	-	1100	1150	30/31	-	2200	1150	31/32	-	1750	1150	32/33	-	1600	1150	33/34	-	1500	1150	34/35	-	1300	1150	35/36	-	1200	1150	36/37	-	1100	1150	37/38	-	1000	1150	38/39	-	900	1150	39/40	-	1100	1150	40/41	-	700	1150
Monitoring Year	Past Completions	Projected Completions	Annual Housing Requirement																																																																																				
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Annex **BA**: Rural Hierarchy of Settlements (SWDPR 03)

Mod Ref	Policy	Page	Modification																												
MM76	Annex B	328 - 332	The results of the 2019 Village Facilities and Rural Transport Study <u>Update (2024)</u> enable the various settlements surveyed to be ranked as follows:																												
			Category 1 Settlements in this category have at least four key services and score at least 16 points in the Village Facilities Survey. In addition, they have access to all daytime journey types (A, B, C, D, E, F, and G)																												
			<table><tr><th>Malvern Hills District</th><th>Wychavon District</th></tr><tr><td>Callow End</td><td>Badsey</td></tr><tr><td>Clifton upon Teme</td><td>Bredon</td></tr><tr><td>Great Witley</td><td>Broadway</td></tr><tr><td>Hallow</td><td><u>Crowle and Crowle Green</u></td></tr><tr><td>Hanley Swan</td><td>Drakes Broughton</td></tr><tr><td>Kempsey</td><td>Fernhill Heath</td></tr><tr><td>Lower Broadheath</td><td>Hartlebury</td></tr><tr><td>Martley</td><td>Honeybourne</td></tr><tr><td>Suckley</td><td>Inkberrow</td></tr><tr><td>Welland</td><td>Offenham</td></tr><tr><td></td><td>Omersley</td></tr><tr><td></td><td>Upton Snodsbury</td></tr><tr><td></td><td>Wychbold</td></tr></table>	Malvern Hills District	Wychavon District	Callow End	Badsey	Clifton upon Teme	Bredon	Great Witley	Broadway	Hallow	<u>Crowle and Crowle Green</u>	Hanley Swan	Drakes Broughton	Kempsey	Fernhill Heath	Lower Broadheath	Hartlebury	Martley	Honeybourne	Suckley	Inkberrow	Welland	Offenham		Omersley		Upton Snodsbury		Wychbold
			Malvern Hills District	Wychavon District																											
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			Welland	Offenham																											
				Omersley																											
				Upton Snodsbury																											
				Wychbold																											
			Category 2																												

Settlements in this category have at least two key services and have access to at least a daily bus service for employment and shopping purposes (A and B journey types).

Malvern Hills District	Wychavon District
Abberley Common	Ashton Under Hill
Alfrick	Beckford
Astley	Bretforton
Bayton	Church Lench
Broadwas	Cleeve Prior
Clows Top	Crothorne
Holt Heath	Crowle and Crowle Green
Powick (inc. Colletts Green)	Defford
Tunnel Hill	Eckington
	Elmley Castle
	Harvington
	Himbleton
	<u>Littleworth</u>
	Lower Moor
	Overbury
	Pinvin
	South Littleton
	Tibberton
	Whittington

Category 3

Settlements in this category have at least one key service (other than a parish / village hall) and have access within the settlement to at least a daily bus service to a 'designated town', or three of the daytime journey types.

Malvern Hills District	Wychavon District
Bransford	Bishampton
Grimley	Cutnall Green
Hanley Castle	Flyford Flavell
Knightwick	Hanbury
Leigh Sinton	Littleworth
Lindridge	North and Middle Littleton
Mamble	Norton Juxta Kempsey (Also known as Brockhill Village and Norton)
Rushwick	Pebworth
Shrawley	Sedgeberrow
Ryall and Holly Green	Stoke Prior
	<u>Sytchampton</u>

Category 4

Settlements in this category either have access to some secondary facilities / services but limited or no bus service provision or have low or medium level of public transport provision but low services / facility provision.

Malvern Hills District	Wychavon District
Abberley Village	Abberton
Alfrick Pound	Abbots Morton

			Berrow	Aldington
			<u>Bransford</u>	Aston Somerville
			Broadheath	<u>Beckford</u>
			<u>Brockamin</u>	Bevere
			Bushley with Bushley Green	Birlingham
			<u>Castlemorton</u>	Blackminster
			Clifton	Bredon's Hardwick
			Corse Lawn	Bredon's Norton
			<u>Cotheridge</u>	Broad Marston
			Dunley	Broughton Hackett
			Eardiston	Charlton
			Earls Croome	Childswickham
			Eastham	Conderton
			Guarlford	Cookhill
			<u>Hanley Castle</u>	Crossway Green
			Hanley Childe	Dunhampstead
			Kerswell Green	Elmbridge
			<u>Kinnersley</u>	Fladbury
			Knighton	Grafton Flyford
			Leigh	Great / Little Comberton
			Little Witley	Hampton Lovett

			Longdon	Hindlip
			Madresfield	Hinton on the Green
			Menithwood	Kemerton
			<u>Monkwood</u>	Kington and Dormston
			Newland	Kinsham
			Newnham Bridge	Martin Hussingtree
			Pendock	Northampton
			Pensax	<u>Netherton</u>
			Ripple	Norton and Lenchwick
			<u>Rye Street</u>	Oldfield
			Severn Stoke	Peopleton
			Shelsley Beauchamp	Rous Lench
			Sinton Green	Sale Green
			Smith End Green	Stock and Bradley
			Stanford on Teme	Stoulton and Hawbridge
			Stockton on Teme	Strensham
			Stoke Bliss	Summerfield
			Stonehall	Throckmorton
			Upper Rochford	Upton Warren
			Upper Wolland	Wadborough
			Wichenford	Westmancote (and Lower Westmancote)

	White Ladies Aston and Sneachill
	Wick
	Wickhamford
	Wyre Piddle

Villages considered to be within the Open Countryside

All other villages that have no key services and limited or no bus service provision.

Malvern Hills District	Wychavon District
<u>Abberley Village</u>	<u>Abberton</u>
<u>Alfrick Pound</u>	<u>Aldington</u>
Baughton	Atch Lench
Birts Street	<u>Broad Marston</u>
Brockamin	<u>Dunhampstead</u>
Castlemorton	Hadzor
Cotheridge	Hatfield
Frith Common	<u>Hindlip</u>
Gilberts End	Huddington
Green Street	<u>Kinsham</u>
<u>Hanley Childe</u>	Naunton Beauchamp
High Green	Netherton
<u>Kerswell Green</u>	<u>Northampton</u>
Kinnersley	Oddingley

			Lower Sapey	Sytechampton
			Monkwood	Uphampton
			Naunton	
			<u>Pensax</u>	
			<u>Ryall and Holly Green</u>	
			Rye Street	
			Shoulton	
			Stanford Bridge	
			<u>Stonehall</u>	
			Uckinghall	
			<u>Upper Welland</u>	

Annex **C**: Marketing Requirements (SWDPR **12**44, SWDPR **15**44, **SWDPR 16**, SWDPR **24**22, SWDPR **26**24 and SWDPR **47**43)

Mod Ref	Policy	Page	Modification
MM77	Annex C	334	The LPA will consider the failure to sell/let premises for their approved use as a material planning consideration, where the following considerations apply (it should be noted that there are numerous material considerations when considering change of use applications and there may be circumstances when change of use will be approved regardless of the prior marketing of the property). <u>The marketing requirements in respect of SWDPR 12, SWDPR 15, SWDPR 16, SWDPR 24, SWDPR 26 and SWDPR 47 are:</u> A. The property has been offered for sale/lease for its approved use with an appropriate property agent for at least 12 months immediately prior to the submission of a planning application. <u>For custom and self-build plots, the marketing period is 18 months which will not start until planning permission has been granted and a marketing brochure has been agreed with the LPA.</u> B. The sale/rental price are realistic when compared to other similar property <u>in the relevant part</u> of sSouth Worcestershire. C. A marketing report is submitted with the application. As a minimum, a marketing report should include: i. An evidence - based assessment of the market for the existing and proposed uses of the property <u>or proposed use in the case of custom and self-build plots.</u> ii. A copy of the agent's marketing material used to describe the property. iii. Details of all advertising relating to the property. iv. Details of all prospective occupiers or purchasers who have contacted the agent together with the reasons they did not pursue their interest in the property. It will not be necessary to comply with these requirements on all occasions. It will be up to the decision-maker to decide if the market conditions for classes of property or the individual characteristics of the property mean that it is unlikely to be re-let, <u>sold or re-sold</u> for the approved use. It is recognised that not all property can be advertised on a freehold basis, for instance, a single floor of an office block or a shop with other commercial uses on upper floors.

