SOUTH WORCESTERSHIRE Development Plan

REVIEW



Adopted March 2026

Worcester City Council | Malvern Hills District Council | WYCHAVON

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Introduction



The SWDP Review

Background

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

2. The South Worcestershire Development Plan Review (SWDPR) is a review of the 2016 adopted South Worcestershire Development Plan and was adopted on 26 March 2026 replacing the former Local Plan in its entirety. The superseded SWDP Policies are set out in Annex G. This Local Plan sets out how development will be planned and delivered across the area covered by the SWC to 2041 and our strategy for delivering growth.

3. 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 National Planning Policy Framework (NPPF) 2023, 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.

4. The Plan provides 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.

5. 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.



Vision

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

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

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

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

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

11. South Worcestershire residents have access to a range of housing types and tenures within the new settlements and other allocated sites that help to meet the needs of all, including young families, older people and single households. High quality development has incorporated innovative, environmentally friendly solutions that have helped to reduce resource consumption, achieve sustainable communities and lessen the effects of extreme climatic impacts, particularly flooding.

12. Affordable and accessible housing is widely available and helps to secure

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

13. A thriving tourism market is underpinned by a high quality natural and built environment, with its exceptional geological heritage, the highlights of which include the Cotswolds National Landscape and Malvern Hills National Landscape, the Abberley and Malvern Hills 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 SWDPR forms a cornerstone of South Worcestershire's continued success as a place in which to live, work and relax.

Objectives

14. 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 suitable basis to plan for sustainable development.

A Better Environment for Today and Tomorrow

I. To adapt to, and mitigate against, the impacts of climate change.

II. To ensure that the scale and type of new development does not compromise landscape character or South Worcestershire's historic environment, heritage assets and their settings.

III. To ensure development is designed to the highest possible environmental standards in order to minimise carbon emissions, resource consumption, pollution, flood risk and increase the proportion of renewable energy, approaches to sustainable construction and to adapt to the impacts of climate change.

IV. To maintain open landscape, including National Landscape, and to prevent the merging of settlements in both Green Belt and non-Green Belt locations.

V. To protect the Green Infrastructure Network and take every opportunity to increase its coverage and quality.

VI. To protect, restore and enhance biodiversity by delivering biodiversity net gain, and to enhance geodiversity, landscape quality, measurable water and air quality improvements and protect the highest quality agricultural land.

Economic Success that is Shared by All

VII. To facilitate development that focuses on improving the area's economic prosperity, delivering new jobs, retaining key employers and maximising high value employment opportunities through the right employment sites.

VIII. To work with partners, 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.

IX. To promote the sub-regional role of Worcester as the major leisure, retail, tourist and university centre and support the sustainable growth of the city.

X. To prioritise the re-development, including mixed uses, of brownfield land within the urban areas in order to aid the regeneration of the city / town centres.

Stronger Communities

XI. To deliver sufficient new homes needed by local communities that will help support economic growth.

XII. To provide a balanced mix of house tenures and types, including extra care provision, to satisfy the full range of housing needs and help create active / inclusive / sustainable / healthy communities and to sustain rural communities.

XIII. To maximise opportunities to deliver high quality affordable housing.

XIV. To allocate most development in locations where there is good access to local services and where transport choice is maximised.

XV. To promote opportunities and access to a range of skills and vocational training and levels of education for all generations.

XVI. To provide a basis for neighbourhood plans to deliver a vision and objective to reflect the needs of their communities.

Improving Health and Wellbeing

XVII. To reduce health inequalities, encourage healthy active lifestyles and plan for and promote healthy designed developments and better living environments suitable for people of all ages to improve the health and wellbeing of those who live in, work in, or visit South Worcestershire.

XVIII. To ensure that new development supports the delivery of and access to healthcare provision.

Communities that are Safe and feel Safe

XIX. All new development to employ ‘Secured by Design’ and ‘Design out Crime’ principles and the promotion of public safety generally within public places through natural surveillance and active street frontages to reduce opportunities for crime or anti-social behaviour.

XX. All new development to contribute to the provision of accessible community infrastructure that increases the number of pedestrian and cycle movements in public places, and which enhances the connectivity between new and existing developments.

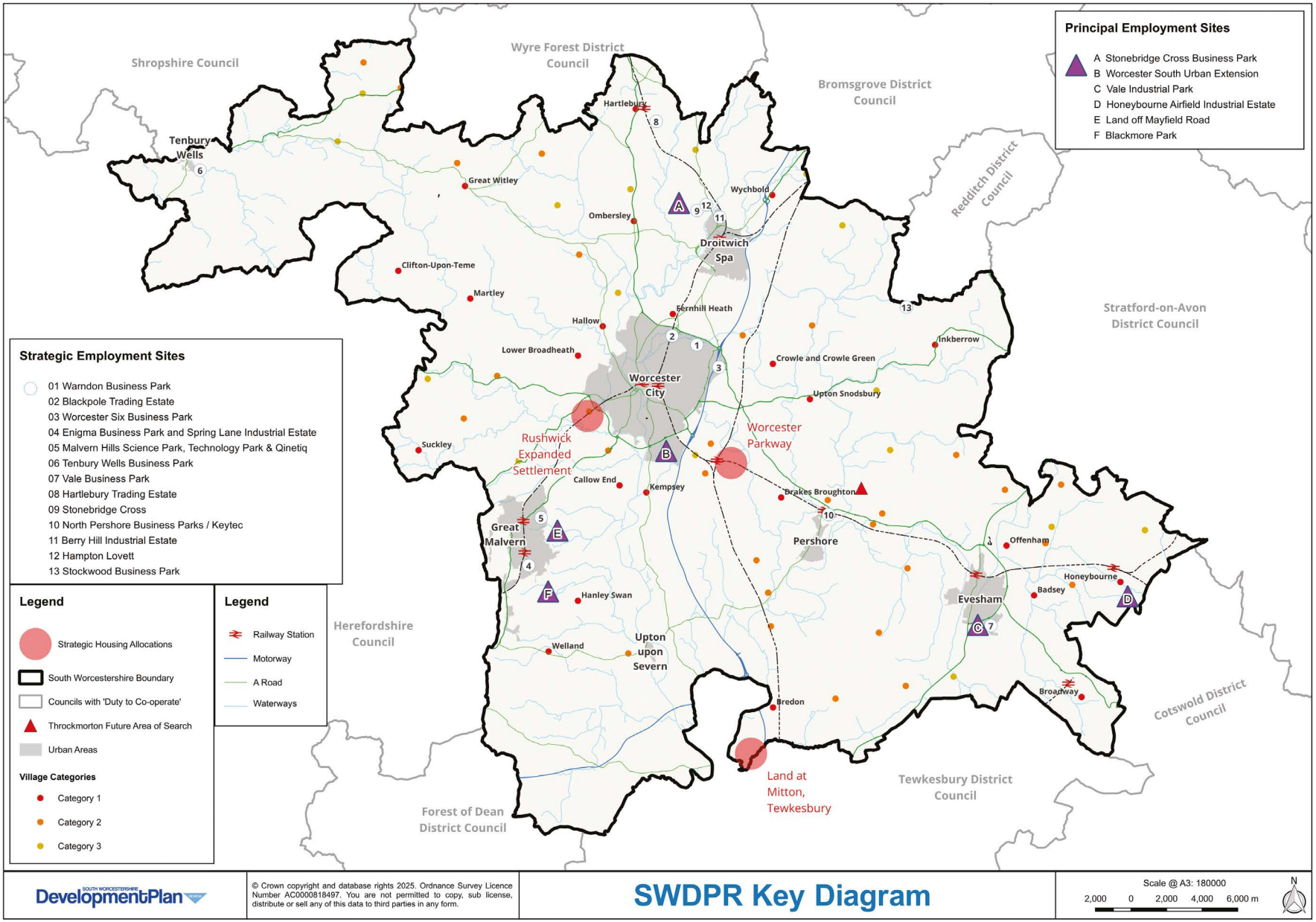


Figure 1: SWDPR Key Diagram

1. Strategic Policies



SWDPR 01

Climate Change Mitigation and Adaptation

A. This strategic policy aims to ensure that all development minimises its environmental impact and is resilient to the consequences of climate change.

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.

C. To ensure that development contributes to the mitigation of, and adaptation to climate change, development proposals will be required to:

i. Locate development to minimise the need to travel by car and design layouts to provide infrastructure to facilitate active travel (see SWDPR 06).

ii. Contribute towards and support health and social wellbeing to meet the needs of current and future communities (see SWDPR 11).

iii. Provide Green Infrastructure to help mitigate against and adapt to the impacts of climate change, including carbon sequestration, water management and extreme 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; 41 and 49).

iv. Protect and safeguard existing open spaces and provide opportunities for community self-sufficiency e.g., through the provision of allotments, community orchards, etc. (see SWDPR 49).

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 (see SWDPR 29 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 37).

vii. Make the most effective and sustainable use of land (see SWDPR 16).

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 28).

ix. Prioritise the use of sustainable construction techniques and materials and minimise their ecological and carbon footprints (see SWDPR 05).

x. **Minimise the impact on and from all sources of flood risk (see SWDPR 38).**

xi. **Incorporate less resource intensive drainage solutions (see SWDPR 39).**

xii. **Incorporate water use management and conservation features (see SWDPR 40).**

xiii. **Submit Air Quality Assessments to determine the likely impact of development on air quality and resulting mitigation measures (see SWDPR 41).**

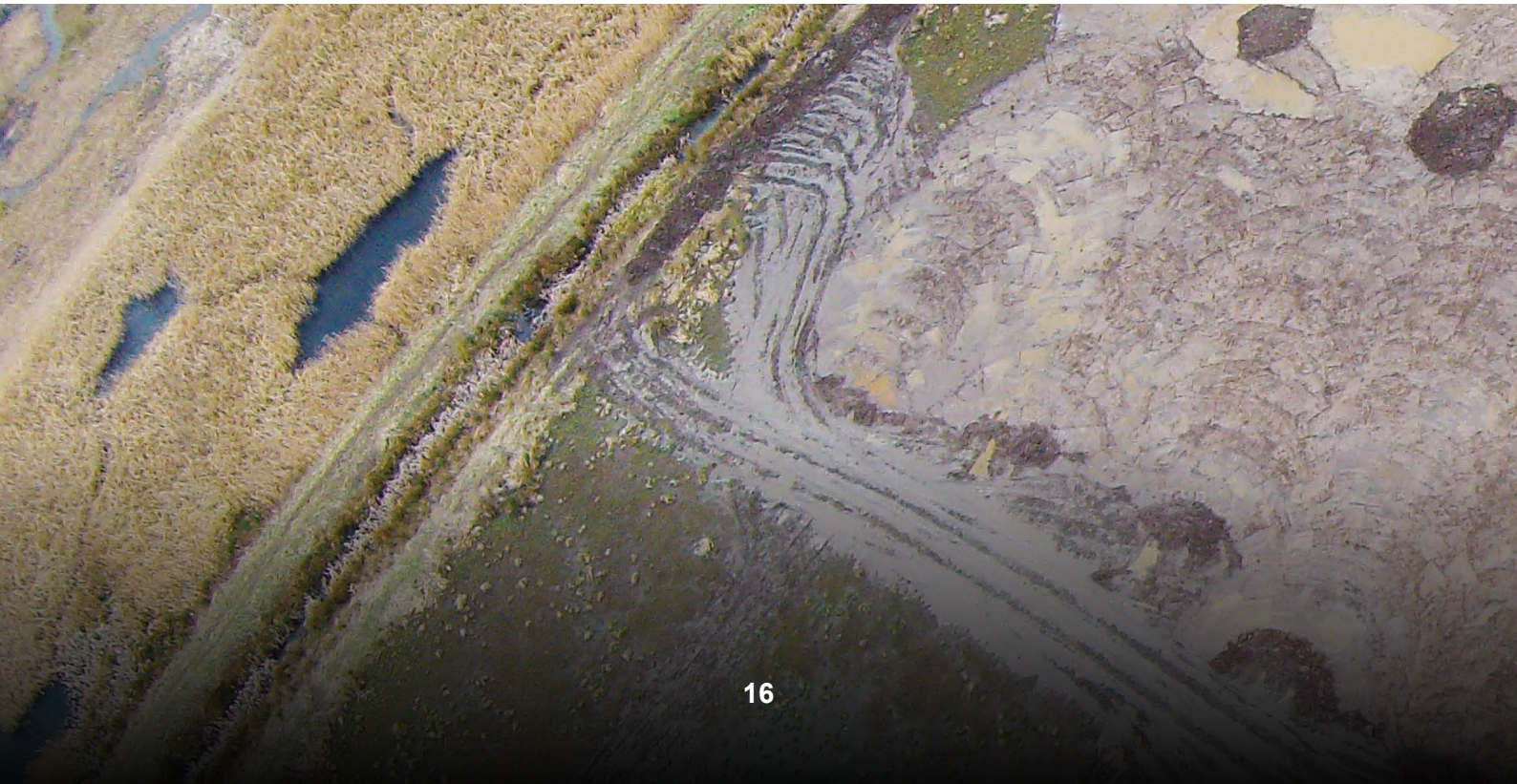
D. **Development should demonstrate, through a Design and Access Statement or other supporting evidence, (e.g. Homes Quality Mark, Building for a Healthy Life, BREEAM assessment, or equivalent assessment) how the objectives outlined in SWDPR 01 have been addressed, subject to feasibility and viability.**

Reasoned Justification for SWDPR 01

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

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 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.

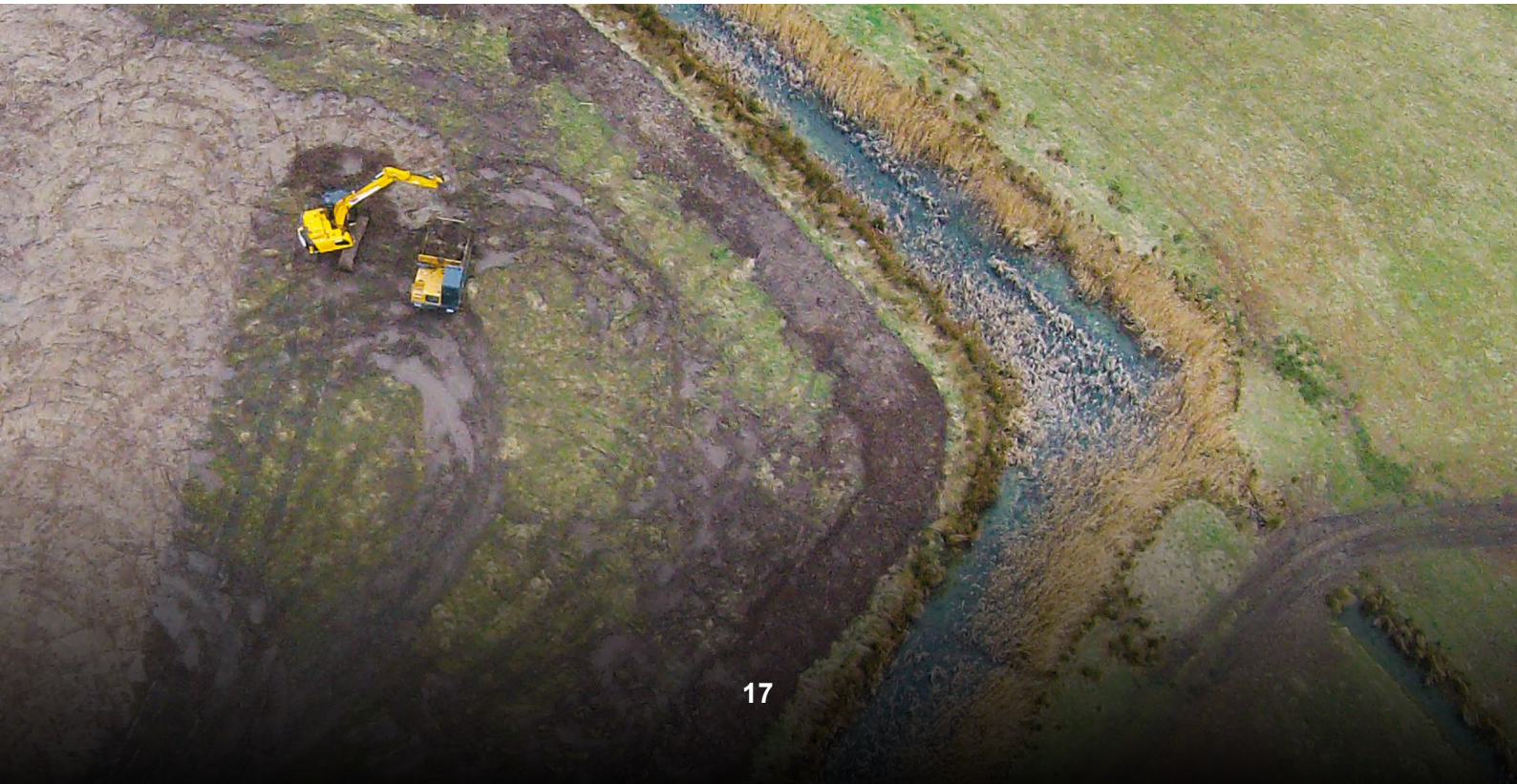
1.4 It is clear that Local Planning Authorities should adopt proactive strategies to mitigate against and adapt to climate change and support the move to a low carbon future by planning for development in locations to reduce greenhouse gas emissions, and to support energy efficiency improvements. The 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 toward 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.

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

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

i. Reduce the council's own emissions by at least 75% in 2030;

ii. Halve the district-wide carbon emissions by 2030;



iii. Double the size of Wychavon's low carbon economy by 2030;

iv. Treble the amount of renewable generation in the district by 2030; and

v. Capture at least 500 tonnes of carbon per year by 2025 through restoring, enhancing and creating a range of habitats across the district.

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

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

i. Making the District Council's operations carbon neutral by 2030;

ii. Encouraging low carbon development and design measures to improve resilience and adaptation to climate change;

iii. Improving the energy efficiency of homes across the district;

iv. Encouraging low carbon travel; and

v. Using tree planting, pollinator sites, wetlands, wildflower meadows and other natural measures to capture and store carbon.

1.9 Worcester City Council has also produced their WCC Environmental Sustainability Strategy 2020, which seeks to cease Worcester's contribution to climate change by becoming carbon neutral with their vision setting out that, "By 2030, Worcester will be a carbon neutral city which will be resilient to the changing climate with low levels of air pollution and high levels of biodiversity". Below sets out the main themes and aims of the strategy:

i. **Carbon Neutral City Council** - to reduce carbon emissions from all aspects of the council's operations and buildings, providing strong leadership on the opportunities for reduction.

ii. **Carbon Neutral Worcester** - to reduce carbon emissions in Worcester in order to work towards becoming a Carbon Neutral City by 2030.

iii. **Sustainable Economy** - to grow the low carbon economy in the city and ensure sustainability is embedded in business.

iv. **Natural Environment** - to protect Worcester's natural environment and enhance its biodiversity.

v. **Preparing for Climate Change** - to ensure the city is resilient to the effects of a changing climate.

vi. **Resource Efficiency** - to reduce the consumption of resources.

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

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

SWDPR 02

Employment and Housing Requirements

A. In order to meet the development requirements, the SWC will plan, monitor and manage the delivery of 18,852 dwellings between 1 April 2025 and 31 March 2041, in addition to 313.80ha of employment land as set out in the site allocations policies SWDPR 55-71.

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

E. The minimum gross demand for employment land, as identified in the Economic Development Needs Assessment (EDNA) Addendum (2024), for the period 2021 to 2041 is 313.80ha of which 97.02 ha is already committed (as of 31/3/2023), i.e., has planning permission. The employment allocations in the SWDPR total 239.16ha (including 55ha at the strategic locations). This gives a surplus of 22.38ha of employment land across South Worcestershire.

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 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 2040/41), comfortably exceeds the housing requirement by 2,505 dwellings (+13.31%).

2.3 The overall housing target for South Worcestershire is to be met by the SWDPR. 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.

2.4 Delivery will be measured on a plan area basis. The Housing Delivery Test is based on a single figure for the whole of South Worcestershire and this approach will continue. Upon adoption of the SWDPR the SWC will maintain and measure 5-year housing supply across South Worcestershire against the requirement identified in part B of this policy.

2.5 The gross demand for employment land is identified in the Economic Development Needs Assessment (EDNA) Addendum (2024). The level of provision is consistent with the NPPF and principle of achieving sustainable development. The requirement is designed to enable the Plan to support a positive approach to achieving economic development in South Worcestershire, provide choice, as well as responding flexibly to any changes in economic circumstances.



SWDPR 03

The Spatial Development Strategy and Settlement Hierarchy

A. **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.**

B. **Table 1 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 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).**

Table 1 – South Worcestershire Settlement Hierarchy showing allocated housing development

Category	Associated Settlement
Urban Area (1)	Worcester
Urban Area (2)	Worcester West
	Worcester South
	Droitwich Spa
	Evesham
	Malvern
	Worcestershire Parkway
Urban Area (3)	Pershore
	Tenbury Wells
	Upton-upon-Severn
	Rushwick
	Mitton

Category	Associated Settlement
Rural Areas (1)	Category 1 (Malvern)
	Category 1 (Wychavon)
	Category 2 (Malvern)
	Category 2 (Wychavon)
	Category 3 (Malvern)
	Category 3 (Wychavon)
Rural Areas (2)	Category 4

C. Development proposals will be assessed against all relevant SWDPR and neighbourhood plan policies.

D. The open countryside is defined as land beyond any defined Development Boundary, where development will be strictly controlled subject to other policies in the Plan.

E. Development proposals should be of an appropriate scale and type with regard to landscape character (see SWDPR 34), location, Settlement Hierarchy classification and infrastructure capacity.

F. 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. Some additional employment provision is also expected to be delivered outside Strategic Employment Sites over the period of the Local Plan, provided development proposals are in accordance with other policies in this Plan.

G. Development proposals for retail, leisure, and main town centre uses will be supported within the network of Defined Centres (as detailed in SWDPR 13) provided that they are of an appropriate scale and type consistent with the Defined Centres Hierarchy (see SWDPR 13).

H. The SWDPR is supportive of additional plan-led development proposals promoted through neighbourhood plans, provided that any site allocations are in general conformity with the identified strategic policies.

Reasoned Justification of SWDPR 03

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

3.2 Development Boundaries identify the boundary between a settlement's built-up areas 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 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.

3.3 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.

3.4 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.

3.5 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.

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

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

3.8 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. 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. The approach to Significant Gaps is set out in Policy SWDPR 08.

3.9 Where applicable, the inclusion of additional Significant Gap designations within neighbourhood plans will be supported.

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. Recognition of the economic and wider benefits of our best and most versatile agricultural land will, be required 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.

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

SWDPR 04

Green Belt

A. Development on land designated as Green Belt as shown on the Policies Map 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. 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 in the NPPF.

C. Hindlip Park is a Regional Emergency Services and Civil Resilience Site located within the Green Belt. New development should:

i. Be limited to within the core site boundary as set out on the Policies Map;

ii. Be restricted to limited infilling and the redevelopment of previously developed land for emergency and civil resilience uses only; and

iii. Not cause substantial harm to the openness of the Green Belt.

Reasoned Justification for SWDPR 04

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

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

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.

Hindlip Park

4.4 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. 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. It includes several buildings of various sizes and ages, including the Grade II* Listed Hindlip Hall, as well as extensive areas of hardstanding and car parks. Beyond this allocated core area the surrounding parkland includes mature woodland,

hedgerows, ponds and areas of arable land leased to an agricultural tenant.

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

4.6 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 SWC recognise the importance of the site, its locational advantages and the need to potentially upgrade and expand its facilities.



SWDPR 05

Design and Sustainable Construction

A. **To ensure the delivery of high-quality design and minimise the impact of climate change across South Worcestershire, development proposals will:**

i. **Be required to be of a high quality and inclusive design that responds to any distinctive local character;**

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;**



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; and**

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; and**
- **Connected spaces and places that promote active travel and alternative means of travel.**

B. **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.**

C. **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 and minimise their ecological and carbon footprints;**

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;**

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;**

vi. **Design and orientate buildings to maximise the potential for passive heating and cooling, reducing the need for mechanical heating, ventilation and air conditioning;**

vii. **Expect all new major residential development to achieve a Home Quality Mark assessment (or an equivalent assessment) where feasible and viable;**

viii. **Expect non-domestic developments of 500 sq. m of floorspace or above to achieve 'excellent' in BREEAM assessments (or an equivalent assessment) where feasible and viable; and**

ix. **Minimise the potential performance gap between the built performance of the development and the design performance. A recognised performance gap / assured performance and monitoring tool may be implemented to achieve this.**

Reasoned Justification for SWDPR 05

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

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 South Worcestershire.

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

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 reflects 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 national documents referred to above.

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

5.6 New developments should be built to high energy efficiency standards, following a 'fabric first' approach that reduces energy demand.

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 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.

5.8 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. Developers should seek to address this performance gap where feasible and viable. This may also include the implementation of a recognised performance monitoring tool and process for new major developments. This could also 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 LPA.

5.9 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 non-residential developments are expected to undertake a BREEAM or equivalent assessment and achieve an 'excellent' standard where feasible and viable. 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.

5.10 Where developers, for technical or viability reasons, consider it not possible to achieve the standards required by the policy, the Local Planning Authority (LPA) will consider the merits of evidence that maintains there is a valid technical or development viability issue in support of any planning application.

SWDPR 06

Transport

Managing Travel Demand

A. **Development proposals, taking into account their nature and location, must demonstrate that the proposed layout and design will minimise the need to travel by car, provide infrastructure to facilitate active travel, avoid unacceptable impact on highway safety, and that the residual cumulative impacts on the road network, following mitigation, would not be severe, and have regard to the objectives in the latest Worcestershire Local Transport Plan (LTP).**

B. **Travel Plans will be required for development that will generate significant amounts of movement. 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 have regard to the design criteria and principles set out in Manual for Streets (Part 1 and 2), LTN 1/20 Cycle Infrastructure Design, the Worcestershire LTP and the Worcestershire Streetscape Design Guide. In the Cotswold National Landscape and the Malvern Hills National Landscape, 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 10 Infrastructure, 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.**

Delivering Transport Infrastructure to Support Economic Prosperity

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.**
- **vi. Rushwick Station Masterplan.**

F. **Development proposals will not be permitted if they are likely to prejudice the implementation of the transport schemes set out in criterion 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 LTP.**

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 Cotswold and Malvern Line railway.**
- **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. Enhancements to Pershore Railway Station to include a second platform, a 500-space car park and a pedestrian bridge over the railway tracks.**
- **viii. The transport infrastructure set out in the strategic allocations policies for Worcestershire Parkway (SWDPR 55), Rushwick Expanded Settlement (SWDPR 56) and Mitton (SWDPR 57).**

Transport Assessment Strategy

H. Transport Assessments are required for all major developments and must be carried out as required by the Worcestershire LTP and agreed by the LPA in consultation with Worcestershire County Council (as the Highway Authority). The following are supporting policies and guidance:

- **i. Worcestershire LTP.**
- **ii. Worcestershire Rail Investment Strategy.**
- **iii. Worcestershire Streetscape Design Guide.**

Parking

I. In all urban areas development proposals should have regards to the standards set out in the Worcestershire Streetscape Design Guide.

Implementation

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

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

6.2 Integrated investment in transport infrastructure, services and travel choice information for all modes of transport will be required to accommodate the growth in travel demand without increasing travel times, congestion and costs, and thereby undermining economic performance. This will require an

efficient rail network offering improved and frequent regional and inter-city connections, high-quality active travel (cycling and walking) routes for shorter distance journeys, particularly in urban areas, and a convenient and efficient urban passenger transport network.

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

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

6.5 Reference to local guidance produced by the Cotswolds National Landscape and the Malvern Hills 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 the respective Management Plans and in supporting work such as Position Statement 1: Development and Land Use Change in the setting of the Malvern Hills National Landscape).

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

Sustainable Travel

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

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

6.9 Worcestershire County Council has adopted and published a Streetscape Design Guide, which major development proposals should have regard to. 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 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.

Worcestershire LTP

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

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 will guide Worcestershire County Council's capital spending, which includes Section 106 funding and grant allocations to optimise value for money.

6.14 The current plan, Worcestershire LTP4, which relates to the SWDP (2016), includes a specific section for 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 LTP should also be taken into account in regard to the cross-boundary effects of SWDPR 57: Mitton.

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

Delivering Major Transport Schemes across South Worcestershire

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

i. To deliver the largest sites and related transport infrastructure needed to secure economic growth and a low carbon economy.

ii. To deliver the right infrastructure for business - improving access from the M5 to the Malvern Hills Science Park and QinetiQ and creating better access for our strategic businesses and their supply chains.

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



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

6.19 The provision of transport infrastructure schemes and improvements associated with development proposals will need to demonstrate that the risks associated with environmental impact have been taken into account - for example, that biodiversity, flooding and climate change impacts have been assessed in accordance with Environmental Impact Assessment requirements. They will also need to demonstrate that they have minimised disruption to the existing strategic transport network and considered the potential impact on the area's economy and local communities. It is the SWC and Worcestershire County Council's aim that the majority of strategic transport infrastructure, services and measures to improve travel choice identified in the South Worcestershire section of the LTP (and subsequent revisions) should be committed to in accordance with SWDPR 10.

Parking Policy

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

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

Phasing and Implementation of Transport Infrastructure

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

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. The latest Infrastructure Delivery Plan explains how and when transport infrastructure will be provided and sets out which partners are expected to deliver the infrastructure.

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

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

SWDPR 07

Green Infrastructure

A. Housing proposals are required to contribute towards the provision, maintenance, improvement and connectivity of multi-functional Green Infrastructure (GI), including Biodiversity Net Gain, as follows:

   i. For greenfield sites exceeding 1ha (gross) - 40% GI excluding private gardens.

   ii. For greenfield sites of less than 1ha but more than 0.2ha (gross) - 20% GI excluding private gardens.

   iii. For all brownfield sites, and on greenfield sites of less than 0.2ha (gross) - the proportion of GI will be determined by site characteristics and local circumstances and will be agreed with the LPA on a case-by-case basis.

B. Employment and retail proposals (including mixed use commercial schemes), are required to contribute towards the provision, maintenance, improvement and connectivity of multi-functional Green Infrastructure, including Biodiversity Net Gain, 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 are encouraged to discuss their proposals for GI with the LPA 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.

D. Effective management arrangements must be clearly set out and will be secured by condition(s) and/or legal agreement. Once a planning permission has been implemented, where appropriate, the associated GI will be protected as Open Space (SWDPR 48).

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 2 below) will not be supported unless:

   i. A robust, independent assessment of community and technical need 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 location, which will be dependent on the need for, and the type of, facility being proposed.

F. Proposals on residential gardens will not be supported where development would cause harm to the local area (assessed on a case-by-case basis).

G. To address recreational pressures associated 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 25km 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 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 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:

i. Helping to mitigate extreme temperatures through limiting the urban heat island effect.

ii. Carbon capture and storage.

iii. Flood mitigation.

iv. Habitat protection and creation.

v. Pollution reduction and improvements to air and water quality.

vi. Property value enhancement.

vii. Stimulating inward investment.

viii. Supporting health and wellbeing.

ix. Supporting employment growth, including tourism.

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

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.

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.

7.6 The policy supports the Worcestershire Green Infrastructure Strategy, a non-statutory county-wide guidance document which aims to direct and drive delivery of GI in Worcestershire and inform relevant strategies and plans of partner organisations. The Strategy is informed by the Worcestershire Green Infrastructure Framework, which consists of a number of evidence documents and guidance notes that inform the Worcestershire GI Strategy. 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), as shown on the Policies Map (and Figure 2 below) have been developed for Worcestershire ('Planning for Multi-functional Green Infrastructure Framework in Worcestershire – Green Infrastructure Framework 2: Environmental Character Areas, 2019'). 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:

i. Protect and enhance.

ii. Protect and restore.

iii. Restore and create.

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

7.9 The current ECA analysis classifies urban areas as un-surveyed due to fragmented data availability. However, this does not mean that those urban areas do not have GI value (see SWDPR 48). It is anticipated that GI evidence relating to urban areas will be reviewed in a future update to the ECAs.

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, Conservation Covenant or the adoption of the GI by another organisation. Whichever approach is used, it should allow effective engagement of residents and others contributing to the management (directly or financially) over the effectiveness of the management regime and costs and dispute resolutions.

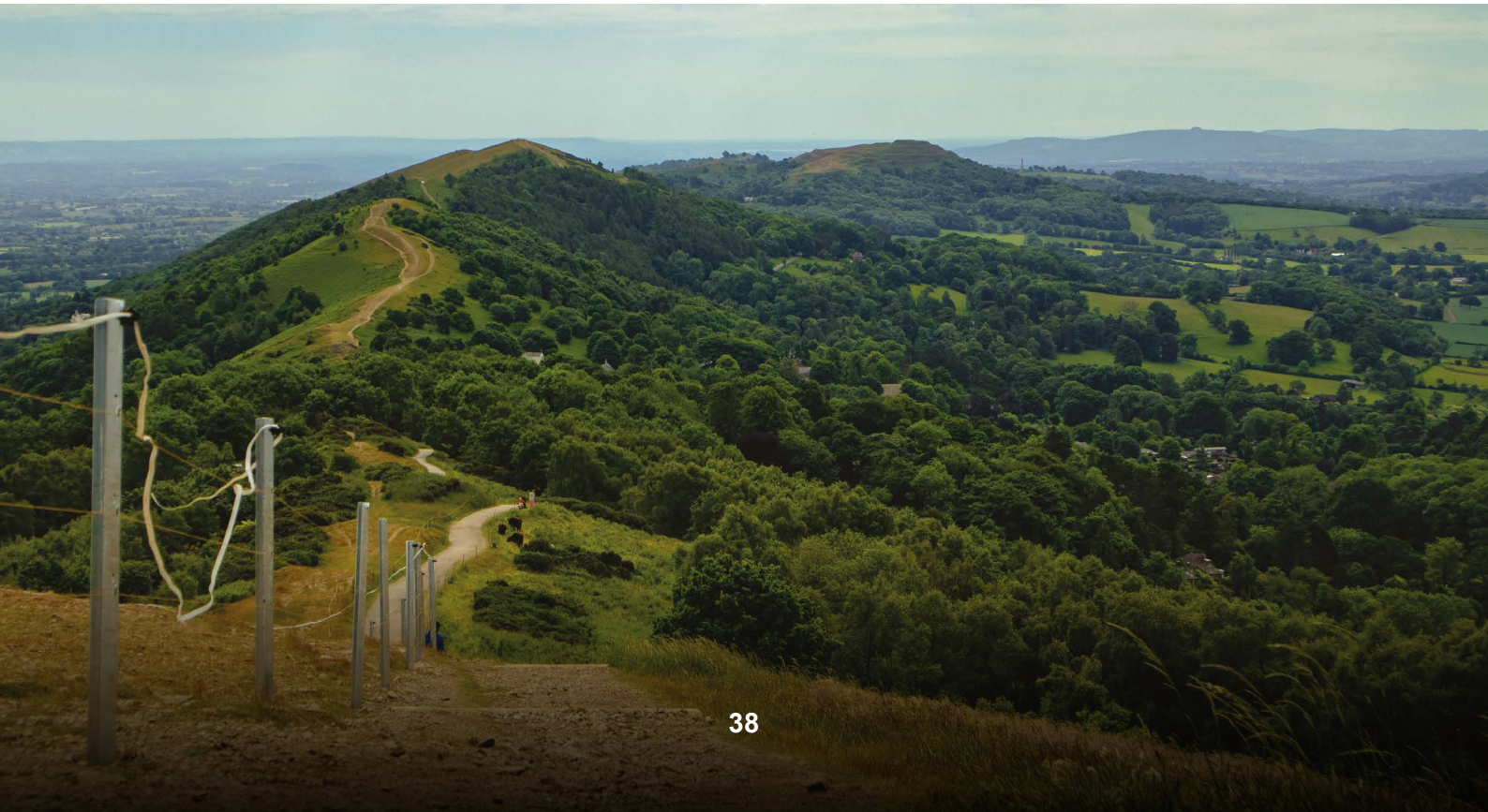
Malvern Hills SSSI Mitigation Strategy

7.11 A Recreational Impacts Report for the Malvern Hills Site of Special 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.

7.12 The Malvern Hills SSSI Recreation Mitigation Strategy Report (2022) prepared by Footprint Ecology recommends ways to manage the impacts of increased recreational pressures on the Malvern Hills, 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.

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.

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.



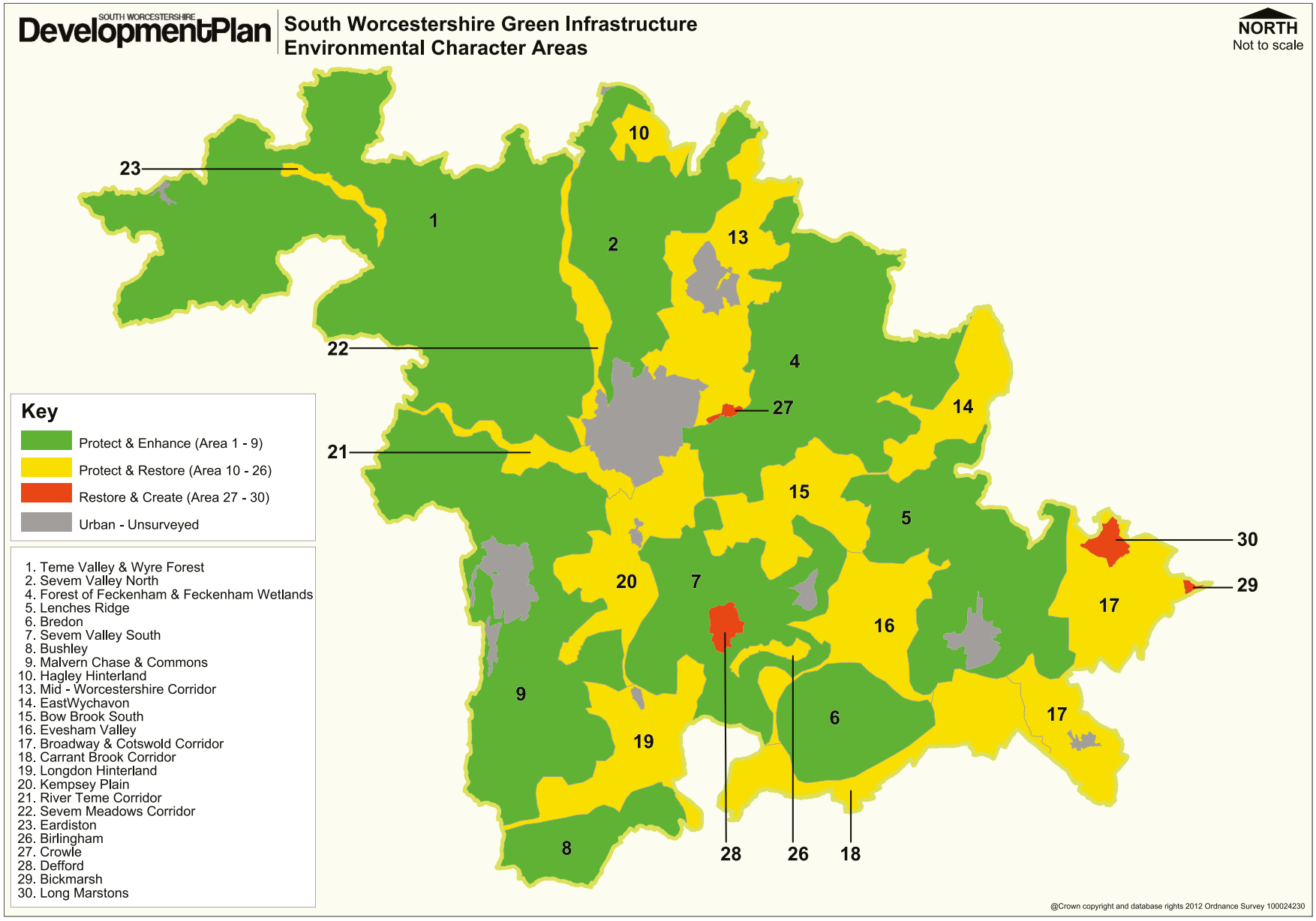


Figure 2: Environmental Character Areas Map

SWDPR 08

Significant Gaps

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.

- **i. Droitwich Spa – Doverdale – Hampton Lovett;**
- **ii. Evesham – Hampton;**
- **iii. Leigh Sinton;**
- **iv. M5 Corridor, Worcester;**
- **v. Pebworth;**
- **vi. Whittington – south of Whittington Road and separate area bounded by A4440, Church Lane, Berkley Close, M5 and Brewers Lane;**
- **vii. Worcester South;**
- **viii. Worcester West.**

B. Land within Significant Gaps will be kept open and essentially free of development.

C. Exceptions to this may include development that accords with other policies in the plan which are permissive of development in the countryside.

Reasoned Justification for SWDPR 08

8.1 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.

8.2 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.

8.3 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.

8.4 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.

8.5 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. Exceptions to this policy may include (not an exhaustive list):

- i. The re-use of rural buildings,
- ii. Agricultural and forestry-related development,

iii. Expansion of existing businesses,

iv. Playing fields and other open land uses,

v. Minor extensions to existing buildings,

vi. Affordable Housing,

vii. Rural workers dwellings.

8.6 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 it is appropriately sited and designed to minimise the impact on the openness of the gap and subject to other policies of this Plan.



SWDPR 09

Historic Environment

A. Development proposals should conserve and enhance heritage assets, including assets of potential archaeological interest, subject to the provisions of SWDPR 33. Their contribution to the setting and character of the landscape or townscape should be protected in order to sustain the historic quality, sense of place, environmental quality and economic vibrancy of South Worcestershire.

B. Development proposals will be supported where they conserve 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.**
- **ii. The historic landscape, including locally distinctive settlement patterns, field systems, woodlands, ancient and veteran trees and commons and historic farmsteads and smallholdings.**
- **iii. Designed landscapes, including parkland, gardens, cemeteries, churchyards, public parks, urban open spaces and industrial, military or institutional landscapes.**
- **iv. Archaeological remains of all periods.**
- **v. Historic transportation networks and infrastructure including roads and trackways, canals, river navigations, railways and their associated industries.**
- **vi. The historic core of the cathedral city of Worcester, with its complex heritage of street and plot patterns, buildings, open spaces and archaeological remains, along with their settings and views in and out of the city.**
- **vii. The civic, religious and market cores of South Worcestershire's city, town and village fabric with their wide variety of building styles, materials and street and plot patterns.**

Reasoned Justification for SWDPR 09

9.1 When considering development proposals, Policy SWDPR 09 should be read in conjunction with Policy SWDPR 33 and any relevant neighbourhood plan.

9.2 South Worcestershire's historic environment is a valuable, finite, and irreplaceable resource, which is central to the character and identity of the area. It has a crucial role in supporting sustainable development through enhancing the quality of life of those currently living in and visiting the area and for generations to come, as well as delivering wider economic benefits through tourism and uplift in related development benefits. In addition to designated assets, South Worcestershire possesses a wealth of non-designated heritage assets from various periods, as listed in the relevant Historic Environment

Record, 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.

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

9.4 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 palaeoenvironmental deposits. These are juxtaposed with prehistoric hill forts on the higher ground of the Malvern Hills and Bredon Hill. Some earlier settlements, including the major urban centre of Worcester, continued to develop through the medieval and post-medieval periods. The medieval period saw the development of the main market towns, followed by Malvern during the 19th century. Varying influences and uses include market functions, monastic and church ownership and the later development of spas.

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

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

9.7 Proposals for development should have regard to the locally distinctive character of South Worcestershire and appropriate weight will be given to those characteristics identified when determining proposals. neighbourhood plans, along with conservation area appraisals provide an additional layer of statutory policy and guidance that provides the ‘fine grain’ for decision making purposes. Historic Landscape Characterisation studies 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.



SWDPR 10

Infrastructure

A. The SWC will work closely with its partners, in particular Worcestershire County Council, to bring forward the infrastructure required to deliver the Plan.

B. Development will be required to provide or contribute toward the provision of infrastructure necessary for the development.

C. Where necessary to make development acceptable in planning terms, planning obligations will be sought where a development proposal will create a need to fund additional infrastructure, or improvements to existing infrastructure, that is directly and fairly related in scale and kind, to the development.

D. Contributions will be sought towards the delivery of the following types of infrastructure: transport, green infrastructure, open spaces, flood defence infrastructure, emergency services, education, health, waste and social infrastructure including leisure, and sports and recreation facilities.

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

F. The Community Infrastructure Levy (or any subsequent replacement) will be used to address the cumulative impacts of infrastructure in an area.



Reasoned Justification for SWDPR 10

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

10.2 The South Worcestershire Infrastructure Delivery Plan Update (SWIDP) 2024, 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 SWC and its partners are committed to the delivery of appropriate infrastructure delivered in a timely, co-ordinated and sustainable way, required to support the growth set out in the Plan.

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

10.4 For specific infrastructure requirements related to particular sites, reference should be made to the site-specific policies of this Plan, which are SWDPR 55-70. For those allocated sites where this Plan does not contain detailed policy guidance on infrastructure provision, an assessment of infrastructure requirements will be developed by the SWC in conjunction with infrastructure providers and in liaison with developers when development proposals come forward. Reference should be made to the most current version of the SWIDP, which will provide assistance in identifying infrastructure requirements for these sites.

10.5 Where they are required, contributions will be sought towards the delivery of the types of infrastructure as identified within criterion D. These have been subject to suitable viability testing. 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.

10.6 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 SWC Developer Contributions SPD.

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



SWDPR 11

Health and Wellbeing

A. Proposals for new development must consider their impact on health and wellbeing and provide opportunities for its improvement. Proposals must have a positive impact on health and wellbeing and contribute towards building strong, vibrant and healthy communities to help reduce health inequalities in South Worcestershire.

B. Development proposals must contribute to healthier communities and support health and social wellbeing. They will need to demonstrate that they are well designed to meet the current and future needs of all members of a community and directly support overall health and wellbeing. Support will be given to proposals that provide:

   i. A mix of appropriate housing types to meet the needs of different groups in the community, such as those detailed below;

   ii. Dementia-friendly design, including streetscape and public realm and safe well-lit footpaths;

   iii. Accessible safe and open spaces, including appropriately located, sized and equipped areas for all members of the community to enhance physical activity and wellbeing;

   iv. Community facilities and greenspaces, and the retention of existing provision, to help promote community cohesion, reduce social isolation and provide opportunities for day-to-day active lifestyles;

   v. A permeable environment that prioritises and designs in active travel (such as walking and cycling) provision or retention of links (within and beyond the development) to local centres, schools, workplaces and community facilities, in order to reduce car dependency and facilitate community connectivity;

   vi. Buildings designed to maximise energy efficiency and the use and/or production of renewable and low-carbon energy, to improve health generally through the reduction of greenhouse gases;

   vii. Buildings must be planned to minimise (users/occupants) exposure to air, noise and light pollution through detailed design, siting and specification including orientation and layout to improve health and wellbeing;

   viii. Green Infrastructure and net gains in biodiversity, having a positive impact on health and wellbeing of the community generally; and

   ix. Access to fresh food, for example, through retention and provision of allotments, micro-growing spaces, community orchards, fruit trees, local markets, and useable private amenity spaces. 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 priorities (as appropriate) set out in criterion B, will be delivered and how any negative impacts will be addressed (individually and cumulatively). A HIA must be undertaken for the following development:

- **i. 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).**
- **ii. 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) or more.**

D. Additionally, in order to identify whether a proposal requires a full HIA, a HIA screening assessment must be undertaken on proposals that would require planning permission for, or changes of use to:

- **i. Restaurants and cafes for the sale of food and drink for consumption (mostly) on the premises (E(b) Use Class).**
- **ii. Drinking establishments (Sui Generis).**
- **iii. Hot food takeaways (Sui Generis).**
- **iv. Betting shops and pay-day loan shops (Sui Generis).**
- **v. Any other relevant proposals considered by the LPA to require a HIA Screening assessment.**

E. Proposals not requiring planning permission, i.e., as set out under the Town and Country Planning General Permitted Development (England) Order (as amended) are exempt from this process.

Reasoned Justification for SWDPR 11

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

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

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

11.4 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. 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.

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

11.6 The incorporation of dementia-friendly design into all proposals can help those affected residents, now and in the future, to continue their everyday lives. This will include safe, well-lit and walkable routes, connected green spaces and local services, public spaces and seating areas provided in strategic places, which in turn will provide more opportunities for those living with dementia, helping them to continue their everyday lives as part of the community. Further details on planning for the ageing population can be found under Class C2 Housing for People with Special Housing Needs (SWDPR 25) and will be further addressed under a future Supplementary Planning Document (SPD).

11.7 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 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.

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

11.9 A report by Public Health England (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.

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

11.11 The provision and requirements of acute and primary health care facilities will be addressed through the Infrastructure Policy (SWDPR 10), 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 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.

11.12 Planning applications and HIAs for hot food takeaways, drinking establishments and night clubs must be considered against the requirements of the SWDPR retail and town centres policy (SWDPR 13). In addition, proposals that include access to fresh food - for example, through the retention, enhancement or provision of allotments, micro-growing spaces, community orchards, fruit trees or local markets, as well as useable private amenity spaces - will be encouraged.

11.13 Part C of the policy sets out the circumstances in which certain developments, those deemed to be 'major developments' 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.

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

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

2.
Economic Growth



SWDPR 12

Providing the Right Land and Buildings for Jobs

A. Allocated sites are shown on the Policies Map to meet the employment land requirements as evidenced by the 2022 South Worcestershire Economic Development Needs Assessment (EDNA) and subsequent EDNA Addendum 2024 for Use Class E(g), B2 and B8 uses (and other quasi employment or Sui Generis employment uses) and are identified in policies SWDPR 55 to 71.

B. The development of sites allocated for employment 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.

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 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. The Strategic Employment Sites are:

i. Warndon Business Parks.

ii. Blackpole East and West and Cosgrove Close.

iii. Worcester Six Business Park.

iv. Malvern Hills Science Park, Technology Park and QinetiQ.

v. Enigma Business Park and Spring Lane Industrial Estate.

vi. Tenbury Business Park.

vii. Vale Park.

viii. Hartlebury Trading Estate.

ix. Stonebridge Cross.

x. North Pershore / Keytec.

xi. Berry Hill.

xii. Hampton Lovett.

xiii. Stockwood Business Park.

F. 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 E(g), B2 and / or B8, will only be supported where:

i. 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

ii. It is demonstrated that the continued use of the premises, or their redevelopment for employment use, 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 shall be carried out in accordance with the requirements set out in Annex C of the Plan; and**
- **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

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

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

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

12.4 The South Worcestershire Economic Development Needs Assessment (EDNA) 2022 and subsequent EDNA Addendum 2024 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 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 Class development will increase the need for further site allocations to ensure the South Worcestershire economy is not held back due to a shortage of suitable premises that match the needs of local and relocating businesses.