Annex D: Additional Information Required to Justify Planning Permission for rural workers dwellings **(SWDPR 24)**, ~~employment in rural areas~~ and live-work units **(SWDPR 15)**

Mod Ref	Policy	Page	Modification
MM78	Annex D	339 - 340	Additional Information Required to Justify Planning Permission for rural workers dwellings <u>(Policy SWDPR 24)</u>, employment in rural areas and live-work units <u>(Policy SWDPR 15)</u> Functional need for a dwelling Evidence of the necessity for a rural worker to live at, or in close proximity to the farm/rural enterprise will be required to prove that any new or additional dwelling proposed is essential for the operation of the farm / rural enterprise: A. To ensure the effective operation of an agricultural, forestry or similar land-based rural enterprise (for instance, where farm animals or agricultural processes require on-site attention 24-hours a day and where otherwise there would be a risk to human or animal health or from crime, or to deal quickly with emergencies that could cause serious loss of crops or products); B. No other dwellings are available within or adjacent to the site or a nearby settlement that can meet the required need. C. Existing residential accommodation on the unit will be expected to be retained for operation of the rural enterprise and linked to the rural enterprise by a legal agreement <u>condition</u>.

Annex E: Housing Requirements to 2041 by Designated Neighbourhood Area

Mod Ref	Policy	Page	Modification
MM79	Annex E	342 - 344	Annex E deleted in its entirety.

Annex F: Significant Gaps (Additions, Removals and Retained)

Mod Ref	Policy	Page	Modification
MM80	Annex F	346	Annex F deleted in its entirety.

Annex ~~FG~~^E: Minerals and Waste Safeguarding

Mod Ref	Policy	Page	Modification																																												
MM81	Annex F	348	Table 1: SWDPR Site Allocations within Mineral Consultation Areas which will be required to address mineral safeguarding (see Policy SWDPR 38⁴³ and the Worcestershire Minerals Local Plan) <table> <tr> <th><u>Allocation Reference</u></th><th>SWDPR</th><th>SHELAA Site Ref</th><th>Site</th></tr> <tr> <td><u>SWDPR55</u></td><td>SWDPR 49</td><td>CFSXXXX</td><td><u>Worcestershire</u> Parkway - south east section</td></tr> <tr> <td><u>SWDPR56</u></td><td>SWDPR 51</td><td>CFS0398, CFS1213a (excluding proposed railway station), CFS1213b, CFS1213c, CFS1213d, CFS1175, CFS0651, CFS0737, CFS0582</td><td>Rushwick (<u>excluding proposed railway station</u>)</td></tr> <tr> <td></td><td>SWDP NEW edge 3</td><td>CFS1044 CFS1044bse</td><td>Milton</td></tr> <tr> <td><u>MHPH09</u></td><td>SWDP NEW 97</td><td>CFS0045</td><td>Glen Rise, 32 Hallow Lane, Lower Broadheath</td></tr> <tr> <td><u>WYPE03</u></td><td>SWDP NEW 65</td><td>CFS0099</td><td>Land off Evesham Road, North of the Twyford Roundabout</td></tr> <tr> <td><u>WYPHM19</u></td><td>SWDP NEW 29</td><td>CFS0689</td><td>Land west of Dilmore Lane, Fernhill Heath</td></tr> <tr> <td><u>WYPH03</u></td><td>SWDP NEW 22</td><td>CFS0807</td><td>Land adjacent to Conningsby Drive, Pershore</td></tr> <tr> <td><u>MHPE06</u></td><td>TBC</td><td>CFS1019</td><td>Land to the west of Worcester Road, Open Barn Farm, Kempsey</td></tr> <tr> <td></td><td>SWDP NEW 23</td><td>CFS0808</td><td>Land adjacent to Abbeyvale, Holloway, Pershore</td></tr> <tr> <td><u>WYPH14</u></td><td>SWDP NEW 50</td><td>CFS0560</td><td>Land Adjacent to Defford Motors, Upton Road, Defford</td></tr> </table>	<u>Allocation Reference</u>	SWDPR	SHELAA Site Ref	Site	<u>SWDPR55</u>	SWDPR 49	CFSXXXX	<u>Worcestershire</u> Parkway - south east section	<u>SWDPR56</u>	SWDPR 51	CFS0398, CFS1213a (excluding proposed railway station), CFS1213b, CFS1213c, CFS1213d, CFS1175, CFS0651, CFS0737, CFS0582	Rushwick (<u>excluding proposed railway station</u>)		SWDP NEW edge 3	CFS1044 CFS1044bse	Milton	<u>MHPH09</u>	SWDP NEW 97	CFS0045	Glen Rise, 32 Hallow Lane, Lower Broadheath	<u>WYPE03</u>	SWDP NEW 65	CFS0099	Land off Evesham Road, North of the Twyford Roundabout	<u>WYPHM19</u>	SWDP NEW 29	CFS0689	Land west of Dilmore Lane, Fernhill Heath	<u>WYPH03</u>	SWDP NEW 22	CFS0807	Land adjacent to Conningsby Drive, Pershore	<u>MHPE06</u>	TBC	CFS1019	Land to the west of Worcester Road, Open Barn Farm, Kempsey		SWDP NEW 23	CFS0808	Land adjacent to Abbeyvale, Holloway, Pershore	<u>WYPH14</u>	SWDP NEW 50	CFS0560	Land Adjacent to Defford Motors, Upton Road, Defford
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<u>WYPH16</u>	TBC	CFS0658	Land off Upton Road, Defford
<u>WYPH15</u>	SWDP NEW 54	CFS0948	Land off Main Street, Defford Motors, Defford
<u>WYPH10</u>	SWDP NEW 48	CFS0568a	Land at the Daves, Middle Lane, Cropthorne
<u>WYPHM25</u>	SWDP NEW 35	CFS0632	Land south of Three Cocks Lane, Offenham
<u>WYPHM26</u>	SWDP NEW 36	CFS0690	Land off Laurels Road, Offenham
<u>WYPH18</u>	SWDP NEW 53	CFS0769	Blacksmiths Lane, Lower Moor
<u>MHPH08</u>	SWDP NEW 95	CFS0911sc	Land south of Stourport Road
<u>MHPH15</u>	SWDP NEW 103	CFS0167	Land at Milestone, Tunnel Hill
<u>MHPH16</u>	TBC	CFS1139	Broomfields Farm Shop, School Plantation, Holt Heath
<u>WYPH11</u>	TBC	CFS1173	Land at Middle Lane / Field Barn Lane, Cropthorne
<u>SF07</u>			<u>Solar Farm at Ryall House Farm, Ryall</u>

Table 2: SWDPR Site Allocations within 250m of a mineral site or supporting mineral infrastructure site which will be required to address mineral safeguarding (see Policy SWDPR ~~4338~~ and the Worcestershire Minerals Local Plan)

<u>Allocation Reference</u>	<u>SWDPR</u>	<u>SHELAA Site Ref</u>	<u>Site</u>
<u>WYPE13</u>	SWDP NEW 83	CFS0925	Two Shires Park, Weston Road, Honeybourne

<u>MHPE07</u>	SWDP NEW 112	CFS0487	Land at Bluebell Farm, Earls Croome, WR8 9DJ
<u>MHPE08</u>	SWDP NEW 113	CFS0696	Land to the north of Digaway, Ryall
<u>SF07</u>			<u>Solar Farm at Ryall House Farm, Ryall</u>

Table 3: SWDPR Site Allocations within 250m of an existing waste management facility which will be required to address waste safeguarding (see Policy SWDPR ~~4338~~ and **the** Worcestershire Waste Core Strategy)

<u>Allocation Reference</u>	<u>SWDPR</u>	<u>SHELAA Site Ref</u>	<u>Site</u>
<u>SWDPR55</u>	SWDPR 49		<u>Worcestershire</u> Parkway – north-west of Parkway rail station
	SWDPR 50		Throckmorton – Hill & Moor landfill site and other waste transfer and biological treatment facilities on and to the north of the airfield
<u>WYPE13</u>	SWDP NEW 83	CFS0925	Two Shires Park, Weston Road, Honeybourne
<u>WYPH24</u>	SWDP NEW 60	CFS0055	Land at Junction of Cleeve Road and School Lane, Middle Littleton
	SWDP NEW 16	CFS0308	Land at Common Road, Evesham
<u>MHPE07</u>	SWDP NEW 112	CFS0487	Land at Bluebell Farm, Earls Croome, WR8 9DJ
<u>WYPE09</u>	SWDP NEW 77	CFS0061a	Hartlebury Trading Estate, Crown Lane, Hartlebury
<u>WYPE10</u>	SWDP NEW 78	CFS0061b	Hartlebury Trading Estate, Crown Lane, Hartlebury
<u>WYPE11</u>	SWDP NEW 79	CFS0061c	Hartlebury Trading Estate, Crown Lane, Hartlebury

<u>WYPE12</u>	SWDP NEW 80	CFS0061d	Hartlebury Trading Estate, Crown Lane, Hartlebury
<u>MHPE08</u>	SWDP NEW 113	CFS0696	Land to the north of Digaway, Ryall
<u>MHPH06</u>	TBC	CFS0362sc	Land to the west of Terrills Lane, Tenbury Wells
<u>SF07</u>			<u>Solar Farm, Ryall House Farm, Ryall</u>
<u>SF09</u>			<u>Solar Farm, Land at Pendock</u>

Table 4: SWDPR Site Allocations within Minerals Consultation Areas where the need for minerals resource safeguarding has been ruled out through the Duty to Cooperate process.