Malvern Hills

12.5 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 has a well-established science and research base, including QinetiQ and the Malvern Hills Science Park, and contributions to tourism.

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

Wychavon

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

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

Worcester

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

12.10 Historically, Worcester was a manufacturing centre, and it retains a stock of older industrial / commercial premises. Much of the previously developed land is contaminated, reflecting its engineering past. More modern commercial property is located mainly on the northern edge of the city.

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

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

South Worcestershire

12.13 Over the next twenty years, the 2022 EDNA and 2024 Addendum forecasts that South 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.

12.14 South Worcestershire benefits from tourism, given its high-quality setting, attractive natural and built environment, historic sites and major attractions and its links with famous people and products such as Worcester Cathedral, Royal Worcester Porcelain, Worcestershire Sauce, Morgan Cars and Edward Elgar. More than 10,000 local jobs are provided by tourism-related activities in South Worcestershire. SWDPR 44 provides policy guidance on tourism-related developments.

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

12.16 Existing employment areas have come under sustained pressure from other uses (including housing, retail and leisure), due to their higher land values, the absence of suitable sites elsewhere and the difficulties of accommodating certain uses within residential, town centre or rural areas. The pressure to change the use of existing employment premises to higher value uses (for example through Permitted Development Rights) is likely to continue and intensify. The continued loss of employment land will clearly harm South Worcestershire's sustainable growth ambitions. The 2022 EDNA did not identify a significant number of commercial premises or sites that were unsuitable for continued employment use. Strategic employment sites where the change of use of premises from E(g), B2 and B8 to other uses will be resisted are shown on the SWDP Review Policies Map. In other locations, Annex C provides guidance about what the authorities expect applicants to demonstrate in terms of the marketing of commercial property before consideration will be given to an alternative use. Premises and land will usually be required to be marketed on both a freehold and leasehold basis. The timescales and range of the marketing exercise will need to have regard to the nature and scale of the site and buildings and the prevailing economic conditions. Existing levels of development in South Worcestershire's city and town centres means that it is very difficult to replace employment sites that are redeveloped for alternative uses. The SWDPR sets out both positive policies and employment land and retail allocations to address the economic and property-related issues described above.

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

SWDPR 13

Promotion of Town, District and Local Centres

A. New retail, leisure and tourism development that contributes to retaining a high-quality sustainable network of Defined Centres (as identified on the Policies Map) 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 2.

B. Proposals for retail, leisure, and main town centre uses within the Defined Centres set out in Table 2 will need to demonstrate that they will:

i. Contribute to an accessible, attractive and safe environment;

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 2 Defined Centres Hierarchy (as identified on the Policies Map)

Location and Description	Areas Covered
City Centre with Primary Shopping Area	Worcester City
Town Centre with Primary Shopping Area	Droitwich Spa, Evesham, Malvern, Pershore, Tenbury Wells, Upton-upon-Severn, SWDPR 55 (Worcestershire Parkway)- planned
District Centres	Barnard's Green (Great Malvern), Broadway, Malvern Link, St. John's (Worcester)
Local Centres	Ankerage Green, Barbourne, Brindley Road, Canada Way, Cranham Drive, Dines Green, Port Street, Ronkswood, St. Peter's, SWDPR 68A (Worcester South)-planned, SWDPR 68B (West Worcester)- planned, SWDPR 56 (Rushwick Expanded Settlement)- planned, and SWDPR 55 (Worcestershire Parkway)- planned.

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) must demonstrate that:

- **i. The Sequential Test set out in the NPPF, or any subsequent amended test in national planning policy, has been met;**
- **ii. The development (retail and leisure development only) would not have a significant adverse impact on the vitality and viability of any Defined Centre;**
- **iii. The development (retail and leisure development only) would not have a significant adverse impact on existing, committed or planned investment in any Defined Centre; and**
- **iv. Access by all travel modes, and particularly bus, cycle and walking, is convenient and safe, taking into account any improvements provided or secured by the development.**

Local Retail Impact Test Thresholds

D. To maintain the vitality and viability of 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 Areas of a Defined Centre or in a location allocated for new retail development:

- **i. Worcester: 1,000 sq. m.**
- **ii. Droitwich Spa, Evesham and Malvern: 750 sq. m.**
- **iii. Pershore: 500 sq. m.**
- **iv. Tenbury Wells and Upton-upon-Severn: 350 sq. m.**

E. 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

F. 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.

G. Beyond Primary Shopping Frontages, but within Primary Shopping Areas, change of use from Use Class E 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. Beyond the Primary Shopping Areas, but within the Defined Centres, proposals should be of a scale and appropriateness consistent with the Defined Centres Hierarchy as set out in Table 2.

The Night-Time Economy

I. New, or extensions to existing, night-time economy uses (drinking establishments, night clubs and hot food takeaways) will be supported provided they:

- **i. Do not result in a clustering of dead ground floor frontages during the day-time.**
- **ii. Do not, on their own, or cumulatively, result in an unacceptable impact on neighbouring occupiers by reason of disturbance, traffic or safety.**

iii. Do not, on their own, or cumulatively, result in an inappropriate balance of uses.

Smaller Scale Retail Facilities

J. The change of use of freestanding village and neighbourhood shops (Use Class F2(a)) 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.

K. The creation of new, or extensions to existing garden centres or farm shops in the open countryside will only be permitted if the proposed development is ancillary to, and on the site of, an existing horticultural business or existing farming operation. 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.

Reasoned Justification for SWDPR 13

13.1 The Government's fundamental objective for town centres is to promote their vitality and viability.

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

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

13.3 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.

13.4 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 3 (Worcestershire Parkway Concept Plan) and the range of uses anticipated is set out in policy SWDPR 55. The extent of the primary shopping area 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.

13.5 A new local centre is planned for Rushwick Expanded Settlement as detailed in policy SWDPR56 D 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).

13.6 The South Worcestershire Retail and Town Centres Study (June 2024) indicates that:

a. For convenience goods capacity, there could be sufficient floorspace capacity by 2034 to potentially support a medium size convenience store or two smaller format stores in Droitwich Spa (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. The study determined that there is assessed to be no quantitative capacity for additional convenience floorspace elsewhere in South Worcestershire.

b. For comparison goods floorspace capacity, the assessment concluded that there is no capacity requirement for additional comparison goods floorspace in any of the towns in South Worcestershire by 2034. However, albeit at reduced levels, there is assessed to be comparison goods capacity in the longer-term (by 2041) in Worcester (2,800-4,200sq m net). 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.

c. 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.

d. 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 NPPF.

The Retail Strategy

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

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

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

13.10 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.

13.11 Major leisure and tourist attractions should be directed to the larger centres where they can be easily accessed by most people and where alternatives to car use such as public transport are readily available. This is to ensure that these facilities do not contribute to an unsustainable growth in personal car use. However, tourism is important to the rural economy. Where location in the existing centres is not appropriate, tourism related proposals should

be directed to rural settlements and locations accessible by a choice of means of transport (see SWDPR 44 for specific policy guidance on tourist development).

13.12 To retain the attractiveness of South Worcestershire's Defined Centres for visitors, investors and residents, it is important that development proposals respect the character and environment of these centres. This should include any special historic, architectural and archaeological interest consistent with policies SWDPR 09 and SWDPR 33.

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

13.14 Satisfying the shopping and leisure needs of South Worcestershire residents close to their home or workplace will contribute to sustainable development and growth by retaining expenditure locally. Promoting town, district and local centres is essential in order to help deliver SWDPR objectives.

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

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

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



SWDPR 14

Non-Allocated Employment Development

A. Proposals for Use Class E(g), 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.

Proposals will need to demonstrate the following:

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, in particular providing:

- **A written assessment of the physical and functional relationship of the site to the adjacent settlement**
- **An impact statement on the amenity of occupiers of neighbouring and nearby properties**
- **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**
- **A clear and implementable strategy to minimise the use of non-renewable resources and energy consumption.**

B. In granting permission, where there is clear justification to do so, 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, unless Use Class Q of the GPDO applies.

Reasoned Justification for SWDPR 14

14.1 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 South Worcestershire (only Worcester has net in-commuting workforce). The findings of the 2022 Economic Development Needs Assessment (EDNA) and subsequent EDNA Addendum 2024, state that there is a need to provide for a broad range of types of sites and premises across South Worcestershire, with the highest level of demand relating to small to mid-sized units (predominantly industrial).

14.2 The EDNA states that smaller industrial units are less likely to be developed speculatively and, due to a lack of capital, are also less likely to be developed on a design and build basis, commissioned by the end occupier.

Potential occupiers are thus more likely to be seeking built premises. As such, it is important that there are policies in place to help facilitate the on-going supply of appropriate premises for prospective occupiers.

14.3 In relative terms, the South Worcestershire economy is strong, diverse and has low rates of unemployment. Importantly, unlike many areas in the UK, employment in the manufacturing sector is forecast to grow over the Plan period. Permitting appropriate windfall employment sites will encourage the delivery of development directly by employment providers as opposed to site promoters, who tend to sell land to the highest bidder, thus providing opportunities for new entrants to the sector.

14.4 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. 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. Once permitted sites should retain their agrarian use in order to prevent a change to a less sustainable development.



SWDPR 15

Employment in Rural Areas

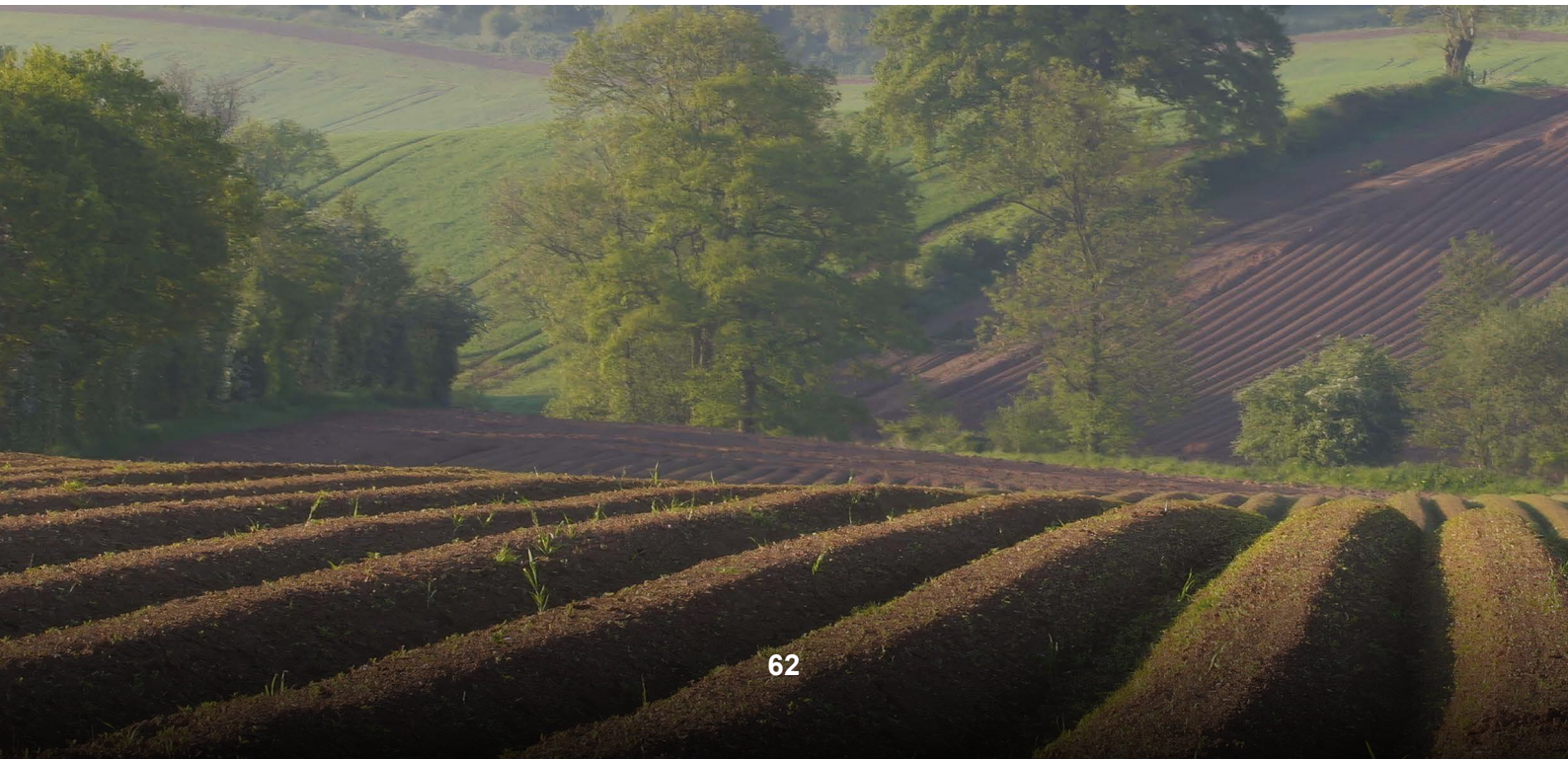
A. To help promote rural regeneration across South Worcestershire, existing employment sites in rural areas that are currently or were last used for Use Class E(g), B2, B8, tourism, leisure and / or recreation-related purposes will be safeguarded for employment-generating uses.

B. Proposals to diversify agricultural and other land-based rural businesses for employment, tourism, leisure and recreation uses will be permitted providing they:

- i. Do not detract from or prejudice the original agricultural undertaking or its future operation as an agricultural and other land-based rural business;
- ii. The scale, layout and design of activities associated with the proposed development is appropriate to the rural character of the area;
- iii. Wherever possible, existing buildings are used to reduce the need for additional built development;
- iv. A transport assessment is provided that demonstrates, where practicable, improvements for 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 C of the Plan.

C. Proposals for live / work accommodation will be permitted providing:

- i. They are located within or adjacent to a town or Category 1, 2 or 3 village;
- ii. The work element of the proposal relates to an existing, established and economically viable business that has been trading for at least three years;



iii. The residential and employment floor spaces are combined in a single building at a scale appropriate to the location and setting;

iv. The residential use is ancillary, with floor space split at least 60% employment and no more than 40% residential;

v. The residential accommodation does not exceed 100 sq. m;

vi. The residential and workspaces have separate entrances, toilet and kitchen facilities, as well as limited visitor parking provision;

vii. All units have access to superfast broadband and electric vehicle charging infrastructure;

viii. Proposals for ten or more live / work units should include the provision for a shared admin services facility, i.e., meeting rooms and essential office services;

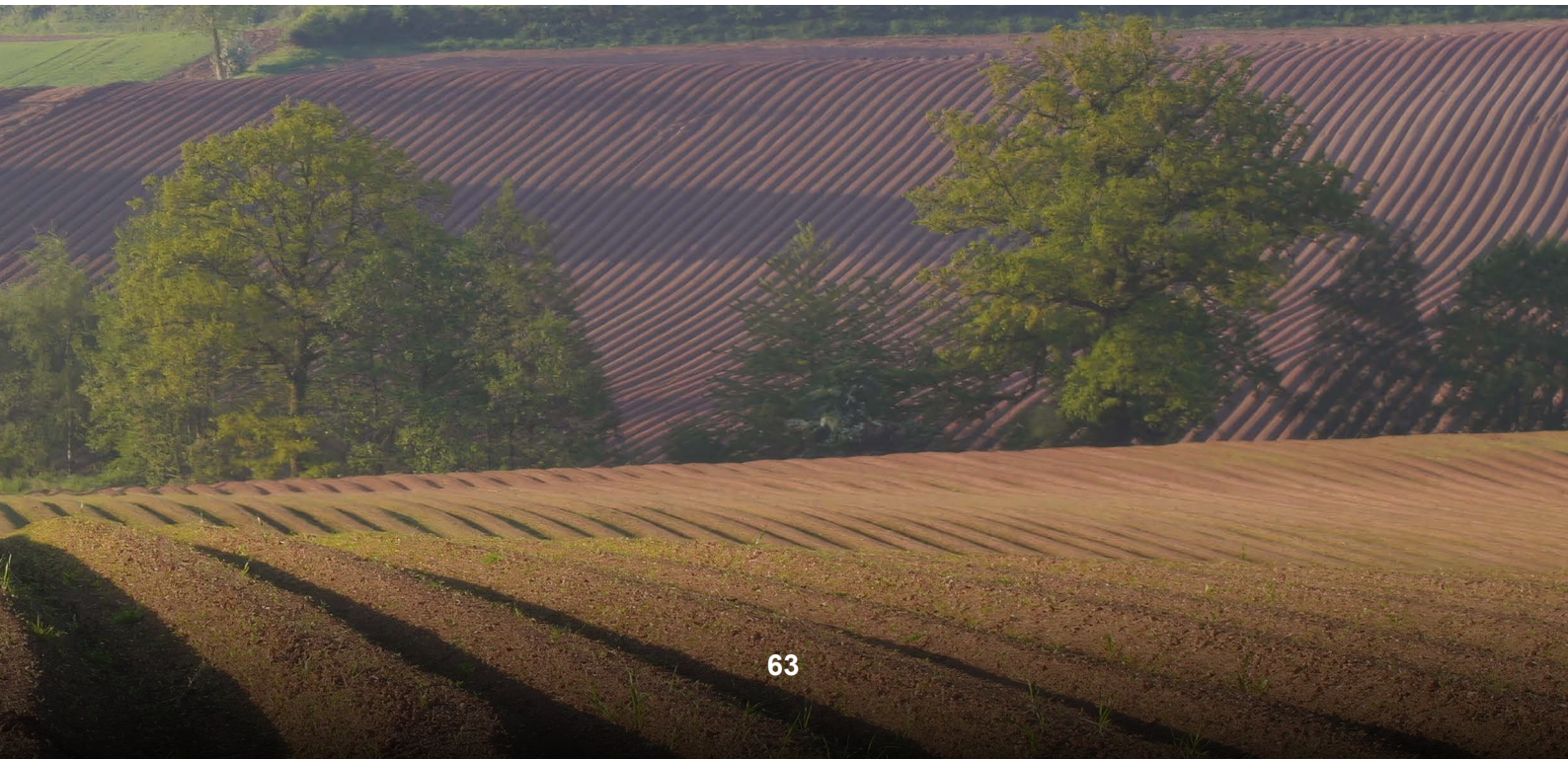
ix. The proposed use does not involve the sale of goods to visiting members of the public or fall within the E(b), B2, C1 or C2 Use Classes, or drinking establishments or hot food takeaways (Sui Generis) and does not relate to equestrian activities; and

x. They meet the requirements regarding live-work units set out in Annex D of the Plan.

D. Where planning permission is required for the residential conversion of isolated rural buildings in employment use (or last in employment use), outside of the exceptions listed in the NPPF, it will only be granted where:

i. A marketing exercise has shown that employment, tourism or leisure and recreation uses are unviable and where proposals have demonstrated they satisfy the marketing requirements set out in Annex C of the Plan.

ii. 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.



Reasoned Justification for SWDPR 15

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

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

15.3 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.

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

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



3. Housing



SWDPR 16

Effective Use of Land

A. To deliver places that are more sustainable, development will make the most effective and sustainable use of land, focusing on the following principles:

i. Housing density;

ii. Reusing previously developed land; and

iii. Ensuring effective use of the Best and Most Versatile Agricultural Land (BMVAL).

Housing Density

B. Housing development in South Worcestershire will make the most effective and efficient use of land, with housing density designed to enhance the character and quality of the local area, whilst also being commensurate with a viable scheme and infrastructure capacity.

C. Housing density will be greater on sites with a high level of accessibility, including sites located in or close to city and town centres, or close to public transport stations.

D. The form and density of housing will vary across some major development sites, in response to current and future accessibility and other characteristics of each part of the site. Variations in density across a site (in compliance with criterion E below) should be used to develop different character areas.

E. Subject to parts B, C and D above, on sites allocated for housing or for mixed use that includes housing, the following 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 accordance with the densities prescribed in an adopted neighbourhood plan.

F. In allocated new settlement(s) and urban extensions, densities will be determined through masterplanning and the development management process, subject to the 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.

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.

Windfall Sites

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

Use of Brownfield Land (Previously Developed Land)

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.

Best and Most Versatile Agricultural Land

J. Windfall development proposals which meet the definition of Major development on BMVAL will only be supported where it can be demonstrated that:

i. The proposed development cannot be reasonably accommodated on non-BMVAL; and

ii. The benefits of the development significantly outweigh the loss of BMVAL.

K. In addition, the effect of the loss of BMVAL on farm/horticultural enterprises economics and management will be considered. Where development would fragment these holdings, planning permission will be supported only where mitigation is possible, e.g., the land can be incorporated into surrounding holdings and where there is no severance of agricultural buildings from the land.

Soil Management

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 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

16.1 In line with the NPPF, the SWC have set out their own approach to housing density to reflect local circumstances, these include minimum densities in those areas most accessible by public transport. The emphasis is on ensuring that developable land, which is a finite resource, is used effectively and efficiently to provide maximum flexibility in meeting local housing needs. In doing so, development should not adversely affect the character and appearance of existing cities, towns and villages.

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

16.3 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. This policy sets minimum density 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 South Worcestershire.

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

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

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

16.7 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

16.8 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 a target of 20% of completions being met on brownfield land.

16.9 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.

16.10 Around 487ha of new allocations within the SWDPR are on brownfield land out of a total of 2,665ha. 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 is an expectation that there will be an element of windfall development taking place on brownfield land. 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.

16.11 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.

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

a. Maximises the amount of allocations on previously developed land that is available and deliverable;

b. Encourages the effective use and reuse of accessible, available and environmentally acceptable brownfield land; and

c. Includes housing development as part of wider regeneration packages for the Worcester Opportunity Zones (WCMU06 and WCMU08), where this does not undermine their ability to support local economic prosperity or the vitality and viability of Worcester city centre.

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

Best and Most Versatile Agricultural Land (BMVAL)

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

16.15 Development proposals will generate benefits depending on the nature of the use and its scale. Therefore, the scale and nature of the proposed use will be factors in determining the appropriate area to investigate, e.g., settlement, parish, district, for the consideration of reasonable non-BMVAL alternatives.

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

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

Soil Management

16.18 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.

16.19 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 SWDPR 05 and SWDPR 07). This will help to conserve and enhance soils as well as creating opportunities to allow regenerative practices to enhance soil quality in future.

16.20 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.

SWDPR 17

Housing Mix and Standards

A. All new residential development of five or more units, having regard to location and site size, should contain a mix of types and sizes of market housing. The mix will be informed by the latest Strategic Housing Market Assessment (SHMA).

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 E, unless this is demonstrated to be unfeasible.

C. All new dwellings should, as a minimum, meet the requirements of Building Regulations Part M4(2) dwelling standard (Accessible and Adaptable 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 C will not apply.

D. On sites of 20 dwellings or more, 5% of the dwellings should also meet the requirements of the Building Regulations Part M4(3) 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.

E. In addition, on sites of 20 dwellings or more, 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. 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.

Reasoned Justification for SWDPR 17

17.1 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 19 deals separately with the number, mix, type and tenure of affordable housing. The NPPF requires LPAs to plan for a mix of housing based on evidence and to identify the size, type, tenure and range of housing that is required. If it is not possible to secure a mix of housing types, in terms of size, scale, density, tenure and cost that reflects the overall need, some households will be forced to satisfy their housing demand and needs beyond South Worcestershire. 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).

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

17.3 The SHMA update (2021) states that over the period 2021 to 2041, across the SWDPR 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.

17.4 Older people range from those recently retired and active, to those who are very elderly and very frail. The accommodation needs of those who need more assisted living are covered by policy SWDPR 25. New housing (Use Class C3) provided should be capable of being used effectively as people age and their needs change. South Worcestershire has an increasing elderly population, and according to 2016-based household projections, the number of households headed by someone aged 60+ is expected to increase. The increased physical accessibility of housing is not just relevant to older people but to younger people too, including families with young children and those with specific needs. Adopting enhanced accessibility and space standards for new dwellings would improve the choice of homes and enable the SWC to plan for homes to be adaptable for the changing needs of families, couples and single people as their mobility decreases with age.

17.5 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 (source: para 2.33 and 2.34 of Edge Analytics Report: South Worcestershire Demographic Forecasts and Analysis (June 2018)). The ageing population of South Worcestershire indicates a continuing need to provide accommodation to help meet the needs of this sector.

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

17.7 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.

17.8 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.

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

17.9 As household size in South Worcestershire continues to reduce, 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 adaptions to enable people to remain within their homes and intergenerational homes. 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 of the SHMA Update (2021)

Residential Space and Access Standards

17.10 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 (December 2024) concluded that there would be no impact on viability of schemes from the added optional standards.

National Described Space Standard

17.11 Part of the technical housing standards introduces The Nationally Described Space Standard, 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.

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

17.13 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 E. The NPPF supports the use of the NDSS in Local Plans where the need for an internal space standard can be justified. 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.

Residential Access Standards

17.14 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) 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.

17.15 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.

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

17.17 Category 3: Wheelchair User Dwellings M4(3)– (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:

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

17.19 Category 3 2b – 'Wheelchair accessible' dwellings (a home readily useable by a wheelchair user, including step-free access). 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.

17.20 National Planning Practice Guidance (Housing and economic needs assessment) 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.

17.21 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.

Self-Build and Custom Housebuilding

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

17.23 The Act also places a duty on the SWC to give suitable development permission to enough suitable serviced plots of land to meet the demand for Self-Build and Custom Housebuilding in their area. The level of demand is established

by reference to the number of entries added to a local authority's register during a base period.

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

17.25 Previously, planning applications for Self-Build and Custom Build plots were considered against the same planning policies as other types of market housing. By 30 October 2024, 186 Self Build and Custom Build plots had been granted planning consent across South Worcestershire. These included several single plots or small groups of plots beyond the development boundaries which were not always in sustainable locations. It is therefore considered that a policy allowing for Self-Build and Custom Build plots on sites of 20 or more dwellings is likely to 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.

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

17.27 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 (in accordance with Annex C) at a realistic price, then these plots can revert to the developer for development and sale as market homes.



SWDPR 18

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

A. Proposals for the subdivision or multiple occupation of dwellings (including smaller Houses in Multiple Occupation (HMO) in Worcester City as set out in its adopted Article 4 Direction for Houses in Multiple Occupation) within Development Boundaries, including changes of use to hostels and guest houses, will be supported provided that:

i. They would 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;

ii. They would not result in the creation of more than two adjacent properties in HMO use;

iii. They would make 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, adequate provision should be made for soundproofing between individual units of accommodation or lettable rooms which provides reasonable resistance to airborne sound and vibration.

Reasoned Justification for SWDPR 18

18.1 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 South Worcestershire. 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.

18.2 Proposals should protect the amenities of local residents and offer scheme residents sufficient internal residential space (see policy SWDPR 17) and external amenity space. It will be necessary to ensure appropriate sound insulation between proposed and neighbouring units before a converted property is occupied.

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

SWDPR 19

Meeting Affordable Housing Needs

A. All new residential development (within Use Class C3), including conversions, above the thresholds in B (and adjacent land, if it could reasonably form part of a larger site) will contribute to the provision of affordable housing as defined by the NPPF.

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

   i. Within Designated Rural Areas (as shown on the Policies Map) (but excluding proposals for rural workers dwellings where the market value of the dwelling is effectively restricted by an occupancy limitation condition):

      · On greenfield land sites of between five and nine dwellings, 40% of units should be affordable and provided on site.

      · On brownfield land sites of between five and nine dwellings, 30% of units should be affordable and provided on site.

      · 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 0.5ha 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 0.5ha or more, 30% of the units should be affordable and provided on site.

C. Where a robust justification exists, off-site contributions may be accepted in lieu of on-site provision.

D. Secure arrangements will need to be put in place to ensure that the affordable housing provided in accordance with this policy will remain affordable in perpetuity (or in exceptional circumstances that the subsidy will be recycled for alternative affordable housing provision) and, for sites outside the city (including the reallocated urban extensions via policy SWDPR 68), towns or strategic allocations (policies SWDPR 55, 56 and 57), available to meet the needs of local people or service families if they are currently serving or served within the previous 5 years.

E. 70% of the affordable housing shall be Social Rented, and the remaining 30% shall be 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.

F. Development proposals, for settlements within or partly within the Cotswolds National Landscape or Malvern Hills National Landscape, should have regard to the relevant guidance published by the Cotswolds Conservation Board or Malvern Hills National Landscape Partnership, including any Housing Position Statements.

G. Where it has been demonstrated by the applicant that the proportion of affordable housing sought by SWDPR 19 B would not be viable, the maximum proportion of affordable housing will be sought that does not undermine the development›s viability. Financial viability assessments conforming to an agreed methodology will be required and, where necessary, the LPA will arrange for them to be independently appraised at the expense of the applicant.

H. 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.

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

Reasoned Justification for SWDPR 19

19.1 The NPPF requires Local Planning Authorities 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. 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 includes several definitions.

19.2 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 Planning Practice Guidance. The analysis indicates a shortfall of around 906 affordable dwellings each year across South Worcestershire.

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

19.4 Given the acute need for social rented accommodation across the SWC area and taking into account the changes to the NPPF (2024) regarding deleting the requirement for 20% of affordable homes to be First Homes, the recommendations in the SHMA Update (2021) are amended to seek 70% social rented and 30% affordable home ownership products.

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

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

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

19.8 The policy identifies a baseline level of affordable housing provision that local communities may choose to supplement on other sites, for example, as part of their involvement in the neighbourhood planning process, or through the Rural Exception Site process (see SWDPR 20).



SWDPR 20

Rural Exception Sites

A. Affordable housing (as defined in the NPPF) development will be permitted on small sites beyond, either adjacent to or within a short distance of the Development Boundaries of villages or of the main built-up area of villages without Development Boundaries where the following are demonstrated:

   i. There is a proven and as yet unmet local need, having regard to the latest South Worcestershire Strategic Housing Market Assessment, the Sub-regional Choice-based Letting Scheme and other local data, e.g., neighbourhood plan or parish survey;

   ii. No other suitable and available sites exist within the Development Boundary of the village;

   iii. Secure arrangements exist to ensure the housing will remain affordable and available to meet the continuing needs of local people in perpetuity;

   iv. The scale and location of the site relates well to the existing settlement and landscape character and the site is easily accessible on foot from the village. For clarity, small means Rural Exception Sites should not be larger than one hectare in size or exceed 5% of the size of the existing settlement;

   v. Sites should be located where they have reasonable access to local services, e.g., shops, schools or local bus services; and

   vi. In addition, for sites that fall within villages that are wholly or partly within the Cotswolds National Landscape or the Malvern Hills National Landscape (NL):

      · Proposals will need to be supported by robust evidence of a local affordable housing need specific to the NL settlement and, if necessary, to its neighbouring settlements within the NL within South Worcestershire, such as a housing needs survey.

      · Additionally a Landscape Sensitivity and Capacity Assessment (LSCA) and/or a Landscape and Visual Impact Assessment / Appraisal (LVIA) will need to demonstrate that the site is capable of being developed without compromising the natural beauty of the NL.

B. Rural Exception Sites will be required to provide 100% affordable housing. Where the Rural Exception affordable housing would not be feasible or viable up to 20% market housing may be included within a rural 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 and will be independently verified at the expense of the applicant.

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

Reasoned Justification for SWDPR 20

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

20.2 The policy refers to small sites, which criterion Aiv explains should not be larger than one hectare in size or exceed 5% of 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 NLs local need includes the parish and adjoining rural parishes or groups of parishes as defined in the latest Rural Letting Policy but excludes any need from the towns.

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

20.4 The PPG (Paragraph: 041 Reference ID: 8-041-20190721) explains that NLs 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 NL should be supported by evidence of an unmet affordable housing need for the local area within that NL - i.e., specific to the NL settlement and, if necessary, local need arising in those neighbouring settlements within the NL within South Worcestershire where those needs may not otherwise be met. It would not be appropriate for Rural Exception sites within the NLs to accommodate unmet need for affordable housing for areas outside of the NL or from any towns. Due to homes within an 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 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.

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

20.6 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 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.

SWDPR 21

First Homes Exception Sites

A. Beyond the National Landscapes Designated Rural Areas, and the Green Belt, First Homes will be permitted on small unallocated sites adjacent to the Development Boundaries of Worcester, the towns and villages where the following are demonstrated:

i. There is a proven and as yet unmet local need, having regard to the latest South Worcestershire Strategic Housing Market Assessment and other local data, e.g., neighbourhood plan or local housing needs survey;

ii. Secure arrangements exist to ensure the housing will remain affordable and available to meet the continuing needs of local people in perpetuity;

iii. The scale and location of the site relates well to the existing settlement and landscape character; for clarity small means First Homes Exception Sites should not 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 at the expense of the applicant.

C. Where local evidence suggests that a significant local need exists for one or more other forms of affordable housing on a proposed First Homes Exception Site, applicants may alter the proportions of affordable housing to include small quantities (up to 25%) of other affordable housing products.

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

Reasoned Justification for SWDPR 21

21.1 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 of £250,000).

21.2 The Written Ministerial Statement made on 24 May 2021, 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.

21.3 First Homes Exception Sites are not permitted within the Green Belt, National Landscapes or Designated Rural Areas. The Written Ministerial Statement and the 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 Designated Rural Area (The Housing (Right to Buy) (Designated Rural Areas and Designated Regions) (England) Order 2016- Statutory Instrument 2016 No 587).

21.4 The policy refers to small sites and states that this means First Homes Exception sites should not be larger than one hectare in size or exceed of 5% of the 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.

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

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

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

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

SWDPR 22

Meeting the Needs of Gypsies, Travellers and Travelling Showpeople

Provision for Travellers

A. 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 3 and 4, subject to subsequent reviews of the South Worcestershire Gypsy and Traveller Accommodation Assessment (GTAA).

Table 3: Minimum Requirements for Permanent Gypsy and Traveller Pitches and Travelling Showpeople Plots 2024 - 2029 (source: South Worcestershire Gypsy and Traveller Accommodation Assessment Update 2024).

District	Permanent Traveller Pitches	Permanent Travelling Showpeople Plots
Malvern Hills	15	11
Worcester	4	0
Wychavon	44	1
South Worcestershire total	63	12

Table 4: Longer-term Requirements for Permanent Gypsy and Traveller Pitches and Travelling Showpeople Plots 2029 – 2041 (source: South Worcestershire Gypsy and Traveller Accommodation Assessment Update, 2024).

	2029 – 2034		2034 - 2039		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	7	1	7	1	5	1
Worcester	2	0	3	0	1	0
Wychavon	29	0	32	0	18	1
Total	38	1	42	1	24	2

B. The GTAA (2024) identifies a need for 200 Gypsy and Traveller pitches to meet the ethnic need for the Plan period. This figure includes the 167 pitches in Tables 3 and 4 above.

C. Sites that have planning permission for Traveller use, that is not temporary or personal, are safeguarded for this use and only exceptionally will planning permission for alternative development or changes of use be permitted.

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, for 10 plots, at Rushwick.

E. The two large urban extensions at Worcester South (SWDPR 68A) and Worcester West (SWDPR 68B) shall each include a Traveller site of up to 10 pitches. Delivery will either be through on-site provision or off-site provision via developer contributions.

F. Proposals for Gypsies, 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 that:

i. For new sites:

- The site is within a SWDPR allocation, or for sites within the open countryside is within a reasonable distance to a school or GP surgery within Worcester, a town, or a Category 1, 2 or 3 village.

ii. For all sites:

- The site is not within an international or national planning designation.
- The site is within Flood Zone 1 and is not vulnerable to surface water flooding.
- The site does not have any significant impact on local planning designations, such as Conservation Areas, Local Green Space and Significant Gaps, or on sites with heritage, ecological or biodiversity interests that cannot be mitigated.
- There is no significant visual impact on the landscape that cannot be mitigated with the use of appropriate planting.
- 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.
- 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.
- Any impact on Functionally Linked Land or Water can be mitigated against.
- 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.
- 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.

- **The site has reasonable access to health services, schools, food shops and employment opportunities;**
- **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.**
- **Proposed amenity buildings or day rooms are the minimum size necessary to provide required facilities, be sensitively sited, and use sympathetic materials.**
- **External lighting is kept to a minimum.**
- **Sites for Travelling Showpeople must also be suitable for the storage, maintenance and testing of items of mobile equipment.**

G. 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

Need for Traveller Pitches and Travelling Showpeople Plots

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

22.2 The South Worcestershire Gypsy and Traveller Accommodation Assessment (GTAA) Update, published in 2024, identifies the need for additional Gypsy and Traveller pitches and Travelling Showpeople plots in the period between 2024 and 2041 as is set out in Tables 3 and 4.

22.3 The GTAA identifies an overall shortfall of 63 permanent Gypsy and Traveller pitches across South Worcestershire for the first five years in the period to 31/03/2029; there is a need for a minimum of 15 pitches in Malvern Hills, 4 pitches in Worcester and 44 pitches in Wychavon.

22.4 For Travelling Showpeople, the GTAA identifies a need for 12 plots across South Worcestershire in the period to 31/03/2029, 11 in Malvern Hills and one in Wychavon.

22.5 The GTAA also identifies the likely longer-term requirement for pitches and plots, covering the period 2029 to 2041. The longer-term requirements, based on expected household formation rates, are set out in Table 4.

22.6 The GTAA suggests a need for 38 Traveller pitches between 2029 and 2034, 42 pitches during 2034 to 2039, and 24 pitches during 2039 to 2041, with most of the need arising in Wychavon.

22.7 For Travelling Showpeople, the GTAA indicates a need for an additional three plots in Malvern Hills between 2029 and 2041 and a single additional plot in Wychavon between 2039 and 2041.

22.8 The availability and delivery of Traveller pitches will be kept under review. Each SWC will maintain a rolling five-year supply of deliverable pitches/plots sufficient to provide five years' worth of pitches/plots against the targets set out in Tables 3 and 4.

Strategic Allocations

22.9 It is considered that a Travelling Showpeople yard of 10 plots should be provided at Rushwick in a sustainable location with access to a range of local services and facilities. Worcestershire Parkway is capable of providing for two new Traveller sites each of 10 pitches. These will help meet the medium to longer-term needs of Travellers. The provision of social rented pitches on these sites will be welcomed. 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 4.

Windfall Sites

22.10 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 22F.

Transit Sites

22.11 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.

Tenure of Sites

22.12 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

22.13 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., 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.

22.14 Planning Policy for Traveller Sites (2024) also says (in paragraph 16) that, "Traveller sites (temporary or permanent) in the Green Belt are inappropriate development unless the exceptions set out in Chapter 13 of the NPPF apply".

Access to Services

22.15 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 22F 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 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.

Relationship to Surrounding Land Uses

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

22.17 Planning Policy for Traveller Sites also says that (in paragraph 18) Local Planning Authorities, "... should consider, wherever possible, including Traveller sites suitable for mixed residential and business uses, having regard to the safety and amenity of the occupants and neighbouring residents."

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

Site Conditions

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

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

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

SWDPR 23

Replacement Dwellings in the Open Countryside

A. The replacement of an existing dwelling in the open countryside with another single dwelling will be permitted where:

i. The existing dwelling has established use rights as a dwelling and is not a caravan, chalet, park home, mobile home or subject to a temporary planning permission;

ii. It can be demonstrated that accommodation needs cannot be met through the alteration, extension and / or refurbishment of the existing dwelling;

iii. The replacement is not disproportionately larger than the existing dwelling and will not exceed the existing gross internal floorspace by more than 30%. 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 with the previous five years;

iv. The proposed dwelling is positioned on the footprint of the existing dwelling, unless there is a better position for visual, landscape, highway safety, biodiversity, environmental or other public gain grounds to justify an alternative location within the existing curtilage;

v. The curtilage of the replacement dwelling is no greater than that of the existing dwelling;

vi. The proposal includes the demolition of the dwelling to be replaced; and

vii. Where the existing dwelling has been provided as a rural worker's dwelling, a condition will be attached to ensure that the replacement dwelling can only be occupied by a rural worker (as defined in the Glossary) once it has been built.

Reasoned Justification for SWDPR 23

23.1 New development in the open countryside will be very limited and will relate mainly to exceptions, e.g., for new affordable housing where there is a proven need (SWDPR 20 Rural Exception Sites). This approach is in conformity with the NPPF, which seeks to direct new housing development to sustainable locations, in areas where it will enhance or maintain the vitality of rural communities.

23.2 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 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.

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

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

23.5 Proposals for replacement dwellings will not be permitted if they would conflict with policy SWDPR 38 Management of Flood Risk.



SWDPR 24

Dwellings for Rural Workers

A. Proposals for permanent agricultural, horticultural, forestry and rural enterprise-related dwellings will be permitted provided that:

   i. The functional and economic tests contained in Annex D are met;

   ii. No dwelling serving or closely associated with the holding has been sold or changed from residential use, or otherwise separated from the holding within the previous five years;

   iii. The dwelling does not exceed 150 sq. m of gross internal area, unless a larger property is robustly justified i.e., due to the nature of the rural enterprise or the business it serves;

   iv. Where practical for its purpose, the dwelling is located close to existing buildings / dwellings on the holding, to minimise its visual and environmental impact; and

   v. Planning conditions are imposed to control the occupancy of the dwelling to ensure that it cannot be sold on or sublet for general accommodation unrelated to the enterprise.

B. For a new agricultural, horticultural, forestry or other rural enterprise, a time-limited permission may be granted for a temporary dwelling, such as a mobile home or caravan, until the economic viability of the enterprise is established. Applications for such dwellings must meet the functional and economic tests contained in Annex D.

C. Temporary or seasonal accommodation requirements to serve rural enterprises will need to demonstrate that:

   i. There is a proven business case for the accommodation;

   ii. There is no appropriate accommodation available in nearby settlements; and

   iii. Impacts on local services, landscape and amenity are mitigated; and

   iv. The proposal includes adequate facilities to serve the needs of the occupier i.e. it is fit for habitation

D. Generally, occupancy conditions will be retained on rural workers' dwellings, however, occasionally circumstances may have changed such that it is acceptable to remove the condition. The occupancy condition will be removed where:

   i. The dwelling is now located within a Development Boundary or housing allocation; or

   ii. Evidence proves that the long-term need for the dwelling in the locality has ceased and it has been marketed in accordance with Annex C (marketing requirements).

Reasoned Justification for SWDPR 24

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

24.2 The NPPF 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.

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

24.4 Rural workers' dwellings shall not exceed 150 sq. m of 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 gross internal area in the Glossary).

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

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

SWDPR 25

Class C2 Housing for People with Special Housing Needs

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

i. There is an evidenced requirement for that type of accommodation;

ii. It is designed to meet the particular requirements of residents with social, physical, mental and / or health care needs; and

iii. The scheme has good access to public transport, healthcare, shopping and other community facilities for its residents, their visitors and on-site workers.

Reasoned Justification for SWDPR 25

25.1 National Planning Practice Guidance (Housing for Older and Disabled People) 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.

25.2 The 2011 Census revealed that between 11% and 18.5% of the population of South 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 17 covers the general needs for housing for these groups). 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.

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

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

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



SWDPR 26

Reuse of Traditional Rural Buildings

A. **The reuse, conversion, or change of use of, redundant or underused traditional rural buildings and structures of architectural importance and / or heritage significance 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 architectural importance and / or heritage significance;**
- **ii. It reuses a 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.**

B. **Where there is a loss of employment space, the applicant is required to demonstrate that the existing use is no longer viable and that the site has been actively marketed for employment (or tourism, leisure or recreational purposes where applicable) for a period of at least 12 months in line with the marketing exercise outlined in Annex C: Marketing Requirements.**

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, that would normally apply to the building and its curtilage for future alterations, extensions, and other development.**

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

Reasoned Justification for SWDPR 26

26.1 The primary purpose of this policy is to maintain and protect the rural landscape and character of South Worcestershire. 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. It is important to note that this policy is not intended for modern modular rural buildings.

26.2 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.

26.3 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.

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

26.5 When an application for the reuse of a traditional rural building to an employment or commercial use is made, the criterion within this policy will require adherence in conjunction with SWDPR 14 Non-Allocated Employment Development and SWDPR 15 Employment in Rural Areas.

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

26.7 In accordance with the NPPF, 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.

26.8 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.

26.9 To be considered for reuse, buildings should originally have been built with four walls 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.

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

26.11 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.



SWDPR 27

Extensions to Residential Curtilage Beyond a Defined Development Boundary

A. Proposals to extend residential curtilages will not be supported unless:

i. There is no detrimental impact on the character and appearance of the immediate vicinity 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, locally important landscape features and Significant Gaps.

B. Extensions to residential curtilages within the Cotswolds National Landscape or Malvern Hills National Landscape will not be supported if they do not satisfy SWDPR 31.

C. Extensions to residential curtilages within the Green Belt will not be supported where they would not preserve the openness of the Green Belt in accordance with SWDPR 04.

D. Extensions to residential curtilages within areas of Open Space will not be supported unless SWDPR 48B is satisfied.

E. When granting permission to extend a residential curtilage the LPA may remove permitted development rights where there is clear justification to do so.

Reasoned Justification for SWDPR 27

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

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

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

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

27.5 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.

27.6 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.



4.

Environmental Enhancement and Protection



SWDPR 28
Design

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 need 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:

   i. Siting and Layout - The siting and layout of a development should reflect the given characteristics of the site in terms of its appearance and function. Orientation should take advantage of passive heating and cooling systems, offer shade as appropriate and provide for the use of renewable energy.

   ii. Relationship to Surroundings and to Other Development - Development proposals must complement the local character of the area. In particular, development should respond to surrounding buildings or countryside and the distinctive features or qualities that contribute to the visual and heritage interest of the townscape, frontages, streets or landscape quality of the locality. Development should provide an acceptable level of amenity, outlook, sunlight and daylight, and should not be overbearing. Development should avoid exacerbating light pollution in general and in rural areas avoid the impact of light on reducing dark skies.

   iii. The Settings of the City, Towns and Villages - Design proposals should ensure that the prominent views, vistas and skylines of Worcester city, the towns and other settlements are maintained and safeguarded, particularly where they relate to heritage and natural assets, existing landmark buildings and ‘gateway’ sites. Development at the urban edges should respect and respond to the rural setting. The distinct identity and character of rural settlements should be safeguarded.

   iv. Adaptable Design - Buildings should incorporate flexible designs, addressing access to public open spaces and enabling adaptation for future needs and uses in terms of internal spaces and extensions.

   v. Scale, Height, Massing and Mix - The scale, height and massing of development must be appropriate to the setting of the site and the surrounding landscape character and townscape, including existing urban grain and density. To create vitality and interest, proposals should incorporate a mix of uses where appropriate to the location.

vi. **Links, Connectivity and Access - Design and layouts should integrate with existing development and street patterns, as well as maximise opportunities for active travel corridors, i.e., pedestrian and cycle routes to the surrounding area and local services, and should be generally accessible for all users, including those with disabilities. Vehicular traffic from the development should be able to access the highway safely and the road network should have the capacity to accommodate the type and volume of traffic from the development.**

vii. **Detailed Design, Materials and Landscaping - The detailing and materials of development should be of high quality and appropriate to its context and local distinctiveness. The colour and glare of the elevations and roofs of new buildings in rural areas in particular, should respect its setting and make a positive contribution to the local landscape character. Development should provide high quality hard and soft landscaping that is included as an integral part of developments design and includes arrangements for long-term management.**

viii. **Appropriate Facilities - Development should incorporate parking facilities, secured covered storage for bicycles that is easily accessible for daily use and make accommodation for waste collection facilities. Satisfactory access and provision for the parking and manoeuvring of vehicles, including waste collection vehicles, should be provided.**

ix. **Public Realm - Public realm and open spaces should be well-designed, appropriately detailed and maintained via management agreements for the lifetime of the development. They should also incorporate active frontages where appropriate. Proposals should include hard, soft and permeable surfaces, public art, trees, appropriate planting, street furniture, shade, lighting and signage as appropriate to the development.**

x. **Creating a Safe and Secure Environment - Opportunities for creating a safe and secure environment and providing surveillance should be included, principally through the layout and positioning of buildings, spaces and uses. Where appropriate, development should incorporate measures for crime reduction that have regard to the Secured by Design guidelines. Buildings and their surrounding spaces should incorporate fire, public safety and counter terrorism measures and be designed to allow rapid access by the emergency services.**

xi. **Advertisements - Illuminated signage will only be permitted where lighting is unobtrusive or not considered to be harmful to the character and appearance of the site and surroundings or have a detrimental impact on the natural environment. Consent may be granted for outdoor advertisements (including poster hoardings) provided the display will not adversely affect the amenities of the area, natural environment or impact on public safety.**

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

Reasoned Justification for SWDPR 28

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

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

28.3 It is essential that full consideration is given to achieving sustainable development and counteracting climatic variations over the lifetime of a new building or development through the choice of location, design and materials, and through addressing ecological integrity. Reducing the demand for energy and improving energy efficiency is also an important starting point for achieving sustainable design as set out in SWDPR 05 Design and Sustainable Construction.

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

28.5 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).

28.6 This policy should be read in conjunction with other relevant policies in the SWDPR, as well as the neighbourhood plans where appropriate, and proposals will be expected to demonstrate that they have had regard to the current available guidance in the South Worcestershire Design Guide SPD, design code SPDs and masterplans, and evolving best practice that include:

- Building for a Healthy Life 12 -Design Council
- Home Quality Mark
- National Landscape Design Guidance
- Better By Design Manual for Streets: Manual for the Streets
- Worcestershire Landscape Character Assessment: Landscape Character
- South Worcestershire Historic Environment Assessment

28.7 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. 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.

28.8 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.

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

28.10 It is the intention to ensure that in Worcester city the historic skyline is protected and enhanced, with distant views into and from the city being preserved, especially of towers, spires, hills, ridges and waterside, including the floodplain where applicable. Gateway and entry locations to the city are also

important and design proposals should have regard to enhancing these arrival points where opportunities exist.

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

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

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

a. Waste management and storage facilities;

b. Secure and covered storage for bicycles that is easily accessible for daily use; and

c. Easy access to public transport.

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

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

28.16 Gulls can be considered to be a nuisance as they are noisy, create mess, scavenge bins and create litter. They can also damage property and vehicles and occasionally attack people and pets. An urban environment, particularly the city centre with its tall buildings and ledges, mimics their natural habitat by providing nesting and

feeding opportunities. Although there is no statutory duty to take action against gulls, the SWC recognise the need to try and assist residents and businesses in preventing damage and distress that hostile gull colonies cause in town centres, particularly during the nesting season.

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



SWDPR 29

Biodiversity and Geodiversity

A. Development likely to have an adverse effect on nationally important sites, including a Site of Special Scientific Interest (SSSI) 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.

B. Development resulting in the loss or deterioration of irreplaceable habitats or 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.