<u>Allocation Reference</u>	SWDPR	SHELAA Site Ref	Site
	<u>SWDPR 50</u>		<u>Throckmorton</u>
<u>SWDPR56</u>	SWDPR 51	CFS1175, CFS0651, CFS0737, CFS0582 CFS0538 CFS0536 CFS0537	Rushwick (proposed railway station area only)
<u>SWDPR57</u>			<u>Mitton</u>
<u>WYPH03 / WYPH04 / WYPH05</u>	SWDP NEW 24	CFS0641	Land <u>West of Dowling Drive (Land</u> south of the Holloway], Pershore
<u>WYPH19</u>	SWDP NEW 54	CFS0605a	Land West of Upton Snodsbury Road, Pinvin
<u>WYPHM22</u>	SWDP new 32	CFS0408	Land to the rear of Withyfields, Withybed Lane, Inkberrow
<u>MHPE08</u>	SWDP new 113	CFS0696	Land to the north of Digaway, Ryall

			<u>WYPH02</u>	SWDP new 21	CFS0401	Land off Wyre Road North, Pershore
			<u>WYPE07</u>	SWDP new 72	CFS0403	Keytec East Business Park, Wyre Piddle
			<u>WYPHM28</u>	SWDP new 39	CFS0266	Land to the rear of Cutts Pool, Upton Snodsbury
			<u>WYPHM08</u>	SWDP new 15	CFS0367	Land to the west of Lingfield Road, Evesham
			<u>WYPHM29</u>	SWDP new 40	CFS0401sc	Double Gates Farm, Pershore Road, Upton Snodsbury
			<u>WYPE08</u>	SWDP new 74	CFS0559	Adjacent to Drakes Broughton Business Park, Worcester Road, Drakes Broughton
			<u>WYPHM30</u>	SWDP new 41	CFS0486	Land at Chequers Lane, Wychbold
				SWDP new 63	CFS0498	Former Pipes Support site, Salwarpe Road, Droitwich Spa
			<u>WYPHM11</u>	SWDP new 18	CFS0709	Land off Swan Lane / High Street, Evesham
				SWDP new 13	CFS0733	Land at Mayflower Road, Droitwich Spa
			<u>SWDPR 64</u>	SWDP new 14	CFS0855a CFS0855b	Land north / south of Union Lane, Droitwich Spa
			<u>WYPH17</u>	SWDP new 52	CFS0866	Land adjacent to and west of Galton Arms, Himbleton
			<u>WYPHM12</u>	SWDP new 19	CFS0991	Riverside Shopping Centre, Evesham
			<u>WCHO04</u>	SWDP new 4	CFS0036	Checketts Lane Industrial Estate, Checketts Lane, Worcester
				SWDP new 5	CFS0356	Shrub Hill Retail Park, Tallow Hill, Worcester (parcel west of Worcester & Birmingham Canal)
			<u>WCHO03</u>	SWDP new 3	CFS0477 20/00249/OUT	Land off Oak View Way, Bromyard Road, Worcester
			<u>SWDPR 65</u>	SWDP new 9	CFS0933	Land at Navigation Road, Diglis, Worcester

					CFS1076	
			<u>MHPE09</u>	TBC	CFS1212a	Plot 1 Severn House, Crown East, Rushwick
			<u>MHPE10</u>	TBC	CFS1212b	Plot 2 Severn House, Crown East, Rushwick
			<u>WYPHM07</u>	SWDP48/6		Canal Basin (Netherwich), Droitwich Spa
			<u>MHPH14</u>	SWDP new 101	CFS0511	Land south of Old Malvern Road, Collets Green
			<u>WYPH19</u>	SWDP new 54	CFS0605a	Land west of Upton Snodsbury Road, Pinvin
			<u>SWDPR55</u>			<u>Land at Cales Farm, Malvern</u>
			<u>WYPE102</u>			<u>South of Keytec East Business Park, Pershore (Wyre Piddle)</u>
			<u>WYPHM17</u>			<u>Fresh Fields, Stonebow Road, Drakes Broughton</u>
			<u>WYPHM24</u>			<u>Land immediately adjoining southern side of Boat Lane, Offenham</u>
			<u>WYPE02</u>			<u>Land off Saw Mills Walk / Briar Close Business Park, Evesham</u>
			<u>WYPH01</u>			<u>Land off Wyre Piddle Road, Pershore</u>
			<u>WYPE14</u>			<u>Snodsbury Farmhouse, Bow Wood Lane, Upton Snodsbury</u>
			<u>WYPHM18</u>			<u>Thornleigh Farm, Stonebow Road, Drakes Broughton)</u>
			<u>WCHO02</u>			<u>Land at the rear of 14 – 20 Barbourne Road, Worcester</u>
			<u>SWDPR63</u>	TBC)Land at Hadzor, Droitwich Spa)		<u>Land at Hanbury Road, Hadzor Locks, Droitwich Spa</u>
			<u>WCMU03</u>			<u>Fire Station / Crowngate / Angel Place / The Butts</u>

			<u>WCMU02</u>			<u>Lowesmoor Wharf</u>
			<u>WCMU06</u>			<u>Shrub Hill Opportunity Zone (Mixed Use)</u>
			<u>WCMU08</u>			<u>Cathedral Quarter and Sidbury: Cultural Facilities</u>
			<u>SWDPR 68A</u>			<u>Broomhall (Worcester South Urban Extension)</u>
			<u>SWDPR 68B</u>			<u>Temple Laugherne (Worcester West Urban Extension)</u>
			<u>WCREAL02</u>			<u>Sansome Walk Swimming Pool</u>
			<u>WCREAL05</u>			<u>County Council Offices, Bilford Road</u>
			<u>WCREAL09</u>			<u>Former Zig Zag site, St John's</u>
			<u>WCREAL10</u>			<u>Royal Worcester Porcelain – Gap Site</u>
			<u>WYHMA11</u>			<u>Land behind Lichfield Avenue, Evesham</u>
			<u>WYHMA12</u>			<u>Land off Abbey Road, Evesham</u>
			<u>MHHA07</u>			<u>Land off A4104, north east of Upton Marina</u>
			<u>MHHA11</u>			<u>Land adjacent to Henwick Mill House, Martley Road, Lower Broadheath</u>
			<u>WYHMA13</u>			<u>Laurels Avenue, Offenham</u>
			<u>MHHA12</u>			<u>Land at Wheatfield Court, Callow End</u>
			<u>WYHMA08</u>			<u>Employment site, top of Kings Road, Evesham</u>
			<u>MHHA08</u>			<u>Land at the Orchard, Abberley Common</u>
			<u>WYEA01</u>			<u>Stonebridge Cross Business Park, Hampton Lovett</u>
			<u>WYEA02</u>			<u>Vale Industrial Park, Evesham</u>

<u>SF02</u>			<u>Solar Farm, Land off Alcester Road, Harvington</u>
<u>SF03</u>			<u>Solar Farm, Land at Cropthorne</u>
<u>SF05</u>			<u>Solar Farm, Land to rear of Wadborough Road, Norton</u>

Table 5: SWDPR Site Allocations within 250m of Existing Waste Management Facilities where the need for safeguarding has been ruled out through the Duty to Cooperate process.

<u>Allocation Reference</u>	SWDPR	SHELAA Site Ref	Site
<u>WYPH23</u>	SWDP-NEW 59	CFS0028	Top Croft, Cleeve Road, Middle Littleton
<u>WCMU06</u>			<u>Shrub Hill Opportunity Zone</u>
<u>SWDPR59</u>			<u>Development at North East Malvern (Newland)</u>
<u>WCREAL05</u>			<u>County Council Offices, Bilford Road</u>
<u>WYHMA08</u>			<u>Employment site, top of Kings Road</u>

Table 6: SWDPR Site Allocations within 250m of a mineral site or supporting mineral infrastructure site where the need for safeguarding has been ruled out through the Duty to Cooperate process.

<u>Allocation Reference</u>	<u>Site</u>
<u>WCMU06</u>	<u>Shrub Hill Opportunity Zone</u>

Annex G: Superseded Policies and Proposals

Mod Ref	Policy	Page	Modification																																										
MM82	Annex G	<u>new</u>	<u>The Local Plan supersedes the South Worcestershire Development Plan, the previous Development Plan Document for the area, adopted on 16 February 2016. The full list of policies superseded or deleted by the adoption of this Local Plan is set out below. This is in accordance with Regulation 8(5) of the Town and Country Planning (Local Planning) (England) Regulations 2012).</u>																																										
			<table><tr><th><u>SWDP Policy Reference</u></th><th><u>Policy Name</u></th><th><u>Status and new policy reference where superseded</u></th></tr><tr><td><u>SWDP 1</u></td><td><u>Overarching Sustainable Development Principles</u></td><td><u>Deleted</u></td></tr><tr><td><u>SWDP 2</u></td><td><u>Development Strategy and Settlement Hierarchy</u></td><td><u>Superseded by SWDPR 03 The Spatial Development and Settlement Hierarchy</u></td></tr><tr><td><u>SWDP 3</u></td><td><u>Employment, Housing and Retail Provision Requirement and Delivery</u></td><td><u>Superseded by SWDPR 02 Employment, Housing and Retail Requirements</u></td></tr><tr><td><u>SWDP 4</u></td><td><u>Moving Around South Worcestershire</u></td><td><u>Superseded by SWDPR 06 Transport</u></td></tr><tr><td><u>SWDP 5</u></td><td><u>Green Infrastructure</u></td><td><u>Superseded by SWDPR 07 Green Infrastructure</u></td></tr><tr><td><u>SWDP 6</u></td><td><u>Historic Environment</u></td><td><u>Superseded by SWDPR 09 Historic Environment</u></td></tr><tr><td><u>SWDP 7</u></td><td><u>Infrastructure</u></td><td><u>Superseded by SWDPR 10 Infrastructure</u></td></tr><tr><td><u>SWDP 8</u></td><td><u>Providing the Right Land and Buildings for Jobs</u></td><td><u>Superseded by SWDPR 12 Providing the Right Land and Buildings for Jobs</u></td></tr><tr><td><u>SWDP 9</u></td><td><u>Creating and Sustaining Vibrant Centres</u></td><td><u>Superseded by SWDPR 13 Promotion of Town, District and Local Centres</u></td></tr><tr><td><u>SWDP 10</u></td><td><u>Protection and Promotion of Centres and Local Shops</u></td><td><u>Superseded by SWDPR 13 Promotion of Town, District and Local Centres</u></td></tr><tr><td><u>SWDP 11</u></td><td><u>Vale of Evesham Heavy Goods Vehicle Control Zone</u></td><td><u>Deleted</u></td></tr><tr><td><u>SWDP 12</u></td><td><u>Employment in Rural Areas</u></td><td><u>Superseded by SWDPR 15 Employment in Rural Areas</u></td></tr><tr><td><u>SWDP 13</u></td><td><u>Effective Use of Land</u></td><td><u>Superseded by SWDPR 16 Effective Use of Land</u></td></tr></table>	<u>SWDP Policy Reference</u>	<u>Policy Name</u>	<u>Status and new policy reference where superseded</u>	<u>SWDP 1</u>	<u>Overarching Sustainable Development Principles</u>	<u>Deleted</u>	<u>SWDP 2</u>	<u>Development Strategy and Settlement Hierarchy</u>	<u>Superseded by SWDPR 03 The Spatial Development and Settlement Hierarchy</u>	<u>SWDP 3</u>	<u>Employment, Housing and Retail Provision Requirement and Delivery</u>	<u>Superseded by SWDPR 02 Employment, Housing and Retail Requirements</u>	<u>SWDP 4</u>	<u>Moving Around South Worcestershire</u>	<u>Superseded by SWDPR 06 Transport</u>	<u>SWDP 5</u>	<u>Green Infrastructure</u>	<u>Superseded by SWDPR 07 Green Infrastructure</u>	<u>SWDP 6</u>	<u>Historic Environment</u>	<u>Superseded by SWDPR 09 Historic Environment</u>	<u>SWDP 7</u>	<u>Infrastructure</u>	<u>Superseded by SWDPR 10 Infrastructure</u>	<u>SWDP 8</u>	<u>Providing the Right Land and Buildings for Jobs</u>	<u>Superseded by SWDPR 12 Providing the Right Land and Buildings for Jobs</u>	<u>SWDP 9</u>	<u>Creating and Sustaining Vibrant Centres</u>	<u>Superseded by SWDPR 13 Promotion of Town, District and Local Centres</u>	<u>SWDP 10</u>	<u>Protection and Promotion of Centres and Local Shops</u>	<u>Superseded by SWDPR 13 Promotion of Town, District and Local Centres</u>	<u>SWDP 11</u>	<u>Vale of Evesham Heavy Goods Vehicle Control Zone</u>	<u>Deleted</u>	<u>SWDP 12</u>	<u>Employment in Rural Areas</u>	<u>Superseded by SWDPR 15 Employment in Rural Areas</u>	<u>SWDP 13</u>	<u>Effective Use of Land</u>	<u>Superseded by SWDPR 16 Effective Use of Land</u>
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			<u>SWDP 14</u>	<u>Market Housing Mix</u>	<u>Superseded by SWDPR 17 Housing Mix and Standards</u>
			<u>SWDP 15</u>	<u>Meeting Affordable Housing Needs</u>	<u>Superseded by SWDPR 19 Meeting Affordable Housing Needs</u>
			<u>SWDP 16</u>	<u>Rural Exception Sites</u>	<u>Superseded by SWDPR 20 Rural Exception Sites</u>
			<u>SWDP 17</u>	<u>Travellers and Travelling Showpeople</u>	<u>Superseded by SWDPR 22 Meeting the Needs of Gypsies Travellers and Travelling Showpeople</u>
			<u>SWDP 18</u>	<u>Replacement Dwellings in the Open Countryside</u>	<u>Superseded by SWDPR 23 Replacement Dwellings in the Open Countryside</u>
			<u>SWDP 19</u>	<u>Dwellings for Rural Workers</u>	<u>Superseded by SWDPR 24 Dwellings for Rural Workers</u>
			<u>SWDP 20</u>	<u>Housing to Meet the Needs of Older People</u>	<u>Superseded by SWDPR 25 Class C2 Housing for Older People or People with Special Housing Needs</u>
			<u>SWDP 21</u>	<u>Design</u>	<u>Superseded by SWDPR 28 Design</u>
			<u>SWDP 22</u>	<u>Biodiversity and Geodiversity</u>	<u>Superseded by SWDPR 29 Biodiversity and Geodiversity and SWDPR 30 Biodiversity Net Gain</u>
			<u>SWDP 23</u>	<u>The Cotswolds and Malvern Hills AONB</u>	<u>Superseded by SWDPR 31 The Cotswolds National Landscape and Malvern Hills National Landscape</u>
			<u>SWDP 24</u>	<u>Management of the Historic Environment</u>	<u>Superseded by SWDPR 33 Management of the Historic Environment</u>
			<u>SWDP 25</u>	<u>Landscape Character</u>	<u>Superseded by SWDPR 34 Landscape Character</u>
			<u>SWDP 26</u>	<u>Telecommunications and Broadband</u>	<u>Superseded by SWDPR 36 Telecommunications and Broadband</u>
			<u>SWDP 27</u>	<u>Renewable and Low Carbon Energy</u>	<u>Superseded by SWDPR 37 Renewable and Low Carbon Energy</u>
			<u>SWDP 28</u>	<u>Management of Flood Risk</u>	<u>Superseded by SWDPR 38 Management of Flood Risk</u>
			<u>SWDP 29</u>	<u>Sustainable Drainage Systems</u>	<u>Superseded by SWDPR 39 Sustainable Drainage Systems</u>