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.

D. Development should consider ecological and green infrastructure networks that link the biodiversity areas detailed above, including areas identified for habitat restoration and creation. Proposals should have regard to Urban Biodiversity Corridors, as identified on the Policies Map (as part of the wider green infrastructure and biodiversity networks, including mapped, un-mapped and supporting measures set out in the Worcestershire Local Nature Recovery Strategy), when considering these requirements. To ensure that connectivity for wildlife is maintained, proposals for new development must, either as part of, or in addition to Biodiversity Net Gain requirements (see policy SWDPR 30), ensure that, for example, lighting 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).

E. Where the policy requirements of parts A, B, C, or D have been met, full compensatory provision and its establishment commensurate with the ecological / geological value of the site will be required. This may be achievable through Biodiversity Net Gain mechanisms (see policy SWDPR 30), or secured through a legal agreement, where appropriate.

F. In the first instance, compensatory provision should be through on-site measures, the details of which need to be agreed with the LPA. Off-site mitigation and compensation measures will only be acceptable as a last resort where on-site mitigation is shown not to be possible. Where, having followed the mitigation hierarchy, there is an unavoidable requirement for off-site compensation to offset harm, applicants will be required

to demonstrate that the necessary mitigation and compensation will be brought forward in a timely manner at a scale and proximity to the proposed development in keeping with the level of harm caused.

Nutrient Neutrality

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.

Reasoned Justification for SWDPR 29

29.1 Worcestershire is blessed with a rich variety of biodiversity and geodiversity assets and habitats, including as described within the Worcestershire habitat inventory, 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 appropriately strong planning policies, 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 2020.

29.2 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 LPA 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. 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.

29.3 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.

29.4 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). 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.

29.5 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 SWC' remit for decision making.

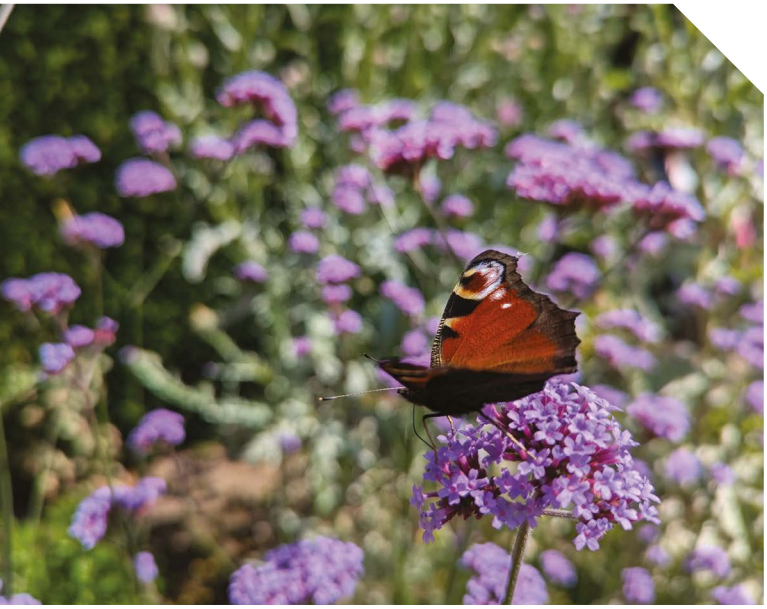
29.6 There is an expectation that the built environment will achieve benefits for fauna through habitat gains and wildlife connectivity. Outline Lighting Strategies or more detailed lighting schemes and boundary treatment shall be submitted with planning applications (either as part of, or in addition 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 Professionals.

29.7 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 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.

29.8 Urban Biodiversity Corridors have been identified within the city and towns of South Worcestershire as part of enhancing the wider green infrastructure and biodiversity 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 environment. 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.

29.9 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).

Nutrient Neutrality

29.10 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). 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.

SWDPR 30

Biodiversity Net Gain

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.

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.

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.

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.

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.

Reasoned Justification for SWDPR 30

30.1 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 Metric 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) has also been designed to help calculate biodiversity net gain on smaller development sites.

30.2 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).

30.3 The Environmental Benefits from Nature Tool (EBNT) 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.

30.4 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 restore others. The Worcestershire Habitat Inventory, alongside site-specific ecology surveys, will assist in determining the pre-development biodiversity net gain 'baseline' values.



SWDPR 31

The Cotswolds National Landscape and Malvern Hills National Landscape

A. Development proposals within the National Landscapes and their settings will be required to demonstrate that they conserve and enhance the natural beauty of the National Landscapes, including their special qualities, landscape and scenic quality, natural heritage, cultural heritage, and relative tranquillity.

B. Major development proposals within the National Landscape will not be supported other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest.

C. Proposals should have regard to National Landscape Management Plans and other relevant guidance published by the Cotswolds National Landscape Board and Malvern Hills National Landscape Partnership, including any Housing Position Statements.

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.

Reasoned Justification for SWDPR 31

31.1 The Cotswolds National Landscape and Malvern Hills National Landscape are nationally important landscapes which need to be conserved as indicated in the NPPF.

31.2 National Landscapes are designated under the same legislation as National Parks. The Countryside and Rights of Way (CROW) Act (2000) requires a LPA to have regard to the purpose of conserving and enhancing the natural beauty of National Landscapes including in relation to functions which may affect it. The Act also requires the publication and review of National Landscapes management plans, which formulate local authority policy for the management of National Landscapes and for the carrying out of local authority functions. For the purposes of this Plan, these are produced by the Cotswolds National Landscape Board and the Malvern Hills National Landscape Partnership. As these management plans aim to conserve and enhance the landscape and natural beauty of the National Landscapes, 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.

31.3 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.

31.4 For the purposes of criterion B, major development should be determined having regard to footnote 60 of the NPPF. 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 Landscape, 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, 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 settlement, parish, or sub-area, such as needs identified through a neighbourhood plan or a local affordable housing needs survey (policy SWDPR 20 Rural Exception sites). Sub-area in this context means either the part of the Malvern Hills National Landscape in Malvern Hills District, or part of the Cotswolds National Landscape in Wychavon District. For development out of but affecting a National Landscape, regard should be had to the purpose of conserving and enhancing its natural beauty.

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

31.6 Land within the setting of a National Landscape often makes an important contribution to maintaining its natural beauty and special qualities, as recognised by recent changes to National Planning Practice Guidance. Poorly located or badly designed development can do significant harm to a National Landscape and to people's enjoyment of it. Views from and to the higher ground of the Cotswolds National Landscape and Malvern Hills National Landscape 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 National Landscape, requires detailed consideration that takes these potential effects into account and responds accordingly. 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.

SWDPR 32

Areas of Informal Recreation (AIRs)

A. 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.

B. An AIR is allocated at Land north-east of Blenheim Farm, Honeybourne (59.5ha) and is shown on the Policies Map.

C. The allocated AIR at Honeybourne and any additional AIRs that are identified will only be permitted where;

i. 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;

ii. 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;

iii. Provision is made for trails and routes that accommodate the following uses:

- Walking, including dog walking- including signage and wayfinding and opportunities for inclusion of public art features where appropriate.
- Where appropriate, biking routes that offer an alternative experience to Mountain Biking on the Malvern Hills.

iv. It is located in close proximity to a public transport route to encourage sustainable travel;

v. The number, design and layout of vehicle parking places proposed is appropriate for the location and expected levels of use;

vi. It can be provided with safe access and does not have an unacceptable impact on the local road network;

vii. 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

viii. 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.

D. 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.

E. 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.

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

32.1 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).

32.2 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 Special Scientific Interest (SSSI).

32.3 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

32.4 The allocation should comply with the criteria established in Part C of this policy.

32.5 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.

32.6 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.

32.7 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

32.8 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 high levels of variety and provision of recreational space within these new settlements may act as a destination in their own right for visitors.

32.9 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 South Worcestershire. 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.

32.10 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.

32.11 Areas of Informal Recreation may be created from:

- 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;
- Existing open space, which is already accessible, but which could be changed in character so that it provides an alternative destination; or
- Land in other uses which could be converted into an AIR.

Delivery

32.12 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.

32.13 Whilst the 'call for sites' process for the AIRs initially sought sites over 50ha in size, AIRs below this threshold will be considered on a case-by-case basis.

32.14 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.

32.15 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.

32.16 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 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.

32.17 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.

32.18 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.

32.19 Proposals should also ideally be located in close proximity to a public transport route to encourage sustainable travel to and from the site.

Malvern Hills SSSI

32.20 The Sustainability Appraisal and Habitats Regulation Assessment considers the likely significant effect upon Habitats sites in terms of increased public access and disturbance effects.

32.21 Policy SWDPR 07 Criterion G deals specifically with the Malvern Hills SSSI onsite mitigation and developer contributions required for this onsite mitigation.

32.22 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.

32.23 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.

Funding

32.24 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.

32.25 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.

32.26 Subject to statutory processes and regulations, contributions may be collected towards:

- Capital costs for establishing an AIR;
- Ongoing revenue such as the management and maintenance of services and facilities; and
- Any other infrastructure related costs permitted by law and identified as a local need.

32.27 Contributions will be collected through Section 106 agreements and / or through the Community Infrastructure Levy.

32.28 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).

32.29 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.

SWDPR 33

Management of the Historic Environment

A. Development proposals affecting all categories of heritage assets will be considered in accordance with the NPPF, relevant legislation and published national and local guidance.

B. Proposals that are likely to harm or affect the significance of either designated or non-designated heritage assets, including the contribution made by 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 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 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 09 A.

D. Where planning permission has been granted that significantly alters a heritage asset, 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.

Reasoned Justification for SWDPR 33

33.1 When considering development proposals, Policy SWDPR 29 should be read in conjunction with Policy SWDPR 09 and any relevant neighbourhood plan.

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

33.3 Applications affecting heritage assets must reflect a sufficient understanding of their significance, including both their setting and their wider context in the landscape / townscape. This should take the form of a Statement of Heritage Significance, which should describe the significance of the assets affected. A Statement of Heritage Significance may also set out the anticipated impacts on or harm to

the significance of the affected assets and describe ways in which significance may be retained by avoiding, reducing or mitigating impact or harm. It is recognised that many heritage assets, in particular archaeological remains, are currently unidentified. Appropriate information, where necessary from field evaluation, is crucial to well-informed decision-making.

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

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



SWDPR 34

Landscape Character

A. Development proposals and their associated landscaping schemes must demonstrate the following:

i. That they take into account the latest Worcestershire Landscape Character Assessment 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. 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.

C. 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.

Reasoned Justification for SWDPR 34

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

34.2 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.

34.3 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.

34.4 The Worcestershire Landscape Character Assessment 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.

34.5 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. LVIA may be carried out as part of a broader EIA, or as a standalone assessment. 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.



34.6 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. 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.

34.7 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."

34.8 SWDPR 31 sets out the overarching policy regarding development affecting the Cotswolds National Landscape and Malvern Hills National Landscape.

SWDPR 35
Amenity

A. Development proposals must be designed to create a high standard of amenity for existing and future occupiers.

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.

Noise

C. 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 future occupiers.

D. A Noise and Vibration Impact Assessment (NVIA) will be required to be submitted for all development proposals likely to have adverse effects. The NVIA shall include details of any necessary mitigation measures.

Lighting

E. Development proposals that include new external lighting will only be supported where it can be demonstrated that:

i. The proposed lighting scheme and levels are the minimum necessary for reasons of public safety, crime prevention / security, and living, working and recreational purposes;

ii. There is no significant adverse impact from light spillage or glare on the amenity of neighbouring properties; and

iii. Road and footway lighting shall meet Worcestershire County Council's adopted standards.

F. A Lighting Assessment will be required to be submitted for all development proposals likely to have adverse effects. The lighting assessment shall include details of any necessary mitigation measures.

Odour and effluvia

G. 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 future occupiers.

H. An Odour and Effluvia Impact Assessment (OEIA) for odour or other emissions to air will be required to be submitted for all development proposals likely to have adverse effects. The OEIA shall include details of any necessary mitigation measures.

Reasoned Justification for SWDPR 35

35.1 Developers must consider whether existing or future residents, businesses or land uses may be subject to any adverse environmental effects. 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.

35.2 Where nuisances are anticipated from a proposal, then sufficient information and assessment along with any proposed mitigation having regard to the most appropriate guidance will be required, including Worcestershire Regulatory Services ‘Technical Guidance Note for Planning’. Such assessments must establish the likely level of exposure in terms of noise, light, odour and effluvia and demonstrate that the development is acceptable in the context of defined impacts.

35.3 Noise and Vibration Assessments will be required for:

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

35.4 Lighting Assessment will be required for:

a. Proposals for any development next to significant industrial/ commercial light sources that is considered to be a sensitive end use, such as residential properties, hospitals, hotels or hostels.

b. Proposals for any developments that include signs or advertisements that are illuminated internally or externally and could cause light nuisance such as shop/retail fascia or billboard advertising.

c. Proposals for any new developments, which include external lighting installations such as flood or security lighting for car parks, warehousing, and sports facilities such as golf courses, pitches or courts.

35.5 Development proposals in the Malvern Hills National Landscape and Cotswolds National Landscape will have regard to how their lighting proposals conform to the design criteria set out in their respective guidance documents, including their Management Plans.

35.6 Odour Assessment will be required for:

a. Proposals for any development that is likely to emit odours. This may include intensive farming and industrial processes.

b. Proposals for any development that is likely to emit odours from the processing and cooking of foodstuffs, such as fast-food establishments, restaurants, pubs and commercial manufacturers.

35.7 New development must be environmentally sustainable and appropriate for its location, taking into account the likely effects (including cumulative effects) on health as well as the potential impacts of the site to the existing environment or community. Proposals for any development, whether it is singular or multiple, that involves a residential dwelling including hospital, schools and nurseries, are considered to be the most sensitive to the effects of nuisance close to road, rail, aircraft and industrial sources of noise.



5.
Climate Change and Resource Management



SWDPR 36

Telecommunications and Broadband

A. All new development will be expected to consult with recognised telecommunication providers to determine the need for other telecommunications technology/ equipment incorporating mobile (including 5G), fixed wireless and Wi-Fi. If additional technology is required to meet the needs of the development, then space should be made available for the required infrastructure within the development to ensure appropriate network coverage for the site.

Reasoned Justification for SWDPR 36

36.1 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 South Worcestershire will be significant.

36.2 High quality telecommunications and broadband is also recognised in Policy SWDPR 10 – Infrastructure and the South Worcestershire Development Plan Infrastructure Delivery Plan.

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

Broadband

36.4 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: Our Plan for Worcestershire 2022-2027'. The Plan aims to 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. 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.

36.5 The development of high-speed broadband technology and other communications networks will also play a vital role in enhancing the provision of local community facilities and services. The Government's target is that at least 85% of UK premises will have access to

gigabit-capable broadband by 2025. The Government states it will, "... seek to accelerate roll-out further to get as close to 100% as possible."

36.6 Plans exist to eventually retire the copper network, 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 2025.

36.7 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. Openreach will install FTTP to all developments below 20 where the cost is equal or lower than the installation of copper.

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

Telecommunications

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

a. Operational requirements of the telecommunication networks and the limitations of the technology, including technical constraints on the location of telecommunications apparatus.

b. The need for International Commission on Non-Ionizing Radiation Protection (ICNIRP) Guidelines and/or any other relevant guidance in place at the time of the application) for safe emissions to be met.

c. The need to avoid interference with existing electrical equipment and air traffic services.

d. Development should also consider the provision of in-building solutions for telecommunications technology where standard methods don't allow for required network coverage.

36.10 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 guidance.

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 level.

SWDPR 37

Renewable and Low Carbon Energy

Incorporating Renewable and Low Carbon Energy into New Development

A. To increase the supply of renewable and low carbon energy and heat, all new developments over 100 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 requirements, unless it has been demonstrated that this would be unfeasible or would make the development unviable.

B. 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.

D. Proposals for stand-alone wind turbines will only be supported if:

i. The site is identified as suitable for wind energy development in a neighbourhood plan or Development Plan Document; and

ii. Following consultation, it can be demonstrated that any significant planning impacts identified by the affected local community have been fully addressed and that the proposal has the backing of the local community.

Reasoned Justification for SWDPR 37

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

37.2 The technologies and planning issues related to the generation of energy are very different from those related to energy efficiency. Energy efficiency is addressed by Building Regulations and Policy SWDPR 05. Policy SWDPR 37 relates to the generation of energy from renewable and low carbon energy sources.

37.3 Renewable Energy covers those energy flows that occur naturally and repeatedly in the environment - the wind, the fall of water, movement of the oceans, from the sun and deep geothermal heat. Examples of renewable energy include solar power, hydro power and wind turbines. Low carbon technologies are

those that can help reduce emissions (compared to conventional use of fossil fuels). Such technologies include biomass, ground source heat pumps as well as Combined Heat and Power (CHP).

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

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

37.6 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.

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

37.8 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.

37.9 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 requirements. This requirement is based on the findings of the SWDPR Viability Assessment and reduced cost and improved efficiencies of some technologies in recent years.

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

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

37.12 Using an energy hierarchy approach, the predicted energy requirement is reduced through energy efficiency and low

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

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

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

37.15 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).

37.16 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.

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

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

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

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

a. Residential development density is around 50 dwellings per hectare or higher.

b. Development is large scale and mixed use.

c. Close to existing heat network.

d. Close to existing heat sources, e.g., industrial processes.

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

37.22 If applicants consider that a decentralised energy and heat network is not financially viable, an independent viability assessment should be submitted to the LPA. An Energy

Statement demonstrating how the 20% requirement under policy SWDPR 37A is to be met in the absence of a decentralised energy and heat network will also be required.

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

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

a. Potential sites throughout South Worcestershire where there are sufficient average wind speeds to generate energy from wind turbines.

b. Significant potential for biomass energy from existing woodland and from energy crops.

c. Localised opportunities for hydroelectric power.

37.25 The NPPF (September 2023, paragraph 158) states that proposed wind energy development involving one or more turbines should not be considered acceptable unless it is in an area identified as suitable for wind energy development in a Local Plan or neighbourhood plan, and, following consultation, it can be demonstrated that the planning impacts identified by the affected local community have been fully addressed and the proposal has their backing.

37.26 Whilst it is important that renewable and low carbon energy development is encouraged, it is also important that it is appropriately located and designed. The integration of stand-alone renewable and low carbon energy proposals into South Worcestershire's varied landscapes requires careful consideration. Statutorily protected areas in particular need to be protected from inappropriate development, although schemes that support the management of core elements of the landscape may be supported in certain areas such as National Landscape. 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.

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

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

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

SWDPR 38

Management of Flood Risk

A. The vulnerability of the development type to flooding must be considered with regards to the Flood Zone information in the latest version of the SFRA and Flood Risk and Coastal Change Planning Practice Guidance to ensure that inappropriate development is not located in high-risk flood zones:

   i. Where the site is Functional Floodplain (Flood Zone 3b) as defined by the Flood Risk and Coastal Change Planning Practice Guidance all development should be resisted unless it is water compatible or essential infrastructure, subject to the proposal passing the Exception Test.

   ii. Where the site is High Probability (Flood Zone 3a) residential dwellings can be permitted, subject to the proposal passing the Exception Test.

B. In order to avoid and / or minimise the impacts of and from all forms of flood risk, including, but not limited to flooding from watercourses and surface water, the following is required:

   i. Sites not allocated in this Plan, or allocated sites that have not undergone a level 1 or 2 Strategic Flood Risk Assessment (SFRA) which uses the latest available National Flood Risk Mapping, must clearly demonstrate that the Sequential Test and Exception Test as set out in the latest version of the Flood Risk and Coastal Change Planning Practice Guidance, has been applied. It should also take into account the impact of climate change over the lifetime of that development.

   ii. To pass the Exception Test, developments will need to:

      · Provide a demonstrable benefit to the wider sustainability of the area that outweigh the flood risk; and

      · 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.

   iii. For all sites a sequential approach to site design should be used to minimise flood risk, by placing the most vulnerable development types in the lowest flood risk areas of the site.

   iv. Site-specific Flood Risk Assessments (FRAs) are required for all sites where:

      · The development proposal is over 1ha 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.

   v. Surface Water Drainage Strategies are required for all major developments. 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 have regard to the advice in the latest version of the SFRA and Environment Agency guidance and will:

i. Provide level for level, volume for volume, flood plain compensation where necessary;

ii. Provide flood risk reduction measures/ betterment and improvements to flood flow where feasible;

iii. Include appropriate allowances for climate change;

iv. Include flood risk improvements that can be made for the common good, as part of the overall scheme, where possible;

v. Ensure development is safe from flooding for its lifetime;

vi. Ensure development is appropriately flood resistant and resilient;

vii. Take into account all forms of flooding (including fluvial and pluvial);

viii. Ensure safe access and exits are available for residential development in accordance with DEFRA guidance;

ix. Provide an assessment of residual risk;

x. Provide satisfactory Evacuation Management Plans, where necessary; and

xi. Ensure development layouts utilise drainage strategies incorporating sustainable drainage systems (SuDS), as set out in SWDPR 39.

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

Cumulative Impact

E. The Lead Local Flood Authority (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.

Sites of 500 units or more

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

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

H. The provision of 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 types:

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), in addition to the requirements above, must adhere to the following strict criteria as set out in the table below:

Table 5: Requirements for Development by Catchment Type

Catchment Type	Requirements for Development			
	K i	K ii	K iii	K iv
Medium Risk	✓	✓		
High Risk	✓	✓	✓	
Rapid Response	✓	✓	✓	✓

K. Requirements for Development:

i. Incorporate SuDS and provide details of adoption, ongoing maintenance and management on all development sites. Proposals will be required to provide reasoned justification for not using SuDS techniques, where ground conditions and other key factors show them to be technically feasible. Preference will be given to systems that contribute to the conservation and enhancement of biodiversity within green infrastructure across the district.

ii. Seek to provide wider betterment by demonstrating what measures can be put in place to contribute to a reduction in flood risk downstream in site-specific Flood Risk Assessments and Surface Water Drainage Strategies. This may either be by provision of additional storage on site e.g., through SuDS, natural flood management techniques, green infrastructure and green-blue corridors and/or by providing a Partnership Funding contribution towards any flood alleviation schemes. Betterment may also include removing existing connections 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.

iii. Provide a Surface Water Drainage Strategy, regardless of development size.

iv. Ensure that all developments in flood risk areas have taken into account the rapid response nature of the catchments when designing safe access and escape routes, the availability of flood alerts and flood warnings and time people would have to respond and ensure no additional burden is placed on emergency services as part of an agreed Emergency Flood Plan.

L. 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

M. Caravans, mobile homes and park homes with permanent residential use should not be permitted in the Functional Floodplain or Flood Zone 3. Opportunities should be taken to relocate existing developments to lower flood risk areas.

N. 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.

O. Where existing caravan, mobile home and chalet parks are already located within the 'high risk' floodplain, permission will not be granted for intensification of the park through additional caravans and / or increased occupancy.

Protection and Enhancement of Watercourses

P. 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

38.1 Flooding and storm events in the South Worcestershire area, most notably in July 2007, have caused a significant amount of damage to property and service infrastructure and many communities suffered psychological stress as a result. The Department for Environment, Food and Rural Affairs forecast a significant increase in annual damage to properties, infrastructure and higher casualties. It is therefore of paramount importance that the Local Plan sets out robust policies that provide protection of floodplains from inappropriate development and which minimise the impacts of future flooding and storm events.

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

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

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

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

38.6 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 the Flood Zones Flood Risk Vulnerability Classification table.

38.7 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 latest DEFRA flood risk guidance for new development (or its successor).

38.8 With regards to the Exception Test, the wider sustainability of the area should include consideration of matters such as biodiversity, green infrastructure, historic environment, climate change adaptation, flood risk, green energy, pollution, health and transport. Applicants should detail the suitability issues the development will address and how doing so will outweigh the flood risk concerns for the site, e.g., by facilitating wider regeneration of an area, providing community facilities and/or infrastructure that benefit the wider area.

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

Cumulative Impact – New Settlements

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

a. How the cumulative effects of increased flow rates and volumes of water from development sites would impact on flows, duration of flooding and flood peaks on receiving watercourses.

b. The risk of flooding from all sources, including for rainfall events greater than the design standard of the surface water drainage system should be taken into account to ensure there is no flood risk to new properties and that exceedance flows in extreme events are safely routed around those properties.

c. The consideration of how SuDS, natural flood management techniques, green infrastructure and green-blue corridors can be designed into the development master plan to facilitate drainage flood risk management and ensure wider benefits such as biodiversity, amenity, water quality and recreation are realised.

Catchment Types:

a. Medium Risk Catchment refers to those catchments that contain between 25 to 50 historic flood spots and the number of properties at risk of localised flooding could increase by a factor of between 2.5 and 3.5.

b. High Risk Catchment refers to those catchments that contain over 50 historic flood spots and the number of properties at risk of localised flooding could increase by a factor of over 3.5.

c. Rapid Response Catchment – These are defined as areas that include rivers or streams (including smaller tributaries and ordinary watercourses)[1] where flooding can occur without a significant period of warning time.

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

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

38.13 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. 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.