			<u>SWDP 30</u>	<u>Water Resources, Efficiency and Treatment</u>	<u>Superseded by SWDPR 40 Water Resources, Efficiency and Wastewater Treatment</u>
			<u>SWDP 31</u>	<u>Pollution and Land Instability</u>	<u>Superseded by SWDPR 41 Air Quality and SWDP 42 Land Stability and Contaminated Land</u>
			<u>SWDP 32</u>	<u>Minerals</u>	<u>Superseded by SWDPR 43 Minerals and Waste Safeguarding</u>
			<u>SWDP 34</u>	<u>Tourist Development</u>	<u>Superseded by SWDPR 44 Tourist Development</u>
			<u>SWDP 35</u>	<u>Visitor Accommodation</u>	<u>Superseded by SWDPR 45 Visitor Accommodation</u>
			<u>SWDP 36</u>	<u>Static and Touring Caravans, Chalets and Camping Sites</u>	<u>Superseded by SWDPR 46 Static and Touring Caravans, Chalets and Camping Sites (Holiday Accommodation)</u>
			<u>SWDP 37</u>	<u>Built Community Facilities</u>	<u>Superseded by SWDPR 47 Built Community Facilities</u>
			<u>SWDP 38</u>	<u>Green Space</u>	<u>Superseded by SWDPR 48 Open Space</u>
			<u>SWDP 39</u>	<u>Provision for Green Space and Outdoor Community Uses in New Development</u>	<u>Superseded by SWDPR 49 Provision of Open Space and Outdoor Community Uses in New Development</u>
			<u>SWDP 40</u>	<u>Waterfronts</u>	<u>Superseded by SWDPR 51 Waterfronts</u>
			<u>SWDP 41</u>	<u>Marinas and Moorings</u>	<u>Superseded by SWDPR 52 Marinas and Moorings</u>
			<u>SWDP 42</u>	<u>Residential Moorings</u>	<u>Superseded by SWDPR 53 Residential Moorings</u>
			<u>SWDP 43</u>	<u>Worcester City</u>	<u>Superseded by SWDPR 69 Worcester City Allocations</u>
			<u>SWDP 44</u>	<u>Worcester City Centre</u>	<u>Superseded by SWDPR 69 Worcester City Allocations</u>
			<u>SWDP 45</u>	<u>Direction for Growth Outside the City Administrative Boundary</u>	<u>Superseded by SWDPR 68 Directions for Growth Outside the City Administrative Boundary: Urban Extensions</u>
			<u>SWDP 46</u>	<u>Pershore</u>	<u>Superseded by SWDPR 71 Wychavon Allocations</u>
			<u>SWDP 47</u>	<u>Pershore Urban Extension</u>	<u>Superseded by SWDPR 71 Wychavon Allocations</u>
			<u>SWDP 48</u>	<u>Droitwich Spa</u>	<u>Superseded by SWDPR 71 Wychavon Allocations</u>

<u>SWDP 49</u>	<u>Droitwich Spa Urban Extensions</u>	<u>Superseded by SWDPR 71 Wychavon Allocations</u>
<u>SWDP 50</u>	<u>Evesham</u>	<u>Superseded by SWDPR 71 Wychavon Allocations</u>
<u>SWDP 51</u>	<u>Evesham Urban Extensions</u>	<u>Superseded by SWDPR 71 Wychavon Allocations</u>
<u>SWDP 52</u>	<u>Malvern</u>	<u>Superseded by SWDPR 70 Malvern Hills Allocations</u>
<u>SWDP 53</u>	<u>Malvern Technology Centre (QinetiQ)</u>	<u>Superseded by SWDPR 70 Malvern Hills Allocations</u>
<u>SWDP 54</u>	<u>Blackmore Park</u>	<u>Superseded by SWDPR 70 Malvern Hills Allocations</u>
<u>SWDP 55</u>	<u>Three Counties Showground</u>	<u>Superseded by SWDPR 66 Three Counties Showground</u>
<u>SWDP 56</u>	<u>Development at North East Malvern</u>	<u>Superseded by SWDPR 59 North East Malvern (Newland)</u>
<u>SWDP 57</u>	<u>Tenbury Wells</u>	<u>Superseded by SWDPR 70 Malvern Hills Allocations</u>
<u>SWDP 58</u>	<u>Upton-upon-Severn Area</u>	<u>Superseded by SWDPR 70 Malvern Hills Allocations</u>
<u>SWDP 59</u>	<u>New Housing for Villages</u>	<u>Superseded by SWDPR 70 Malvern Hills Allocations and SWDP 71 Wychavon Allocations</u>
<u>SWDP 62</u>	<u>Implementation</u>	<u>Superseded by SWDPR 72 Implementation and Monitoring</u>
<u>SWDP 63</u>	<u>Monitoring Framework</u>	<u>Superseded by SWDPR 72 Implementation and Monitoring</u>

Table XX: De-allocated Worcester City Housing Sites

<u>SWDPR Reg 18 Ref</u>	<u>Site</u>	<u>No. of dwellings in SWDP</u>	<u>Employment Land in SWDP (ha/sq. m)</u>	<u>Site Area (ha)</u>	<u>Reason for deallocation from the SWDPR</u>	<u>Reg 19 Ref</u>
<u>DEALLOCATE 1 (SWDP 43/1)</u>	<u>Land south of Leopard Hill</u>	<u>100</u>	<u>0</u>	<u>3.29</u>	<u>Part of the site is under construction (P18Q0226- 61 dwellings) and the rest of the site has been de-allocated</u>	<u>WODEAL01</u>
<u>DEALLOCATE 2 (SWDP 43/18)</u>	<u>University Park</u>	<u>100</u>	<u>11</u>	<u>15.18</u>	<u>The care home and medical centre elements of the site have been completed but the University of Worcester is no longer developing the site as a</u>	<u>WODEAL02</u>

								learning/business and innovation campus. Part of the site is now being redeveloped for 175 dwellings (P18C0175). The remaining land has been re-allocated under SWDP NEW 3, which now has planning permission for a further 120 dwellings (20/00249/OUT)	
			<u>DEALLOCATE 3 (SWDP 43/r)</u>	<u>The Bridge Inn, Lowesmoor Terrace, Worcester</u>	<u>9</u>	<u>0</u>	<u>0.1</u>	<u>The site remains un use as a Public House. Planning permission (P14D0589) has expired. The prospect of the site being delivered in isolation is currently low. Site boundary to be incorporated into SWDP 43aa.</u>	<u>WODEAL03</u>
			<u>DEALLOCATE 4 (SWDP 43/t)</u>	<u>Commandery Coach Depot, Tolladine Road</u>	<u>7</u>	<u>0</u>	<u>0.07</u>	<u>There is no alternative site to move the depot to at the current time.</u>	<u>WODEAL04</u>
			<u>DEALLOCATE 5 (SWDP 43w)</u>	<u>23-24 Foregate Street, Worcester</u>	<u>10</u>	<u>0</u>	<u>0.1</u>	<u>Planning permission expired – site is considered unlikely to come forward.</u>	<u>WODEAL05</u>
			<u>DEALLOCATE 6 (SWDP 43/a)</u>	<u>73-77 Bromwich Road, Worcester</u>	<u>11</u>	<u>0</u>	<u>0.14</u>	<u>Planning permission expired – site is considered unlikely to come forward.</u>	<u>WODEAL06</u>
			<u>DEALLOCATE 7 (SWDP 43/19)</u>	<u>Bridgewater House, Blackpole Road, Worcester</u>	<u>115</u>	<u>0</u>	<u>3.22</u>	<u>Bridgewater House conversion has been delivered with 85 units completed. It is unlikely that the remaining 30 units will come forward. The remaining part of the site is currently in employment use.</u>	<u>WODEAL07</u>
			<u>DEALLOCATE XX (SWDP 43/29)</u>	<u>Chequers Lane/Henwick Road</u>	<u>0</u>	<u>University related Development (Use Classes D1 and D2)</u>	<u>0.99</u>	<u>The site is to be expanded has been re-allocated under SWDP 43/29A.</u>	<u>WODEAL08</u>
Table XX: De-allocated Malvern Hills Housing Sites									
			<u>SWDPR Reg 18 Ref</u>	<u>Settlement</u>	<u>Site</u>	<u>Indicative Housing Figures</u>	<u>Site Area (ha)</u>	<u>Reasons for Deallocation</u>	<u>SWDP Reg 19 Ref</u>

			<u>SWDP Reallocate 57</u>	<u>Abberley Common</u>	<u>Land at Walshes Farm</u>	<u>15</u>	<u>1.43</u>	<u>SWDP 59/a - Site under construction (19/00451/RM)</u>	<u>MHDEAL01</u>
			<u>No PO ref</u>	<u>Alfrick</u>	<u>East of Chapel Meadow</u>	<u>14</u>	<u>0.39</u>	<u>SWDP 61/1 - Site now built out</u>	<u>MHDEAL02</u>
			<u>No PO ref</u>	<u>Broadwas</u>	<u>Land adjacent the school</u>	<u>10</u>	<u>0.31</u>	<u>SWDP 60/2 - Site now built out</u>	<u>MHDEAL03</u>
			<u>No PO ref</u>	<u>Broadwas</u>	<u>Land at Stoney Ley</u>	<u>8</u>	<u>0.5</u>	<u>SWDP 60 a - Site now built out</u>	<u>MHDEAL04</u>
			<u>REALLOCATE 59</u>	<u>Clifton-upon- Teme</u>	<u>Land at Hope Lane</u>	<u>30</u>	<u>1.32</u>	<u>SWDP 59/3 - Site removed as a reallocation - forms part of new site CFS0042</u>	<u>MHDEAL05</u>
			<u>No PO ref</u>	<u>Clifton-upon- Teme</u>	<u>Church House Farm</u>	<u>15</u>	<u>2.35</u>	<u>SWDP 59/b</u>	<u>MHDEAL06</u>
			<u>No PO ref</u>	<u>Great Witley</u>	<u>Land adjacent to the Primary School</u>	<u>27</u>	<u>1.34</u>	<u>SWDP 59/4 - Site now built out</u>	<u>MHDEAL07</u>
			<u>No PO ref</u>	<u>Hallow</u>	<u>Land north of Orchard Close</u>	<u>46</u>	<u>1.55</u>	<u>SWDP 59/5 – Site now built out</u>	<u>MHDEAL08</u>
			<u>REALLOCATE 60</u>	<u>Hallow</u>	<u>Land south of Greenfields Lane</u>	<u>30</u>	<u>1.67</u>	<u>SWDP 59 zzi – Site under construction (19/00561/FUL)</u>	<u>MHDEAL09</u>
			<u>No PO ref</u>	<u>Hallow</u>	<u>Land at Braithwaite's</u>	<u>9</u>	<u>0.67</u>	<u>SWDP 59 d – Site built out</u>	<u>MHDEAL10</u>