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1 An ordinary watercourse is a watercourse which does not form part of a main river and may not hold water all the time. It includes: rivers, streams, ditches, drains, culverts, dikes, sluices, sewers and passages through which water flows (that are not classified as a main river by the Environment Agency)

SWDPR 39

Sustainable Drainage Systems

A. To minimise flood risk, improve water quality and groundwater recharge, and enhance biodiversity and amenity interest, all development proposals (as appropriate to their nature and scale) will be required to:

   i. Demonstrate, through a Water Management Statement, that site drainage and run off will be managed in a sustainable and co-ordinated way that mimics the natural drainage network using multiple features. The statement should show how the four pillars of Sustainable Drainage Systems (SuDS) are met by the scheme:

      · To manage the quality of the run-off;

      · To control the quantity and rate of run off from a development;

      · To provide an amenity benefit, to create and sustain better places for people; and

      · To provide a biodiversity benefit to create and sustain better places for nature.

   ii. Manage surface water through SuDS - this must be considered at the earliest possible stages. Preference will be given to systems that contribute to the conservation and enhancement of biodiversity in the local and wider area where practicable.

   iii. Ensure that all major development include SuDS for the management of surface water run-off, unless proved to be inappropriate.

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'.

C. All schemes must also take into account the most up-to-date climate change models and predictions for flood risk from Strategic Flood Risk Assessments, and / or the Environment Agency.

D. SuDS schemes must protect water quality and reduce the risk of diffuse pollution by means of treating at source and following the management train approach.

E. SuDS should be designed following the SuDS management train approach and preference taken to dealing with flows at the source using multiple features to maximise surface water treatment:

   i. Secure the long-term maintenance of SuDS schemes. Ensuring SuDS are designed to be easy to maintain. A SuDS management plan should be used to demonstrate who will be responsible for maintenance of the features for the lifetime of the development, including details on how the maintenance will be funded and how it will be carried out (in regard to the non-technical guidance produced by Water UK).

   ii. As a minimum, demonstrate that for a greenfield site, the post-development surface water run-off rate and volume discharged will not increase

and that lesser flow rates mimic the predevelopment flow characteristics of the site. Proposals on brownfield land must show that the post-development surface water run-off rate has been reduced as close as reasonably practicable to the greenfield run-off rate from the development for the same rainfall event. In all cases, development proposals must not increase surface water flood risk beyond the site.

iii. Prior to the submission of a planning application, consult with Severn Trent Water Ltd to agree the surface water strategy following the drainage hierarchy and ensure the appropriate water infrastructure is available. Evidence must be provided to Severn Trent 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 the porosity of the soil must also be provided to Severn Trent if infiltration and discharge to a surface water body are not considered to be feasible. Severn Trent will object to surface water draining to its waste network.

iv. Avoid culverting of any watercourses and secure adequate maintenance access. Open up any culverted watercourses unless this will clearly compromise public safety.

v. Demonstrate that the submitted SuDS scheme will preserve and, wherever possible, improve the ecological status of on-site watercourses and water bodies, including integration into the wider blue and green infrastructure.

vi. Demonstrate compliance with the Water Framework Directive, exploring opportunities to help meet its targets.

F. Lack of space, prohibitive costs, inadequate infiltration and land contamination will not be accepted as reasons for not including SuDS. Given the wide range of SuDS techniques available, there will likely be a sustainable drainage solution to suit all sites. Proposals will be required to provide reasoned justification for not using SuDS techniques, where ground conditions and other key factors show them to be technically feasible. Wherever possible, SuDS schemes should be at surface level to assist with monitoring and maintenance.

G. To be read in conjunction with the Construction Industry Research and Information Association (CIRIA) SuDS Manual (2015) (or latest equivalent) Table 7.1 of the manual and their guidance on the construction of SuDS (2017).

Reasoned Justification for SWDPR 39

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

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

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

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

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

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

39.7 SuDs allow the management of diffuse pollution generated by development through the sequential treatment of surface water reducing the pollutants entering watercourses, resulting in lower levels of water supply and wastewater treatment being required. This treatment of diffuse pollution at source can contribute to meeting WFD water quality targets. SuDS should therefore be used by developers to make a positive contribution to 'Good Ecological Status' or Potential in all waterbodies and must not lead to a deterioration in WFD status or prevent a waterbody from meeting Good Ecological Status or Potential in the future in accordance with Policy SWDPR 40, particularly in those WwTw areas identified in the WCS as being at risk.

SWDPR 40

Water Resources, Efficiency and Wastewater Treatment

A. All development proposals (as appropriate to their nature and scale) must demonstrate that there are or will be adequate water supply and water treatment facilities in place to serve the whole proposal before development commences. Evidence must include confirmation from the relevant water company. For phased development proposals, each phase must demonstrate sufficient water supply and water treatment capacity.

B. Development proposals in areas where there is no mains foul drainage provision will be required to apply the hierarchy of drainage options 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:

   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.

   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).

C. 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.

D. For business / commercial proposals, it must be demonstrated that the water use meets the Building Research Establishment Environmental Assessment Methodology (BREEAM) ‘excellent’ standard.

E. Proposals should, make a positive contribution to achieving the Water Framework Directive (WFD) objective of Good Ecological Status in all waterbodies, and must not lead to a deterioration in WFD status or prevent a waterbody from meeting Good Ecological Status or Potential in the future.

F. All 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:

i. **Sufficient water resources are available, and development does not have a detrimental impact on the flow or quantity of groundwater;**

ii. **Development does not affect the water quality of surface or groundwater;**

iii. **Development does not cause unacceptable harm to biodiversity;**

iv. **Opportunities to improve water quality are used where possible;**

v. **Water efficiency methods are optimised; and**

vi. **Wastewater infrastructure already exists or can be provided in time to serve the development.**

Reasoned Justification for SWDPR 40

40.1 Local authorities have a general responsibility not to compromise the achievement of UK compliance with the Water Framework Directive (WFD) (Directive2000/60/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.

40.2 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.

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

40.4 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.

40.5 The WCS looked at the increased wastewater flows into collection systems due to the planned growth in population. The results show that in order to serve the proposed growth in a number of settlements in South Worcestershire, wastewater infrastructure and/or treatment upgrades will be required (see Table 5.5 in the SWIDP Update

2024), 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.

40.6 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.

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

40.8 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.

40.9 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.

40.10 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.

40.11 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.

40.12 It is recommended that all new developments consider:

- Single flush siphon toilet cistern and those with a flush volume of 4 litres.
- Showers designed to operate efficiently and with a maximum flow rate of 8 litres per minute.
- Hand wash basin taps with low flow rates of 4 litres per minute or less.
- Water butts for external use in properties with gardens.

SWDPR 41

Air Quality

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.

B. For the following types of development, Air Quality Assessments of the likely impact of the proposal on air quality and future site users must be submitted with any application:

   i. New transport infrastructure for road, rail, air or water-based transport;

   ii. Development causing a significant change in Light Duty Vehicle (LDV) traffic flows on local roads with relevant receptors of:

      · More than 100 Annual Average Daily Traffic (AADT) within or adjacent to an AQMA;

      · More than 500 AADT elsewhere;

   iii. Development causing a significant change in Heavy Duty Vehicle (HDV) traffic flows on local roads with relevant receptors of:

      · More than 100 AADT within or adjacent to an AQMA;

      · More than 500 AADT elsewhere;

   iv. Intensive units for poultry;

   v. Agricultural development likely to generate emissions;

   vi. Biomass boilers (with burn rate of 45.4kg/hour or where the cumulative effect of multiple boilers on site equates to the same);

   vii. Airports and airfields;

   viii. Energy generation from fossil fuels; and

   ix. Large vehicle depots such as bus stations, lorry parks, park and ride sites or businesses expected to receive a large number of HGVs.

C. Additionally, for development proposed within an Air Quality Management Area (AQMA), adjacent to an existing AQMA or areas at risk of becoming an AQMA, air quality assessments must be submitted for the following types of application:

   i. New roads and road realignments;

   ii. Educational establishments; and

   iii. Hospitals or other health care facilities;

Reasoned Justification for SWDPR 41

41.1 New developments can have an adverse influence on air quality that have direct and detrimental impacts on human health. 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.

41.2 In Worcestershire there are several Air Quality Management Areas (AQMAs) where the annual mean level of nitrogen dioxide exceeds the national objective contained in the 1995 Environment Act and the 2019 UK Clean Air Strategy representing a risk to human health and the natural environment.

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

41.4 Information on AQMA locations is provided by district and is available on Worcester Regulatory Services (WRS) website along with an interactive map showing all AQMAs 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.

41.5 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 the natural environment must be identified, assessed and considered, 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.

41.6 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.

41.7 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 Regulatory Services Technical Guidance provides advice and information to applicants, landowners and developers to ensure information submitted in support of planning applications is suitable and appropriate. 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.



6. Environmental Quality and Resources



SWDPR 42

Land Stability and Contaminated Land

A. Where development is proposed on contaminated land or land likely to be impacted by contaminants, the applicant must submit an assessment of the extent of contamination. Where an unacceptable risk is identified, details of proposed remedial, mitigation or treatment measures must also be submitted. Proposals will only be supported where land is, or can be made, suitable for the proposed use.

B. Where development is proposed on or adjacent to unstable or potentially unstable land, the applicant must submit an assessment that determines the stability of the site and details of proposed remedial, mitigation or treatment measures. Proposals will only be supported where land is, or can be made, suitable for the proposed use.

C. All surveys, reports and proposals must be completed to an appropriate level by a competent person to ensure users and visitors to the site, and the wider public, property and natural environment are protected.

Reasoned Justification for SWDPR 42

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

a. Factories;

b. Gas works;

c. Tanneries;

d. Vehicle repairs;

e. Any land which has had chemicals, fuels or waste used or stored on site; and

f. Infilling of land including ponds, ditches or marshy areas.

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

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

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

42.5 The level of information required will depend on the level of risk posed and sensitivity of the proposal, but will include a desktop study of available information, site walkover observations and a risk assessment (Phase I Study). On sites with any identified significant risk, the proposal will be expected to include a site investigation findings report with a risk evaluation and validation report on any remedial

work undertaken. It is expected that supporting information will be prepared and obtained in accordance with appropriate legislation, national guidance, standards or best practice. Worcestershire Regulatory Services Technical Guidance provides advice and information to applicants, landowners and developers to ensure information submitted in support of planning applications is suitable and appropriate.

42.6 Where development is proposed on or adjacent to known or suspected unstable land including near to past minerals working or mining areas, developers must submit an assessment that determines the stability of the site and identifies any remedial measures before an application can be decided. 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. The assessment must be approved by the relevant LPA. 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. Where a site is affected by land stability issues, responsibility for securing a safe development rests with the landowner and developer.



SWDPR 43

Minerals and Waste Safeguarding

A. All non-exempt development proposals (as defined in the Worcestershire Minerals Local Plan) within or partially within a Mineral Consultation Area (including proposed SWDPR site allocations listed in Table 1 of Annex F) will be required to assess the potential impact on sterilising mineral resources and demonstrate how sterilisation would be avoided or minimised in accordance with the policies in the Worcestershire Minerals Local Plan.

B. All non-exempt development proposals (as defined in the Worcestershire Minerals Local Plan) within or partially within 250m of an allocated specific site or preferred area, or supporting minerals infrastructure site (including SWDPR site allocations listed in Table 2 of Annex F) will be required to assess the potential impact on the site in accordance with the policies in the Worcestershire Minerals Local Plan.

C. Relevant development proposals will be required to either:

- **i. Demonstrate that the proposed development would not unreasonably restrict the development, operation, restoration or aftercare of the mineral site or supporting mineral infrastructure; or**
- **ii. Provide any necessary mitigation as the "agent of change" to ensure that the operation of the existing business would not have a significant adverse effect on the new development.**

D. Development proposals on, or within 250m of, an existing waste management facility (including proposed SWDPR site allocations listed in Table 3 of Annex F) will be required to assess the potential impact on the waste management facility in accordance with the Waste Core Strategy.

E. Relevant development proposals will be required to either:

- **i. Demonstrate that the proposed development would not unreasonably restrict the operation of the existing waste management business; or**
- **ii. Provide any necessary mitigation as the "agent of change" to ensure that the operation of the existing business would not have a significant adverse effect on the new development.**

Reasoned Justification for SWDPR 43

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

43.2 Minerals are a finite resource which can only be worked where they are found, and it is therefore important to make best use of them to secure their long-term conservation. Development can 'sterilise' mineral resources (make them inaccessible for potential extraction) or prejudice the operation of minerals

sites and supporting infrastructure. This can be either directly (for example by building over land that contains mineral resources or redeveloping infrastructure sites for other uses) or indirectly (for example through the introduction of sensitive land uses in close proximity to these resources or sites).

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

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

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

Minerals Safeguarding

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

43.7 The boundaries of the MSAs and MCAs are shown on the Worcestershire County Council Minerals Local Plan interactive map at https://gis.worcestershire.gov.uk/Website/MineralsLocalPlan/.

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

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

43.10 A number of SWDPR site allocations are located within MCAs. Sites listed in Table 1 of Annex F should address the requirements of the minerals safeguarding policies in the Worcestershire Minerals Local Plan.

43.11 The need for the SWDPR site allocations listed in Table 4 of Annex F to address safeguarding of minerals resources has been ruled out through the duty to cooperate process.

Safeguarding Extant Minerals Sites and Supporting Infrastructure

43.12 Extant minerals sites, allocated 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.

43.13 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.

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

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

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

Safeguarding Waste Management Facilities

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

43.18 The location of existing waste management facilities with a 250m buffer are shown on the Worcestershire County Council's website at https://gis.worcestershire.gov.uk/website/WasteCoreStrategy/.

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

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

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

7.

Tourism, Leisure and Community Facilities



SWDPR 44

Tourist Development

A. Proposals for the expansion and development of the tourism potential of South Worcestershire (excluding visitor accommodation – see SWDPR 45) will only be permitted where all 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. Appropriate provision is made for access and vehicular parking facilities (including coach parks, where appropriate);

v. Where practicable the site can be readily and safely accessible by means of public transport; and

vi. Consideration is given to the delivery of alternative, easy and safe active travel routes to the site.

Reasoned Justification for SWDPR 44

44.1 South Worcestershire relies heavily on tourism and leisure, and it is an important element within the overall economy of the area. South Worcestershire is a key destination within the Midlands for short breaks and for overseas visitors with its attractions of the historic city of Worcester, and the surrounding towns and villages of South Worcestershire, along with the high landscape quality of the Malvern Hills National Landscape and Cotswolds National Landscape.

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

44.3 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, LPAs are required to support sustainable rural tourism and leisure developments that benefit rural businesses and communities.

44.4 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.

44.5 Visitor attractions can range from site-specific interpretation centres or museums, e.g. Hartlebury Castle to extensive theme and leisure parks and landscape-scale geoparks, e.g. the Abberley and Malvern Hills Geopark, with its popular long-distance footpath, the Geopark Way. The policy supports proposals that are compatible with the physical character of the area, reduce the need to travel by private vehicle and look to maximise the reuse of brownfield locations.



SWDPR 45

Visitor Accommodation

A. Planning permission for new visitor accommodation (including changes of use and extensions) within Development Boundaries will be permitted where:

i. It is of an appropriate type and scale for the location or building; and

ii. There is no adverse impact on the amenity of neighbouring occupiers.

B. Planning permission for new visitor accommodation (including changes of use and extensions) outside a Development Boundary, will be permitted where:

i. 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

ii. It forms part of a farm or other land-based rural business diversification scheme; or

iii. It would provide ancillary accommodation to an existing public house, restaurant, or similar establishment; or

iv. It forms an extension or alteration to an established hotel or venue; or

v. It reuses a redundant or underused building of permanent and substantial construction; or

vi. It adjoins a development boundary and is physically related to visitor accommodation within the boundary.

Reasoned Justification for SWDPR 45

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

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

45.3 Tourism in Worcester is crucial to the local economy, bringing spend into the city (£130 million in 2015) and providing employment directly and indirectly (3,000 jobs in 2015). Staying visitors are a particularly important element of the tourist economy with 180,000 overnight stays in the same year. Given the importance of tourism to Worcester's economy, the need to safeguard, provide and enhance the city's visitor facilities, including the accommodation offer, is essential if Worcester is to realise its potential as a high quality and competitive visitor destination. Reflecting

this and the aims of national planning policy, there is a desire to encourage and plan for high quality and sustainable forms of visitor accommodation in Worcester. The retention of existing and provision of new high quality and sustainable visitor accommodation is therefore of key importance to the city and surrounding area so as to provide a range of accommodation types.

45.4 LPAs are required 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.

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

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

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

SWDPR 46

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

A. Proposals for new small sites, up to a maximum of 30 pitches, and limited proposed extensions (see criterion B) 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 is visually unobtrusive and well-screened from important local viewpoints, environmentally sensitive locations and public highways and footpaths;

ii. 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;

iii. The proposal makes adequate provision for recycling facilities, foul drainage, water supply and utilities, e.g. electric hook-up for pitches and for sewage pump-out and waste disposal; and

iv. Having regard to either its rural or urban location there are easy, safe, and alternative travel routes to the site and that secure overnight cycle storage is provided. Opportunities for sustainable travel modes including active travel provision should be provided although dependent on the location, and where viable.

B. Extensions to existing sites as well as being assessed against the criteria in A(i)-(iv), should be small in scale comprising no more than a 30% uplift 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

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

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

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

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

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

46.6 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. However, it is recognised that opportunities to maximise sustainable transport solutions will vary between urban and rural areas.

SWDPR 47

Built Community Facilities

A. 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.

Operational Viability

B. In addition to the requirements of part A, where applicable, operational viability will be considered for proposals that would result in loss of a site or building currently or last used as a built community facility if:

i. It has been demonstrated that in the case of commercial community facilities, would not be economically or operationally viable to retain the facility; or

ii. In the case of non-commercial built community facilities, the use is no longer operationally viable; or

iii. The built community facility could not be provided or operated by either the current occupier or by an alternative occupier (e.g. by a local community body, public-private partnership) and it has been marketed in accordance with Annex C (Marketing Requirements).

C. Applicants are required to scope existing facilities in the area and consider whether it would be more appropriate to combine or rationalise existing facilities in the first instance.

D. Applicants proposing to re-develop or convert a built community facility should consult the appropriate community prior to the submission of a planning application, for example where a site or building is a valued built community facility as recognised by an up-to-date neighbourhood plan.

Community Centres and Village Halls

E. 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 6 as follows:

Table 6: Provision Requirements

Hierarchy Category	Settlement (related wards)	Provision (per 1,000 people)
Urban Areas - City and Main Towns	Worcester City Droitwich Spa Evesham Malvern	1: 5,000
Urban Areas - Other Towns and Rural Areas	Pershore Tenbury Wells Upton-upon-Severn Category 1, 2, 3 villages	1: 1,500
All other areas	No set provision requirement - to be considered on a case-by-case basis.	

F. Information relating to how the provision requirements set out in Table 6 translate into a developer contribution will be set out in an update to the South Worcestershire Developer Contributions SPD.

Reasoned Justification for SWDPR 47

47.1 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.

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

a. Health facilities;

b. Emergency services i.e. ambulance, police, fire;

c. Educational establishments such as school and colleges;

d. Community centres and village halls (including youth centres);

e. Leisure and cultural facilities;

f. Public houses;

g. Places of worship;

h. Libraries;

i. Built indoor sports facilities;

j. Cinemas and theatres; and

k. Built form relating to formal sports pitches/courts, e.g. changing rooms, pavilions, toilets.

47.3 The policy allows for changes under the Localism Act 2011. This permits the listing of Community Assets, the Community Right to Challenge (in

delivering public services) and the encouragement of communities to run their own facilities, or plan for the local area through neighbourhood planning. This allows for the consideration of a wider range of community services when appropriate, acknowledging that the importance of particular facilities will vary between communities. It is essential that the community is involved in considering the merits of any new facility and the sustainability of alternative uses.

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

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

47.6 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).

47.7 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 A and/or B 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.

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

47.9 For urban areas, proposed facilities should ideally be located within development boundaries. Within rural areas, proposals should be located within, or adjoining the settlement. If the proposal is for large scale community facilities, it must meet the requirements of SWDPR 13 in reflecting the sequential approach to the location of land uses that attract large numbers of people; such sites should, in the first instance, be sought within the development boundary of the urban areas.

SWDPR 48

Open Space

A. Open Space, as identified on the Policies Map, includes a range of private and public open spaces and associated community facilities.

B. Development of Open Space will not be supported other than in the circumstances set out in the NPPF.

This policy should be read in conjunction with policies SWDPR 07, 29, 39, 40, and 49.

Reasoned Justification for SWDPR 48

48.1 The areas designated as Open 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.

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

48.3 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. Open Space for recreation and sport can also deliver a number of other GI objectives, often simultaneously.

48.4 There is a wide range of types of open space across South Worcestershire; for example, playing fields, recreation grounds, allotments, cemeteries, parks, amenity green space and natural green space. They are all part of and contribute to the GI within and outside of settlements. Other open spaces have high ecological or landscape value and are protected elsewhere in the Plan, e.g. SWDPR 31 The Cotswolds National Landscape and Malvern Hills National Landscape (NL), whilst GI related policies such as SWDPR 29 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.

48.5 SWDPR 48 aims to protect open spaces identified on the Policies Map. This includes numerous small and incidental open spaces that contribute to the quality and character of their areas. These small local spaces are often valued and used heavily by local communities and are therefore worthy of policy protection (some of these areas will have also been identified as Local Green Space in neighbourhood plans). Whilst most open spaces are publicly accessible, some are in private ownership, although nonetheless perform valuable functions such as contributing to biodiversity, the character of the area and providing a sense of openness and space.

48.6 This policy has been informed by an updated Open Space Assessment published in 2019 (minor updates made in 2021). The Open Space Assessment considers the quantity, quality and accessibility of a range of open space

typologies across South Worcestershire. All of the open space typologies mapped in the assessment are covered by this policy, 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. This report, along with other local evidence such as Local Green Space designations made in up-to-date neighbourhood plans and the South Worcestershire Playing Pitch and Outdoor Sports Facilities Strategy (2021), will be considered when assessing development proposals that could have an impact on Open Space.

48.7 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 Open Space within its wider context and its value to the community and wildlife.

48.8 Whilst every effort has been made in updating Open Space layer for the Policies Map, the spatial distribution displayed on the layer is not necessarily the full and complete extent of the Open Space coverage in South Worcestershire. Accordingly, there may be additional Open Space coverage which should also be considered in accordance with this policy that does not feature on the Policies Map. Open Space designation does not prejudice a householder's permitted development rights.



SWDPR 49

Provision of Open Space and Outdoor Community Uses in New Development

A. Residential and mixed-use development proposals of 10 dwellings or more should make provision for Open Space and outdoor community uses as set out in Table 7, together with secure arrangements for its long-term management and on-going maintenance.

B. The total amount of Open Space / outdoor community uses will be provided within the overall quantum of green infrastructure required by SWDPR 07. In addition to Table 7 (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 7: Open Space Quantity and Accessibility Standards of Provision

Typology	Open Space Quantity Standards (ha/1,000 population)	Access Standards
Allotments	0.3	720 metres or 15 minute walk time
Amenity Green Space (sites > 0.15ha)	0.7	600 metres or 12-13 minute walk time
Parks and Recreation Grounds (public and private)	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 50: Playing Fields
Total Provision	2.60 ha/1,000 population	

C. With the exception of Playing Pitches (See SWDPR 50 Playing Fields), information relating to how the provision requirements set out in Table 7 translate into a developer contribution will be set out in an update to the South Worcestershire Developer Contributions SPD.

D. With the exception of Playing Pitches (See SWDPR 50 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 Open Space / outdoor community uses on and off-site.

E. On-site provision of Open Space should have regard to the access standards set out in Table 7.

Reasoned Justification for SWDPR 49

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

49.2 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. 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.

49.3 The South Worcestershire Open Space Assessment (2019 - minor updates made in 2021) identifies standards for new open space provision required in South Worcestershire, 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 2019 (minor updates made in 2021), that proves there is excess provision of a particular typology, and that there is also suitable access to alternative provision that is of an acceptable quality.

49.4 The South Worcestershire Playing Pitch and Outdoor Sports Facilities Strategy (2021) also informs the need for specific playing pitch and outdoor sports facilities, either for the necessary level of developer contributions to

be made towards new provision, or upgrading existing provision, in order to meet new demand created through new residential development. There will be a requirement on some sites to provide on-site pitches as identified in various site-specific allocation policies. Please refer to SWDPR 50 Playing Fields.

49.5 Further details of the policy provision requirements of Table 7 will be set out in an update to the South Worcestershire Developer Contributions SPD. Contribution approximations have informed the production of the Infrastructure Delivery plan and viability assessment work updates in terms of the open space provision requirements of Table 7.



SWDPR 50

Playing Fields

A. Residential and mixed-use development proposals (excluding sheltered housing, extra care housing, and residential nursing homes) of 10 dwellings or more will 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) or any successor strategy, 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 other than in the circumstances set out in the NPPF.

Reasoned Justification for SWDPR 50

50.1 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.

50.2 The provision of playing fields and built form relating to formal sports pitches/courts (e.g., changing rooms, pavilions, toilets), will be guided by the Playing Pitch and Outdoor Sports Facilities Strategy (2021) and the Indoor Built Sports Facilities Strategy (2021) (including any successor strategies) 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. Provision requirements will be established through Sport England's Playing Pitch Calculator tool.

50.3 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.