				<u>Yard, Main Road</u>				
			<u>No PO ref</u>	<u>Hallow</u>	<u>Former Royal Oak Public House, Main Road</u>	<u>8</u>	<u>0.18</u>	<u>SWDP 59 zk – site built out</u> <u>MHDEAL11</u>
			<u>SWDP Reallocate 47</u>	<u>Malvern</u>	<u>Portland House, Church Street</u>	<u>15</u>	<u>0.22</u>	<u>SWDP 52/5 (18/01865/FUL) Site built out</u> <u>MHDEAL12</u>
			<u>SWDP Reallocate 61</u>	<u>Hanley Swan</u>	<u>Land between the school and Westmere</u>	<u>20</u>	<u>1.44</u>	<u>SWDP 59/6 - Site built out</u> <u>MHDEAL13</u>
			<u>No PO ref</u>	<u>Malvern</u>	<u>Land at Mill Lane, Poolbrook</u>	<u>63</u>	<u>3.93</u>	<u>SWDP 52/d – Site built out</u> <u>MHDEAL14</u>
			<u>No PO ref</u>	<u>Malvern</u>	<u>Walsh's Yard, Poolbrook Common Road</u>	<u>5</u>	<u>0.35</u>	<u>SWDP 52/1 – Site built out</u> <u>MHDEAL15</u>
			<u>No PO ref</u>	<u>Malvern</u>	<u>Homestead, Halfkey</u>	<u>5</u>	<u>0.25</u>	<u>SWDP 52/4 – Site built out</u> <u>MHDEAL16</u>
			<u>REALLOCATE 46</u>	<u>Malvern</u>	<u>Former BMX Track off Mayfield Road</u>	<u>59</u>	<u>1.95</u>	<u>SWDP 52/2 – Site under construction</u> <u>MHDEAL17</u>
			<u>No PO ref</u>	<u>Malvern</u>	<u>Land at Lower Howsell Road (former allotments)</u>	<u>110</u>	<u>5.51</u>	<u>SWDP 52/i – Site under construction</u> <u>MHDEAL18</u>
			<u>No PO ref</u>	<u>Malvern</u>	<u>Lansdowne Crescent (former hospital site)</u>	<u>15</u>	<u>0.27</u>	<u>SWDP 52/8</u> <u>MHDEAL19</u>

			<u>SWDP REALLOCATE 50</u>	<u>Malvern</u>	<u>Broadlands Drive, Malvern</u>	<u>33</u>	<u>1.81</u>	<u>SWDP 52/ yr – site under construction</u>	<u>MHDEAL20</u>
			<u>No PO ref</u>	<u>Malvern</u>	<u>Land off Brook Farm Drive, Poolbrook</u>	<u>77</u>	<u>4.24</u>	<u>SWDP 52/w – Site built out</u>	<u>MHDEAL21</u>
			<u>No PO ref</u>	<u>Malvern</u>	<u>Pickersleigh Grove (part of Hayslan Fields)</u>	<u>44</u>	<u>3.29</u>	<u>SWDP 52/f – Site built out</u>	<u>MHDEAL22</u>
			<u>No PO ref</u>	<u>Martley</u>	<u>Land adjacent to the Crown (combined sites)</u>	<u>51</u>	<u>3.08</u>	<u>SWDP 59/12 - Site built out</u>	<u>MHDEAL23</u>
			<u>No PO ref</u>	<u>Martley</u>	<u>Land adjacent to the Primary School</u>	<u>14</u>	<u>0.77</u>	<u>SWDP 59 / K – Site built out</u>	<u>MHDEAL24</u>
			<u>REALLOCATE 68</u>	<u>Powick and Colletts Green</u>	<u>Former allotments, Winsmore</u>	<u>49</u>	<u>1.56</u>	<u>SWDP 60/5 – Site built out</u>	<u>MHDEAL25</u>
			<u>No PO ref</u>	<u>Powick and Colletts Green</u>	<u>Land adjacent to the Crown Public House</u>	<u>45</u>	<u>2.72</u>	<u>SWDP 60 / b – Site built out</u>	<u>MHDEAL26</u>
			<u>No PO ref</u>	<u>Powick and Colletts Green</u>	<u>Land south of Sparrowhall Lane</u>	<u>39</u>	<u>2.22</u>	<u>SWDP 60 / c – Site built out</u>	<u>MHDEAL27</u>
			<u>No PO ref</u>	<u>Rushwick</u>	<u>Land at Claphill Lane</u>	<u>28</u>	<u>0.97</u>	<u>SWDP 60 / 6 – Site built out</u>	<u>MHDEAL28</u>
			<u>No PO ref</u>	<u>Rushwick</u>	<u>Land at Old Bransford Road</u>	<u>20</u>	<u>0.72</u>	<u>SWDP 60 / 7 – Site built out</u>	<u>MHDEAL29</u>
			<u>No PO ref</u>	<u>Rushwick</u>	<u>Land adjacent to Upper Wick Lane</u>	<u>14</u>	<u>0.32</u>	<u>SWDP 60 / 8 – Site built out</u>	<u>MHDEAL30</u>

			<u>REALLOCATE</u> <u>69</u>	<u>Rushwick</u>	<u>Land off</u> <u>Bransford Road</u>	<u>96</u>	<u>5.36</u>	<u>SWDP 60/t –</u> <u>Site now under</u> <u>construction</u>	<u>MHDEAL31</u>
			<u>No PO ref</u>	<u>Tenbury Wells</u>	<u>Land opposite</u> <u>Morningside,</u> <u>Oakwood Rd</u>	<u>43</u>	<u>2.35</u>	<u>SWDP 57/1 –</u> <u>Site built out</u>	<u>MHDEAL32</u>
			<u>No PO ref</u>	<u>Holly Green</u>	<u>Land at Sunny</u> <u>Bank Meadow</u>	<u>25</u>	<u>0.97</u>	<u>SWDP 58/1 –</u> <u>Site built out</u>	<u>MHDEAL33</u>
			<u>No PO ref</u>	<u>Kempsey</u>	<u>Land adjacent</u> <u>to the Lawns</u> <u>including Bight</u> <u>Farm</u>	<u>110</u>	<u>4.68</u>	<u>SWDP 59/8 –</u> <u>Site built out</u>	<u>MHDEAL34</u>
			<u>No PO ref</u>	<u>Kempsey</u>	<u>Land adjacent</u> <u>to the Lawns</u> <u>including Bight</u> <u>Farm (Part 2)</u>	<u>80</u>	<u>1.69</u>	<u>SWDP 59/8a –</u> <u>Site built out</u>	<u>MHDEAL35</u>
			<u>No PO ref</u>	<u>Kempsey</u>	<u>123a Main Road</u>	<u>9</u>	<u>0.38</u>	<u>SWDP 59/e –</u> <u>Site built out</u>	<u>MHDEAL36</u>
			<u>No PO ref</u>	<u>Leigh Sinton</u>	<u>Land at Kiln</u> <u>Lane</u>	<u>53</u>	<u>2.09</u>	<u>SWDP 60 d –</u> <u>Site built out</u>	<u>MHDEAL37</u>
			<u>No PO ref</u>	<u>Lower</u> <u>Broadheath</u>	<u>Land to the</u> <u>West of Bell</u> <u>Lane / south of</u> <u>Martley Road</u>	<u>48</u>	<u>2.07</u>	<u>SWDP 59/9 –</u> <u>Site built out</u>	<u>MHDEAL38</u>
			<u>REALLOCATE</u>	<u>Lower</u> <u>Broadheath</u>	<u>Peachley Court</u> <u>Farm, Peachley</u> <u>Lane</u>	<u>6</u>	<u>0.22</u>	<u>SWDP 59/10 –</u> <u>Site built out</u>	<u>MHDEAL39</u>
			<u>No PO ref</u>	<u>Kempsey</u>	<u>Land north of</u> <u>Brookend Lane</u> <u>(adjacent to the</u> <u>Limes)</u>	<u>116</u>	<u>6.85</u>	<u>SWDP 59/f –</u> <u>Site built out</u>	<u>MHDEAL40</u>