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

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

SWDPR 51

Waterfronts

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

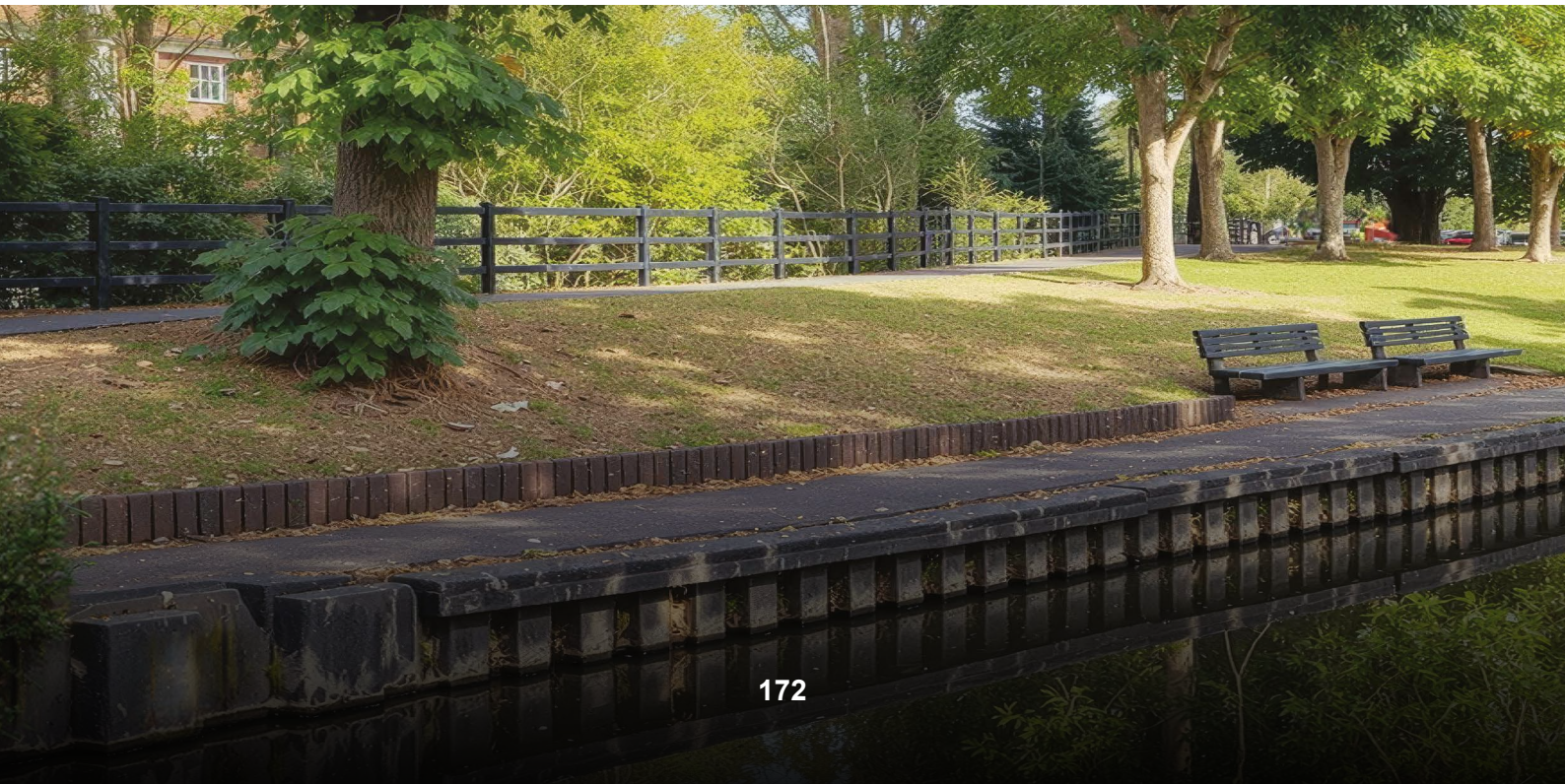
i. Ensuring new development establishes a positive relationship with the waterway and takes full advantage of its location, addressing the waterways as a frontage, opening up views and improving public access;

ii. Supporting mixed use development proposals, particularly those that enable the public to enjoy the waterside in buildings fronting the waterway, and the provision of public spaces or squares;

iii. Protecting and improving access points to the waterway, including paths, towpaths, cycle routes and facilities for launching boats;

iv. Making connections with or creating wider opportunities to access active travel routes along the waterway; and

v. Maintaining and enhancing water quality, waterway habitats and biodiversity where appropriate.



Reasoned Justification for SWDPR 51

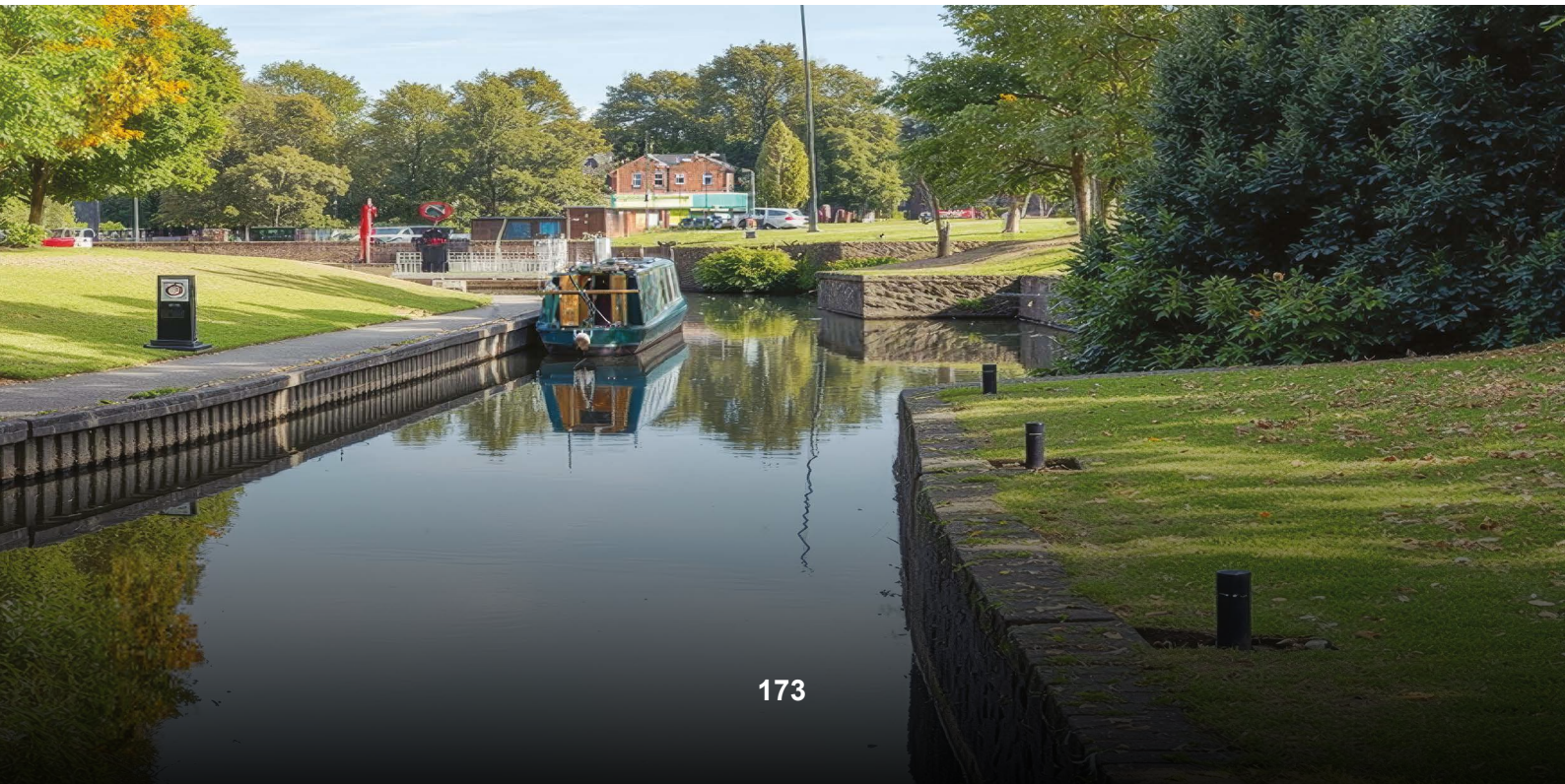
51.1 The valleys of the River Severn, Avon, Teme and their tributaries contribute significantly to the natural character of South Worcestershire, whilst the canal networks are a legacy of the county's industrial heritage. The waterways provide for recreational, tourism and commercial activities for the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

51.2 Waterways also provide an important role in providing and enhancing wildlife habitats and Green and Blue Infrastructure generally, 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. 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.

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

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

51.5 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

Marinas and Moorings

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

i. They have regard to all potential users of the waterway and do not result in conflicting uses or unacceptable environmental consequences.

ii. They do not interfere with the navigation with the waterway, or, in cases of emergency, prevent safe access or egress onto the waterway.

iii. They are located within or adjoining a development boundary, or, in the case of moorings, at a location where there are existing authorised uses for moorings and boating facilities.

iv. They make provision for public access on foot and bicycle.

v. They maintain and enhance habitats and biodiversity of the waterway as well as water quality downstream.

vi. The provision of access, servicing and car parking would not adversely affect amenity, particularly that of a waterway.

vii. In the case of leisure moorings, they are for short-stay and subject to an assessment of the number and capacity of existing provision, impact on landscape and provision for safe access.

viii. The site has adequate land-based utility infrastructure and support facilities.

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

Reasoned Justification for SWDPR 52

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

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

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

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

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

52.6 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 which will be likely to require planning permission, and that are covered by the criteria in SWDPR 53.

52.7 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 & River Trust and Avon Navigation Trust, and of the views of the Environment Agency, Natural England and Historic England.



SWDPR 53

Residential Moorings

A. Where there is scope for residential moorings as part of a marina or basin, or on waterways in urban locations or settlements, planning permission will be granted where:

i. They do not conflict with the navigation authority or the Environment Agency's operational requirements.

ii. Necessary site services, such as water supply, electricity and arrangements for the removal of domestic waste, are provided.

iii. There is appropriate permissive access and parking.

iv. There will be no significant adverse effect on the amenity and environmental conservation interest of the waterway, e.g., on towpaths and downstream water and habitat quality.

v. They do not result in a proliferation of residential moorings and waterside facilities in a particular location.

vi. There is safe access from any vessel or from the waterway to dry land in cases of emergency.



Reasoned Justification for SWDPR 53

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

53.2 The acceptability of proposals for such moorings will depend on site circumstances and whether they comply with other policies in the SWDPR, in particular the criteria set out in SWDPR 53. Some boats have on-board services and facilities, e.g., waste pump-out and water; therefore it may not always be necessary to provide these at every new mooring site.

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

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

SWDPR 54

Equestrian Development

A. Proposals for domestic and commercial Equestrian Development 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 does not adversely impact upon the character, appearance or ecology of the landscape and / or any environmental, nature, planning or landscape designation having regard to all published guidance where necessary to appropriately manage land;

iv. It can be provided with safe access and does not have an unacceptable impact on local roads;

v, 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. For commercial equestrian developments, proposals maximise the opportunities to make the location more sustainable.

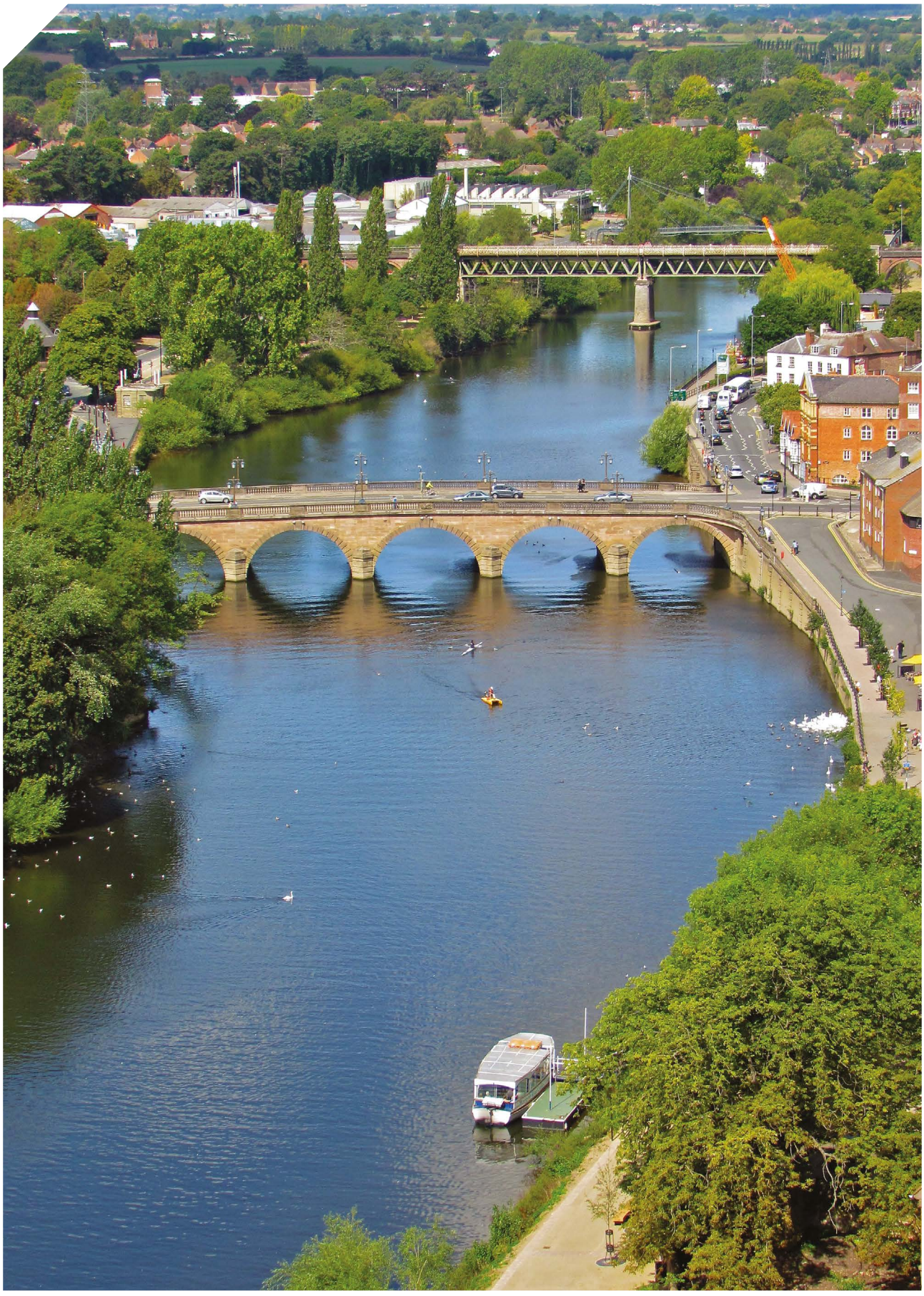
Reasoned Justification for SWDPR 54

54.1 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. 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.

54.2 The development of commercial equine uses in rural areas such as riding schools and arenas, stud farms,

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

54.3 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.



8. Allocations



SWDPR 55

Worcestershire Parkway

Site area: 1,134 hectares

A. 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:

- **i. 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;**
- **ii. Providing a strong vision, leadership and community engagement for the proposals;**
- **iii. Providing mixed-tenure homes and housing types that are genuinely affordable;**
- **iv. Providing development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains;**
- **v. Providing development that adopts zero-carbon and energy positive technology to ensure climate resilience; and**
- **vi. Providing a strong community with recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.**

B. In the Plan period to 2041 the site will deliver:

- **i. 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;**
- **ii. A high degree of self-containment achieved by maximising the opportunities to deliver walkable catchments;**
- **iii. Dedicated bus lanes along the B4084 (known as Pershore Boulevard) and bus priority throughout Worcestershire Parkway;**
- **iv. 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;**
- **v. A main town centre situated to the north east of Worcestershire Parkway railway station, providing a range of retail, community and commercial facilities;**
- **vi 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;**
- **vii. 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**

viii. A new secondary school in close proximity to the town centre.

C. 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.

D. 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.

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 3). All planning applications must have regard to the adopted SPD.

F. 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. 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. 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;

ii. 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;

iii. 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;

iv. 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;

v. A Drainage (including sewage) and Utilities Strategy to ensure the coordinated and effective provision of services to serve the new development.

vi. 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;

vii. A Heritage and Archaeology Strategy shall be prepared by the site promoters and approved by the LPA. This 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.

viii. 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 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. 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.

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.

J. 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

J. 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 and 7.

K. 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:

i. 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;

ii. 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;

iii. 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;

iv. 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);

v. 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;

vi. 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

vii. The expansion of the existing Park and Rail interchange facility at Worcestershire Parkway railway station.

L. 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

M. 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

N. 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

O. 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.

P. 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

Q. Worcestershire Parkway will:

i. Deliver a minimum of 40% Green Infrastructure of gross land area (excluding private gardens) including:

- Community Park and Town Parks and strategic green infrastructure/advance planting;
- Community greens, allotments and orchards;
- 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
- Local Equipped Areas of Play (LEAPs), Local Areas of Play (LAPs) and Neighbourhood Equipped Areas of Play (NEAPs).

R. 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.

S. 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.

T. 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 55

55.1 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.

55.2 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.

55.3 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 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.

55.4 Several options for the future development strategy were tested as part of the preferred options stage of the SWDPR. 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, to deliver the proposed development. 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.

55.5 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. 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 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.

Supplementary Planning Document (SPD)

55.6 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.

55.7 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 3 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.

55.8 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.

55.9 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.

Infrastructure

55.10 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.

55.11 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.

55.12 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.

55.13 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.

55.14 Landowners have indicated their support for the proposal and have been working closely with the local authority and Homes England throughout the Plan preparation process. Therefore, it is anticipated that delivery of the site is achievable within the Plan period and that there will be additional capacity to be delivered post 2041. The phasing of the development, including the implementation of the infrastructure, will be set out within a future masterplan for the site.

55.15 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.

55.16 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.

55.17 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.

55.18 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.

55.19 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.

55.20 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 and 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 and 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.

55.21 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, 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.

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

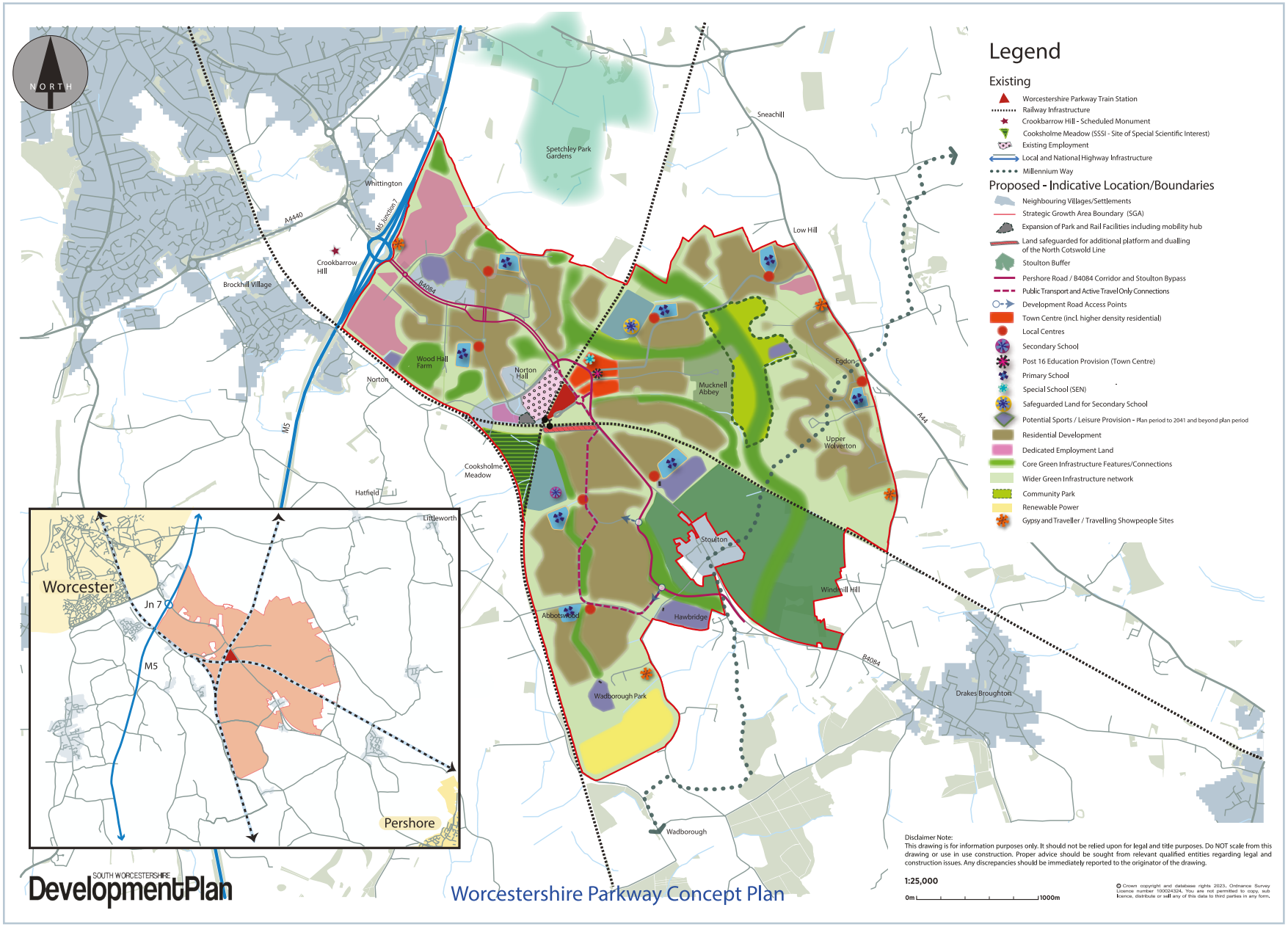


Figure 3: Worcestershire Parkway Indicative Concept Plan

SWDPR 56

Rushwick Expanded Settlement

Site area: 83.29 hectares

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.**

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:**

- **i. 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;**
- **ii. A comprehensive site-wide drainage strategy;**
- **iii. A Green and Blue Infrastructure Strategy which enhances existing and creates new green and blue infrastructure assets;**
- **iv. A Biodiversity Net Gain strategy;**
- **v. A Site Wide Design Principles strategy which sets out the key design and placemaking elements to be developed at the strategic site; and**
- **vi. Long-term stewardship and management of the green and blue infrastructure, the public realm, public community and education facilities to be delivered in perpetuity.**

C. **Development will not begin until the land necessary for the future delivery of a transport hub including the railway station and associated infrastructure has been safeguarded to ensure the operational delivery of the railway station during the Plan period to 2041.**

D. **Proposals will be required to:**

- **i. Safeguard land prior to commencement of development for a new railway station, associated infrastructure and car park with up to 500 car parking spaces;**
- **ii. Deliver the railway station and associated infrastructure (including bus stops, cycling and e-mobility facilities) within the Plan period;**
- **iii. Deliver approximately 1,000 new dwellings, including:**
  - **40% affordable housing;**
  - **A mix of types and sizes of market housing; and**
  - **An overall site-wide 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 5 hectares of dedicated employment land on the edge of the settlement adjacent to, and with good access to the A4103 and A4440;

v. 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;

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;
- 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, 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 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. Deliver sustainable design and construction, including:

- Renewable or low carbon energy;
- 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; and
- Planning applications for those parts of the site identified in Table 1 of Annex F must be accompanied by a minerals resource assessment which satisfies the requirements of Mineral Local Plan policy MLP 41.

ix. Deliver 40% Green Infrastructure (excluding private gardens) including:

- A community green at around the approximate area of Broadmore Green to 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 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).
- Provide 10% net gain in biodiversity, to include the 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, including education, transport, sporting and recreational facilities, emergency and healthcare services.

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

F. 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 56

56.1 The village of Rushwick lies approximately 2.5 miles west of Worcester city and within Malvern Hills District. 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.

56.2 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.

56.3 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. Improved public transport provision and provision of other key services (including a local convenience store and a new primary school) are therefore required to support the further sustainable development of the village and would be a pre-requisite to large-scale development.

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

56.5 Objectives for the expansion of Rushwick include:

i. Identification of suitable land to accommodate approximately 1,000 new dwellings at a minimum density of 35 dph, and 5 hectares of employment land, a new railway station, a new primary school, retail provision and community facilities;

ii. Retain as much of the rural character of the settlement as possible;

iii. Take account of flood risk zones, ponds and Biodiversity Action Plan priorities;

iv. Ensure good access by foot to the proposed transport hub, railway station, school and community facilities;

v. Take account of the different character areas of Rushwick, Upper Wick and Broadmore Green;

vi. Maintain important / valued views; and

vii. Provide 40% Green Infrastructure.

56.6 The location of the new railway station is dictated by the route and gradient of the rail line. The Worcestershire County Council / SLC Rail 'Rushwick Station Strategic Outline Business Case' (March 2021) concluded that a new station at Rushwick is feasible from an engineering perspective, would be viable and would generally be supported by the rail industry. The 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.

56.7 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. 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.

56.8 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.

56.9 The railway station and car park would be served by a dedicated road from a roundabout junction on the A4103 to encourage external commuter traffic to use the A4103 as the main vehicular route to the railway station, rather than the Bransford Road through Rushwick and Broadmore Green.

56.10 The focus of housing growth would be around, or within easy reach of, the railway station to reduce impacts on the highway network.

56.11 Employment land is proposed on the eastern edge of Rushwick to ensure good access to the A4440, to provide market appeal and minimise the need for employment traffic to travel through residential areas.

56.12 A new primary school and small number of retail units (eg convenience store) are proposed which would be centrally located near the current Village Hall and close to a network of public rights of way to encourage walking.

56.13 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.

56.14 The A4440 is a potential barrier to movement from Rushwick to Worcester by sustainable modes. To encourage active and healthy travel to employment, further education and other services, improved active links are proposed across the A4440.