			<u>SWDP Reallocate 65</u>	<u>Bayton</u>	<u>Land adjoining Severne Green</u>	<u>5</u>	<u>0.15</u>	<u>Part of new allocation CFS1206sc</u>	<u>MHDEAL41</u>
			<u>No PO ref</u>	<u>Upton-upon- Severn</u>	<u>Land at Welland Road, Tunnel Hill</u>	<u>43</u>	<u>2.12</u>	<u>SWDP 58 / d – Site built out</u>	<u>MHDEAL42</u>
			<u>No PO ref</u>	<u>Welland</u>	<u>Land between Old Post Office and Church Farm, Drake Street</u>	<u>30</u>	<u>1.66</u>	<u>SWDP 59/zl – Site built out</u>	<u>MHDEAL43</u>
			<u>No PO ref</u>	<u>Welland</u>	<u>Lawn Farm, Drake Street</u>	<u>50</u>	<u>9.12</u>	<u>SWDP 59/L – Site built out</u>	<u>MHDEAL44</u>
			<u>SWDP Reallocate 64</u>	<u>Welland</u>	<u>Land adjacent to the former Pheasant Inn</u>	<u>14</u>	<u>0.68</u>	<u>SWDP 59/13 Site built out</u>	<u>MHDEAL45</u>
			<u>SWDP Reallocate 70 (Mixed Use)</u>	<u>Malvern</u>	<u>Malvern Technology Centre (Qinetiq)</u>	<u>310 (4.5 ha employment)</u>	<u>15.4 (26.05 gross)</u>	<u>SWDP 53A (18/1088/FUL)</u>	<u>MHDEAL46</u>
					<u>TOTAL</u>	<u>1956</u>			
<u>Table XX: Wychavon De-allocated Housing Sites</u>									
			<u>SWDPR Reg 18 Ref</u>	<u>Settlement</u>	<u>Site</u>	<u>Indicative Housing Figures</u>	<u>Site Area (ha)</u>	<u>Reasons for Deallocation</u>	<u>SWDPR Reg 19 Ref</u>
			<u>DEALLOCATE 9 (SWDP 48/1)</u>	<u>Droitwich Spa</u>	<u>Land off Vines Lane</u>	<u>100</u>	<u>3.1</u>	<u>Site has planning permission for employment use (16/01566/PN)</u>	<u>WYDEAL01</u>

			<u>No PO ref</u>	<u>Droitwich Spa</u>	<u>Yew Tree</u>	<u>765 (and a 200 unit care facility)</u>	<u>44</u>	<u>SWDP 49/2 Site has been built out</u>	<u>WYDEAL02</u>
			<u>SWDP REALLOCATE 26 (48/6)</u>	<u>Droitwich Spa</u>	<u>Canal Basin (Netherwich)</u>	<u>80 (to include retail and leisure)</u>	<u>1.1</u>	<u>Proposed density increased in SWDPR, therefore site moved to new housing / mixed use table</u>	<u>WYDEAL03</u>
			<u>No PO Ref</u>	<u>Droitwich Spa</u>	<u>Copcut Lane</u>	<u>740 (3.5 ha of B1/B2 employment uses)</u>	<u>40</u>	<u>SWDP 49/1 Site has been built out</u>	<u>WYDEAL04</u>
			<u>SWDP REALLOCATE 21</u>	<u>Pershore</u>	<u>Land adjacent Conningsby Drive</u>	<u>19</u>	<u>0.74</u>	<u>SWDP 46/5 17/01634/FUL Site has been built out</u>	<u>WYDEAL05</u>
			<u>No PO ref</u>	<u>Pershore</u>	<u>Land to the north of Pershore, Off Station Road</u>	<u>444</u>	<u>12.7</u>	<u>47/1a, 47/1b, 471c Site has been built out</u>	<u>WYDEAL06</u>
			<u>No PO ref</u>	<u>Pershore</u>	<u>Former Health Centre, Priest Lane</u>	<u>13</u>	<u>0.18</u>	<u>SWDP 46/2 Site has been built out</u>	<u>WYDEAL07</u>
			<u>No PO ref</u>	<u>Pershore</u>	<u>Land off Defford Road</u>	<u>21</u>	<u>1.22</u>	<u>SWDP 46/6 Site has been built out</u>	<u>WYDEAL08</u>
			<u>No PO ref</u>	<u>Pershore</u>	<u>Garage Court, St Andrews Road</u>	<u>8</u>	<u>0.19</u>	<u>SWDP 46/3 Site has been built out</u>	<u>WYDEAL09</u>
			<u>No PO ref</u>	<u>Evesham</u>	<u>Nursery at Bewdley Lane / Blind Lane</u>	<u>59</u>	<u>2.46</u>	<u>SWDP 50/3 Site has been built out</u>	<u>WYDEAL10</u>

			<u>No PO ref</u>	<u>Evesham</u>	<u>South of Pershore Road, Hampton</u>	<u>400</u>	<u>12.63</u>	<u>SWDP 51/2 Site has been built out</u>	<u>WYDEAL11</u>
			<u>No PO ref</u>	<u>Evesham</u>	<u>Land at Aldington Lodge</u>	<u>70</u>	<u>3.44</u>	<u>SWDP 50/8 Site has been built out</u>	<u>WYDEAL12</u>
			<u>No PO ref</u>	<u>Badsey</u>	<u>Land off Banks Road</u>	<u>39</u>	<u>1.02</u>	<u>59/14 Site has been built out</u>	<u>WYDEAL14</u>
			<u>No PO ref</u>	<u>Badsey</u>	<u>Land opposite Horsebridge Avenue</u>	<u>36</u>	<u>1.73</u>	<u>SWDP 59/x Site has been built out</u>	<u>WYDEAL15</u>
			<u>No PO ref</u>	<u>Bishampton</u>	<u>Land west of Main Street</u>	<u>12</u>	<u>1.4</u>	<u>SWDP 61/2 Site has been built out</u>	<u>WYDEAL16</u>
			<u>No PO ref</u>	<u>Bredon</u>	<u>Land between Oak Lane and Station Road</u>	<u>24</u>	<u>1.44</u>	<u>SWDP 59/15 Site has been built out</u>	<u>WYDEAL17</u>
			<u>No PO ref</u>	<u>Bretforton</u>	<u>Ivy Lane</u>	<u>22</u>	<u>0.72</u>	<u>SWDP 60/12 Site has been built out</u>	<u>WYDEAL18</u>
			<u>No PO ref</u>	<u>Bretforton</u>	<u>Land north of Station Road</u>	<u>48</u>	<u>2.51</u>	<u>SWDP 60/11 Site has been built out</u>	<u>WYDEAL19</u>
			<u>No PO ref</u>	<u>Broadway</u>	<u>Land to the east of Kingsdale Court</u>	<u>13</u>	<u>0.5</u>	<u>SWDP 59/17 Site has been built out</u>	<u>WYDEAL20</u>
			<u>No PO ref</u>	<u>Broadway</u>	<u>Land west of Leamington Road</u>	<u>59</u>	<u>2.64</u>	<u>SWDP 59/18 Site has been built out</u>	<u>WYDEAL21</u>
			<u>SWDP REALLOCATE 32 (59/19)</u>	<u>Broadway</u>	<u>Land adjacent to Station Road</u>	<u>100</u>	<u>10.99</u>	<u>Proposed density increased in SWDPR and site</u>	<u>WYDEAL22</u>

							<u>area amended, therefore moved to new housing / mixed use table</u>	
		<u>No PO ref</u>	<u>Crothorne</u>	<u>Land off Field Barn Lane</u>	<u>6</u>	<u>0.54</u>	<u>SWDP 60/13 Site has been built out</u>	<u>WYDEAL23</u>
		<u>No PO ref</u>	<u>Crothorne</u>	<u>Land between Pentalow and Berrycroft, Blacksmiths Lane</u>	<u>8</u>	<u>0.44</u>	<u>SWDP 60/x Site has been built out</u>	<u>WYDEAL24</u>
		<u>No PO ref</u>	<u>Crowle</u>	<u>Land opposite Village Hall off Church Road</u>	<u>25</u>	<u>1.54</u>	<u>SWDP 61/4 Site has been built out</u>	<u>WYDEAL25</u>
		<u>No PO ref</u>	<u>Defford</u>	<u>Land off Harpley Road</u>	<u>5</u>	<u>0.54</u>	<u>SWDP 51/5 Site has been built out</u>	<u>WYDEAL26</u>
		<u>No PO ref</u>	<u>Defford</u>	<u>Land adjacent to Defford First School, off Church Lane</u>	<u>5</u>	<u>0.2</u>	<u>SWDP 61/7 Site has been built out</u>	<u>WYDEAL27</u>
		<u>No PO ref</u>	<u>Defford</u>	<u>Land off Upper Street</u>	<u>6</u>	<u>0.42</u>	<u>SWDP 61/6 Site has been built out</u>	<u>WYDEAL28</u>
		<u>No PO ref</u>	<u>Drakes Broughton</u>	<u>Land south of B4084</u>	<u>90</u>	<u>4.47</u>	<u>SWDP 60/14 Site has been built out</u>	<u>WYDEAL29</u>
		<u>No PO ref</u>	<u>Drakes Broughton</u>	<u>Land west of Stonebow Road,</u>	<u>39</u>	<u>2.87</u>	<u>SWDP 60/x Site has been built out</u>	<u>WYDEAL30</u>
		<u>No PO ref</u>	<u>Fernhill Heath</u>	<u>Dilmore Lane / Station Road</u>	<u>120</u>	<u>6.46</u>	<u>SWDP 60/16 Site has been built out</u>	<u>WYDEAL31</u>

			<u>No PO ref</u>	<u>Fladbury</u>	<u>Land off Broadway Lane, adjacent to Grey Lyn</u>	<u>18</u>	<u>0.5</u>	<u>SWDP 60/17 Site has been built out</u>	<u>WYDEAL32</u>
			<u>No PO ref</u>	<u>Flyford Flavell</u>	<u>Land east of Boot Inn, Radford Road</u>	<u>16</u>	<u>1.42</u>	<u>SWDP 60/18 Site has been built out</u>	<u>WYDEAL33</u>
			<u>No PO ref</u>	<u>Hanbury</u>	<u>Site between Pavement Cottage and Nightingales on B4090</u>	<u>9</u>	<u>0.37</u>	<u>SWDP 61/8 Site has been built out</u>	<u>WYDEAL34</u>
			<u>No PO ref</u>	<u>Hartlebury</u>	<u>Land west of Worcester Road</u>	<u>92</u>	<u>3.98</u>	<u>SWDP 59/20 Site has been built out</u>	<u>WYDEAL35</u>
			<u>No PO ref</u>	<u>Harvington</u>	<u>Land adjacent Crest Hill</u>	<u>9</u>	<u>0.45</u>	<u>SWDP 60/19 Site has been built out</u>	<u>WYDEAL36</u>
			<u>No PO ref</u>	<u>Himbleton</u>	<u>Harrow Lane</u>	<u>6</u>	<u>0.44</u>	<u>SWDP 61/9 Site has been built out</u>	<u>WYDEAL37</u>
			<u>No PO ref</u>	<u>Honeybourne</u>	<u>Land between High Street and Weston Road</u>	<u>75</u>	<u>3.95</u>	<u>SWDP 59/21 Site has been built out</u>	<u>WYDEAL38</u>
			<u>No PO ref</u>	<u>Inkberrow</u>	<u>Land off Stonepit Lane / Land East of Withybed Lane (combined site)</u>	<u>137</u>	<u>6.73</u>	<u>SWDP 59/22 Site has been built out</u>	<u>WYDEAL39</u>
			<u>No PO ref</u>	<u>Lower Moor</u>	<u>Land South of Blacksmith Lane</u>	<u>10</u>	<u>0.88</u>	<u>SWDP 61/11 Site has been built out</u>	<u>WYDEAL40</u>

			<u>No PO ref</u>	<u>North / Middle Littleton</u>	<u>Land adjacent to Blakes Hill</u>	<u>10</u>	<u>0.52</u>	<u>SWDP 61/12 Site has been built out</u>	<u>WYDEAL41</u>
			<u>No PO ref</u>	<u>Offenham</u>	<u>Land off Main Street</u>	<u>30</u>	<u>1.24</u>	<u>SWDP 59/23 Site has been built out</u>	<u>WYDEAL42</u>
			<u>No PO ref</u>	<u>Offenham</u>	<u>Land between Leasowes Road and Laurels Road</u>	<u>50</u>	<u>1.78</u>	<u>SWDP 59/x Site has been built out</u>	<u>WYDEAL43</u>
			<u>No PO ref</u>	<u>Pinvin</u>	<u>Land adjacent to The Workshop & Uplands</u>	<u>14</u>	<u>1.02</u>	<u>SWDP 60/22 Site has been built out</u>	<u>WYDEAL44</u>
			<u>No PO ref</u>	<u>Pinvin</u>	<u>Land north of the Green</u>	<u>33</u>	<u>1.28</u>	<u>SWDP 60/23 Site has been built out</u>	<u>WYDEAL45</u>
			<u>No PO ref</u>	<u>Pebworth</u>	<u>Honeybourne Road</u>	<u>13</u>	<u>1.37</u>	<u>SWDP 61/13 Site has been built out</u>	<u>WYDEAL46</u>
			<u>SWDP REALLOCATE 34 (59/25)</u>	<u>Ombersley</u>	<u>The Racks</u>	<u>30</u>	<u>1.24</u>	<u>Site is under construction (18/00795/RM)</u>	<u>WYDEAL47</u>
			<u>SWDP REALLOCATE 35 (59/26)</u>	<u>Ombersley</u>	<u>Land north of Woodhall Lane</u>	<u>25</u>	<u>2.03</u>	<u>Proposed density increased in SWDPR, therefore site moved to new housing / mixed use table</u>	<u>WYDEAL48</u>
			<u>SWDP REALLOCATE 37 (60/10)</u>	<u>Ashton-Under-Hill</u>	<u>Elmley Road</u>	<u>14</u>	<u>0.69</u>	<u>Site is under construction (18/01115/RM)</u>	<u>WYDEAL49</u>

			<u>No PO ref</u>	<u>Sedgeberrow</u>	<u>Land off Winchcombe Road</u>	<u>8</u>	<u>1.24</u>	<u>SWDP 60/25 Site has been built out</u>	<u>WYDEAL50</u>
			<u>SWDP REALLOCATE 40 (60/24))</u>	<u>Sedgeberrow</u>	<u>Land off Main Street</u>	<u>20</u>	<u>0.79</u>	<u>Site is under construction (18/01514/FUL)</u>	<u>WYDEAL51</u>
			<u>No PO ref</u>	<u>South Littleton</u>	<u>Land at Shinehill Lane</u>	<u>30</u>	<u>1.94</u>	<u>SWDP 60/27 – Site has been built out</u>	<u>WYDEAL52</u>
			<u>No PO ref</u>	<u>South Littleton</u>	<u>Land between Long Hyde Road and Station Road</u>	<u>20</u>	<u>0.84</u>	<u>SWDP 60/26 – Site has been built out</u>	<u>WYDEAL53</u>
			<u>No PO ref</u>	<u>Tibberton</u>	<u>Land adjacent to Bridge Inn, Foredraught Lane</u>	<u>6</u>	<u>0.46</u>	<u>SWDP 61/14 Site has been built out</u>	<u>WYDEAL54</u>
			<u>No PO ref</u>	<u>Tibberton</u>	<u>land to the rear of Hawthorn Rise</u>	<u>15</u>	<u>0.81</u>	<u>SWDP 61/15 Site has been built out</u>	<u>WYDEAL55</u>
			<u>SWDP REALLOCATE 42</u>	<u>Conderton</u>	<u>Land at Conderton Close</u>	<u>6</u>	<u>0.58</u>	<u>SWDP 61/3 Cat 4 village – no longer meets development strategy</u>	<u>WYDEAL56</u>
			<u>SWDP REALLOCATE 43</u>	<u>Kemerton</u>	<u>Land at Park Farm, Jobs Lane</u>	<u>9</u>	<u>0.34</u>	<u>SWDP 61/10 Cat 4 village – no longer meets development strategy</u>	<u>WYDEAL57</u>
			<u>No PO ref</u>	<u>Whittington</u>	<u>Land at Walkers Lane</u>	<u>17</u>	<u>0.45</u>	<u>SWDP 61/16 Site has been built out</u>	<u>WYDEAL58</u>

			<u>No PO ref</u>	<u>Whittington</u>	<u>Land East of Swinesherd Way</u>	<u>300</u>	<u>18.42</u>	<u>SWDP 45/5 Site has been built out</u>	<u>WYDEAL59</u>
			<u>No PO ref</u>	<u>Wychbold</u>	<u>Land off Crown Lane</u>	<u>68</u>	<u>2.96</u>	<u>SWDP 59/27 Site has been built out</u>	<u>WYDEAL60</u>
				<u>TOTAL</u>		<u>4211</u>			

Policy/Annex Numbering Changes, with no other modifications

Mod Ref	Policy	Page	Modification
MM83	SWDPR 49	195	Policy SWDPR 49: Residential Moorings (as submitted) becomes policy SWDPR 53.
	SWDPR 58	245	Policy SWDPR 58: Three Counties Showground (as submitted) becomes policy SWDPR 66.
	Annex C	335	Annex C: Nationally Described Space Standards (as submitted) becomes annex E.