56.15 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 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). 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.

56.16 Whilst delivering the quantum of development required, the Policy 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 to the Malvern Hills 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.

56.17 The indicative Concept Plan is sensitive to the Grade II Listed Building at Broadmore Green (The Willow House) and cluster of listed buildings at Upper Wick, including their settings.

56.18 A comprehensive masterplan will be prepared for the expansion of Rushwick, taking into consideration the indicative Concept Plan. The masterplan will include design principles and the phasing of new development 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. The number and phasing of dwellings to be permitted, and the timing of housing delivery will be linked to the 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 LPA.

56.19 Developer funding will be expected to contribute towards the delivery of essential infrastructure identified in the latest Infrastructure Delivery Plan (IDP) including, but not limited to, contribution towards the provision of the railway station, active travel routes, education provision and sports facilities.

56.20 Much of the south of Rushwick is identified as being in a Minerals Consultation Area in the adopted Worcestershire Minerals Local Plan 2018-2036 (July 2022). 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.

56.21 As outlined in the Plan Habitat Regulations Assessment (HRA), potentially functionally linked land associated with the Severn Estuary Special Protection Area (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. 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.

56.22 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.

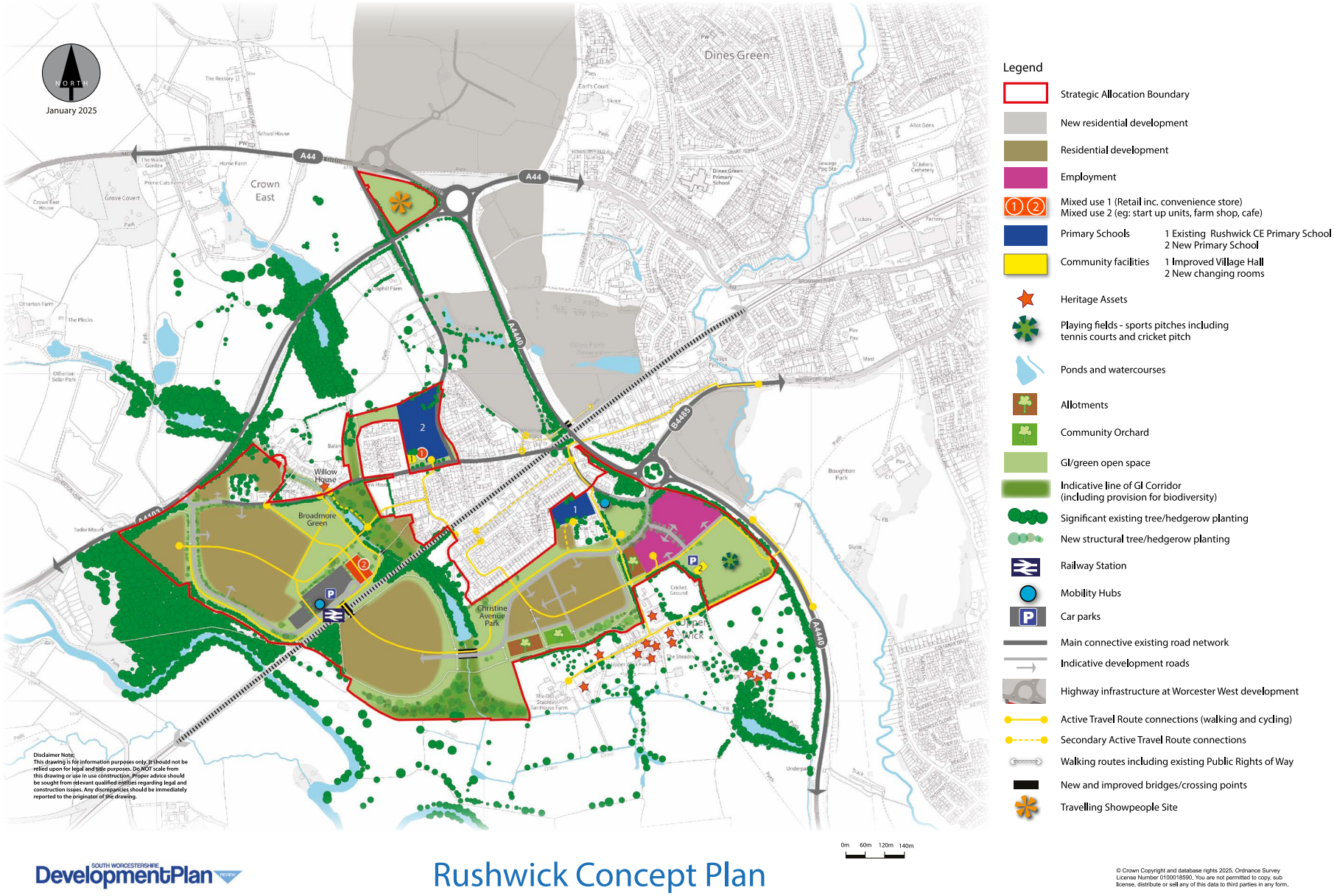


Figure 4: Rushwick Indicative Concept Plan

SWDPR 56A

Travelling Showpeople site at Rushwick Expanded Settlement

A. 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.

Reasoned Justification for SWDPR 56A

56.23 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).

56.24 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.

56.25 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.



SWDPR 57

Mitton

Site area: 86.95 hectares

A. Land within the strategic allocation 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 (phase 1/Mitton A) as identified by the examination Inspector for the Cheltenham, Gloucester and Tewkesbury Joint Core Strategy (December 2017) 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). This strategic allocation forms an urban extension to the built form at Tewkesbury town which is within Gloucestershire.

B. Proposals to develop land within the strategic allocation will be expected to have regard to a masterplan approved by the LPA; informed by the site-specific design codes and the site wide strategies and the requirements set out below:

i. 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;

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:

a. 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;

b. Improving surrounding road junctions; and

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.

ii. 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;

iii. A comprehensive site-wide drainage strategy which ensures the scheme is supported by the necessary Wastewater Treatment Works upgrades and that no built development is located 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;

iv. A minimum of 10% Biodiversity Net Gain, including a green Biodiversity corridor alongside the Carrant Brook;

v. 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 curlew 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.

vi. A Site Wide Design Principles / Code Strategy which sets out the key design and placemaking elements to be developed at the strategic site.

vii. Long-term stewardship and management of the green and blue infrastructure, the public realm, public community and education facilities.

viii. 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.

C. Proposals using sustainable design and construction and incorporating renewable energy to develop a new community on the strategic allocation at Mitton to include:

i. Approximately 1000 dwellings, at least 35% will be affordable housing on Mitton A (in accordance with Tewkesbury's requirements) and 40% affordable housing on Mitton B, an appropriate mix of types and sizes of market housing and an overall site-wide average net density of up to 40dph which shall be determined through the masterplanning and the development management process.

ii. A new one form entry primary school for Mitton A; and financial contribution from Mitton B to fund its expansion to provide an additional form of entry.

iii. Minimum of 40% Green Infrastructure (excluding private gardens), including:

- A community green;
- A community park;
- 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;

iv. Social and Community Infrastructure 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).

v. 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.

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

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

1. The Hardwick Bank Road / Tewkesbury Road junction;
2. The A38 / A438 junction;
3. Shannon Way / A438 / A46;
4. The Park / Northway Lane junction;
5. The B4080 / Oldbury Road junction;
6. The Sun Street / Quay Street junction; and
7. The A438 Barton Street / Nelson Street junction.

- The provision and improvement of the following key walking and cycling links (referred to in the 2024 Tewkesbury Local Cycling and 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;

1. From the site along the Bredon Road to Tewkesbury Town Centre;
2. From the site along or parallel to Hardwick Bank Road to provide access to North Ashchurch, the Ashchurch employment area and the station.
3. From the site across the Carrant Brook.

- 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.

- **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.**
- **The implementation of a site wide travel plan which includes measures to monitor and manage trips from the site and minimise car trips.**
- **As necessary, a financial contribution towards the delivery of a mobility hub (ref. Bus Service Improvement Plan) within Tewkesbury Town Centre.**
- **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.**
- **The exact requirements and trigger points for delivery will need to be addressed as part of the assessment of the planning application(s).**

Reasoned Justification for SWDPR 57

57.1 The adopted 2017 Cheltenham, Gloucester and Tewkesbury Joint Core Strategy reflects the examination Inspector's recommendation that a site at Mitton would be a suitable and sustainable location for the delivery of 500 dwellings to meet the needs of Tewkesbury Borough Council. Although the site is not allocated in the Joint Core Strategy, 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.

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

57.3 In addition to the 500 dwellings under the proviso of the Cheltenham, Gloucester and Tewkesbury Joint Core Strategy, the SWDPR is allocating an additional 500 dwellings under Phase 2 of this policy to meet the housing supply for 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.

57.4 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.

57.5 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 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 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 tranquility 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 Tranquility 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) 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.

i) 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. 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.

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.

57.6 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

57.7 A comprehensive masterplan for the site will be approved by the LPA and shall be informed by the above objectives and the design codes that are set out in the South Worcestershire Design Guide SPD.

57.8 It is expected that the level of additional infrastructure will be required commensurate with the requirements of SWDPR 10 Infrastructure. As a strategic site which is delivering a range of additional facilities and infrastructure the allocation is exempt from Community Infrastructure Levy.

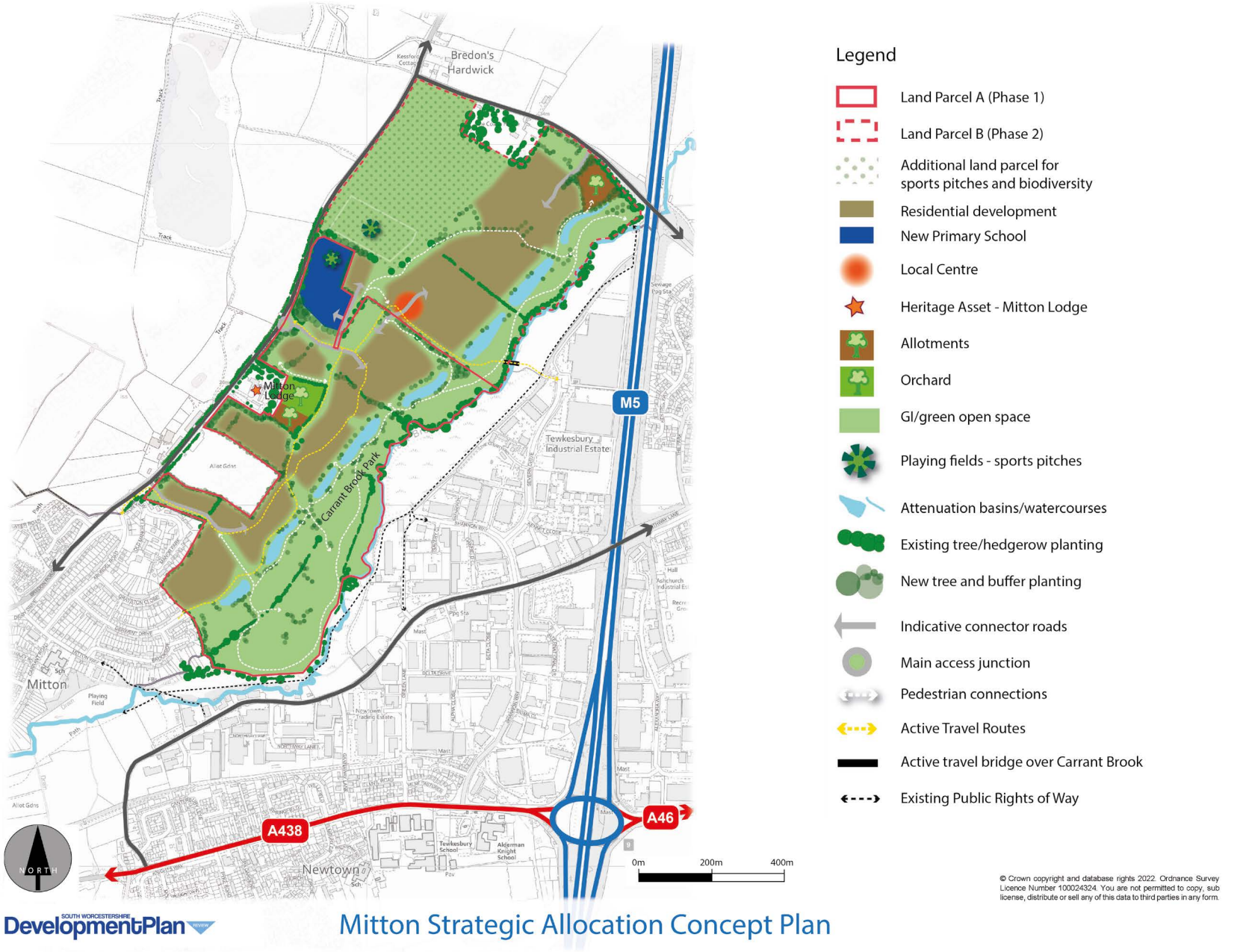


Figure 5: Mitton Concept Plan

SWDPR 58

Cales Farm, Malvern

Site area: 12.5 hectares

A. Land at Cales Farm, Malvern will be developed to deliver 200 new dwellings within the Plan period.

B. Proposals to develop the land will be expected to come forward in accordance with the requirements in i and ii below.

C. Proposals to develop land at Cales Farm will be expected to deliver:

i. 200 new dwellings, including 40% affordable housing;

ii. 40% Green Infrastructure (excluding private gardens;

iii. All necessary transport infrastructure including, but not limited to access from Sawyers Avenue, safe pedestrian to Malvern Vale;

iv. Sustainable design and construction, including renewable or low carbon energy and management of surface water drainage. Proposals should have due regard to the SuDs hierarchy; and

v. A net gain in biodiversity.

D. Development at Cales Farm will be in accordance with an agreed comprehensive masterplan for the site allocation. The masterplan must be prepared in collaboration and agreed with the LPA in consultation with Worcestershire County Council.

Reasoned Justification for SWDPR 58

58.1 Land at Cales Farm lies approximately 1.7 miles north-west of the centre of Malvern, 1.1 miles west of Malvern Link rail station and 2 miles north-west of Great Malvern rail station.

58.2 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.

58.3 Cales Farm is bordered by Malvern Hills National Landscape and adjacent to Mills Coppice Special Wildlife Site to the west, Whippets Brook Special Wildlife Site to the north and Malvern Vale residential development to the east.

58.4 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. 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 16 would be appropriate.

58.5 Principal vehicular and cycle access will be via Sayers Avenue and Belmont Road. Future consideration should also be given to access via the adjacent development at Malvern Vale which includes a primary school, community centre and convenience store.

58.6 Objectives for the development of Cales Farm include:

a) Identification of suitable land to accommodate approximately 200 dwellings.

b) Provide 40% Green Infrastructure.

c) Respect the setting of the Malvern Hills National Landscape and ancient woodland to the west.

d) Integrate the existing hedgerow network and provide landscaping to soften long distance views towards the site from Malvern Hills National Landscape.

e) Establish good pedestrian and cycle links to Worcestershire Way and the adjacent development at Malvern Vale.

f) Retain key views into and out of the site.

g) Provide surface water attenuation.

h) Protect important wildlife sites, including Whippets Brook watercourse.

i) Provide formal open space including sports pitches, play spaces and informal recreation areas.

58.7 A comprehensive masterplan will be prepared for the development of land at Cales Farm. The masterplan will include design principles and the phasing of new development. The masterplan must be prepared in collaboration and agreed with the LPA in consultation with Worcestershire County Council.

SWDPR 59

North East Malvern (Newland)

A. Within the area of north-east Malvern, 56.84ha (gross) of land, as identified on the Policies Map, are allocated for a sustainable, well-designed mixed-use urban extension.

B. Development of the site area will incorporate the following elements:

i. 10ha of employment-generating uses;

ii. 800 dwellings of which 40% will be affordable housing;

iii. Community infrastructure and facilities including:

- A community hall,
- Neighbourhood shopping facilities,
- The retention of the existing playing fields and the cricket pitch, and
- The provision of public open space, informal recreation areas, play space and formal playing pitches and associated changing rooms.

iv. 40% Green Infrastructure (excluding private gardens), including:

- Local Equipped Areas of Play (LEAPs), Local Areas of Play (LAPs) and Neighbourhood Equipped Areas for Play (NEAPs),
- The provision of allotments and open spaces to facilitate the physical and visual separation of the development from the settlement of Newland, and,
- 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.

v. Facilities for public transport and safe pedestrian and cycle routes linking to local shops, including the Malvern retail park, employment areas, health care, education and Malvern Link Station.

C. A comprehensive masterplan will be required for the site and will need to address the following:

i. The potential to enhance the area as a gateway entrance into Malvern along the site's boundary with the A449, by allowing access from the Townsend Way roundabout;

ii. A Green Infrastructure concept plan that achieves the requirements in B iv above is supported by an appropriate level of grassland survey;

iii. Incorporate an appropriate level of mitigation to limit the impact of the development on the adjacent Newland Conservation Area and on nearby listed buildings, their setting and significance;

iv. The retention of long-distance views to and from the Malvern Hills across parts of the site; and

v. **Opportunities for connection to and integration with existing development, i.e. at the Royal Estates and former allotments site off Lower Howsell Road, through appropriate road, footpath and cycle links and through opportunities for regeneration.**

vi. **Proposals must be accompanied by a ball strike assessment**

Reasoned Justification for SWDPR 59

59.1 Development to the north-east of Malvern will form an urban extension adjoining the built-up area of the town. There will be access to existing facilities and services within Malvern but there will also be specific requirements on the site itself as set out in Part B of the policy.

Site Description

59.2 The site is 56.84ha gross in area, although it is envisaged that the built form of development on the site will utilise considerably less land than this, being able to deliver a significant amount of Green Infrastructure and open space uses. The north and eastern boundaries of the site are defined by gardens that back on to Stocks Lane. The A449 meets the site boundaries in the south-east. The site boundaries allow space for a large landscape buffer zone to the north and east to protect the setting of Newland village and the existing Newland Conservation Area, whilst acknowledging that in the context of SWDPR 59 B (iv) there will be some inter-visibility between the new development and Newland village. To the north-west the railway forms a strong physical and visual boundary. To the south, the boundary is Worcestershire County Council's household waste recycling centre.

59.3 To allow sufficient space for vehicular and cycle access, direct access from the A449 to the south will provide the sole vehicular access to the site. Future consideration should also be given to the enhancement of this area as a key gateway into the town, through the rationalisation of adjacent land uses.

59.4 The south-west site boundary lies adjacent to the former allotment site off Lower Howsell Road previously allocated in the 2016 SWDP and now built out. Where possible, pedestrian and cycle links between the two sites should be provided to enhance interconnectivity with the wider Malvern area.

Objectives

59.5 The main objective of the urban extension to Malvern will be to create a new neighbourhood. The neighbourhood will be in the form of a highly sustainable development designed to complement the important landscape setting of the area and enhance its location as a gateway to Malvern, allowing, wherever possible, long-distance views of the Malvern Hills for residents and passers-by. As Part B of the policy makes clear, in addition to 800 new dwellings the future development is intended to incorporate:

a) Up-to 10ha of employment land and buildings in a location that is attractive to business interests – retaining local businesses and attracting new investment into the area. This will offer employment opportunities for local residents.

b) Open space including play and kick-about areas, allotments and natural grassland and woodland to create an informal environment for local people to relax in, as well

as corridors for the movement of wildlife.

c) Community infrastructure / appropriate off-site education and highway contributions a community hall, and neighbourhood shopping facilities.

d) Measures to maintain the amenity of the historic development at Newland and Madresfield and protect their independent character.

e) Easy access for residents to education and employment opportunities, shopping and community facilities in Malvern through a choice of transport modes. They can travel further afield through the provision of regular bus services to Malvern and Worcester on the A449.

59.6 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.

SWDPR 60

Land South of Madresfield Road, Malvern

Site Area: 9.9 ha

A. Land at Madresfield Road, Malvern will be developed to deliver 180 new dwellings within the Plan period.

B. Proposals to develop this site will be expected to deliver:

i. 180 new dwellings, including 40% affordable housing;

ii. 40% Green Infrastructure (excluding private gardens);

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;

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

v. A site-specific Strategic Flood Risk Assessment will be required as part of the planning application.

Reasoned Justification for SWDPR 60

60.1 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.

60.2 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.

60.3 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).

60.4 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.

60.5 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.

60.6 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.

60.7 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.

60.8 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.

60.9 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.

60.10 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.

SWDPR 61

Land on the South Side of Guarlford Road, Malvern

Site Area: 9.84ha

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;

- **i. Provision of 40% affordable housing;**
- **ii. Provision of 40% Green Infrastructure (excluding private gardens); and**
- **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.**

B. Proposals to develop land on the south side of Guarlford Road will be expected to deliver:

- **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;**
- **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**
- **iii. Design which responds to the assessment of, and minimises impact in regard to, sites of Regional or Local Wildlife Importance and Biodiversity.**

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.

Reasoned Justification for SWDPR 61

61.1 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.

61.2 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.

61.3 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.

61.4 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 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.

61.5 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.

61.6 It will be important to ensure that layout, design and landscaping are put in place to minimise harm to 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.

61.7 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.

61.8 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.



SWDPR 62

Land at Mayfield Road, Malvern

Site Area: 9.71ha (gross)

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).**

B. **Proposals for the site must comply with all the following criteria:**

i. **A landscape and visual impact assessment, to include modelling of buildings heights, must be undertaken;**

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;**

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**

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.**



Reasoned Justification for SWDPR 62

62.1 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.

62.2 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.

62.3 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.

62.4 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.

SWDPR 63

Land at Hanbury Road, Droitwich Spa

Site Area: 21ha

A. Within the area identified on the Policies Map, land is allocated for a sustainable, high quality designed residential urban extension. Proposals will be required to incorporate all of the following elements:

- **i. The provision of approximately 300 new homes;**
- **ii. Upgraded vehicular access onto the and from the site B4090 (Hanbury Road) and any necessary highway improvements to the signalled junction with the B4065 and B4090;**
- **iii. Enhanced public transport, cycle and pedestrian connections to Droitwich Spa town centre;**
- **iv. A landscape strategy for the surrounding edges of the site to minimise the impact of the development on the countryside;**
- **v. Provision of 40% Green Infrastructure (excluding private gardens);**
- **vi Public open space, including play space, formal playing pitches, informal recreation areas of parkland and allotments;**
- **vii. The conservation or enhancement of the significance and setting of heritage assets, in particular Hadzor Hall; and**
- **viii. 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 contributions.**

B. A comprehensive development brief will be required for the site and will need to address all of the following:

- **i. The potential to enhance the area as a gateway entrance into Droitwich Spa along the site boundary with the B4090;**
- **ii. To include a Green Infrastructure concept plan that achieves the requirements in A vii;**
- **iii. Sustainable design and construction, including renewable or low carbon energy in accordance with SWDPR 33, including the management of surface water drainage. Proposals should have due regard to the SuDs hierarchy that is set out in SWDPR 35; and**
- **iv. A net gain in biodiversity.**

Reasoned Justification for SWDPR 63

63.1 The site is within the parish of Hadzor and covers approximately 21ha in area, although it is envisaged that the built form of the site will utilise much less land, providing an opportunity to deliver a significant amount of Green Infrastructure and open space uses. The western boundary of the site is defined by the M5 and the B4090/Hanbury Road forms the boundary to the northern edge of the site. To the eastern boundary lies adjacent to the open countryside beyond.

63.2 The size of the site allows for landscaping to soften the edge of the development to the eastern edge, as well as respect the setting of the Grade II listed Hadzor Hall to the south of the site boundary.

63.3 The development can provide an opportunity to provide a gateway to the eastern arrival point to Droitwich Spa.

63.4 Vehicular access will be via the B4090/ Hanbury Road and any necessary junction or highway upgrades beyond the allocated site will need to form part of any planning application. Cycling and pedestrian links should be delivered to services and facilities in the town centre of Droitwich Spa either along the Hanbury Road or via the towpath of the Droitwich Canal.

Objectives

63.5 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. 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.

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) 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.

63.6 A comprehensive development brief will be prepared for the development of the allocation. The development brief will include design principles and the phasing of new development. This must be prepared in collaboration and agreed with the LPA in consultation with Worcestershire County Council.

SWDPR 64

Land at Union Lane, Droitwich Spa

Site Area: 2.74ha

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:

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.

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;

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;

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;

v. Green Infrastructure which will be directed by site characteristics and surrounding area;

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;

vii. A car park, comprising 105 spaces, associated with the planned redevelopment of Droitwich Spa railway station; and

viii. A ground survey investigation to establish the extent of any land contamination and an appropriate strategy setting out any necessary mitigation and remediation.

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:

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;

ii. An appropriate density and housing mix and guidance on sustainable design and construction, including renewable or low carbon energy; and

iii. How the site can be connected to the town centre and surrounding area by pedestrian and cycle links.

Reasoned Justification for SWDPR 64

64.1 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.

64.2 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 Spa town centre and the canal Conservation Areas, the setting of which should be given consideration in any design proposals.

64.3 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 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.

64.4 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.

64.5 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).

64.6 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.

64.7 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.

64.8 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.

SWDPR 65

Land at Navigation Road, Diglis, Worcester

Site Area: 14.27ha

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:

i. Provision of around 495 dwellings, including 30% affordable housing;

ii. Retention of at least 3 hectares employment land (E(g), B2 and B8);

iii. Provision of green and blue infrastructure, including site-wide landscaping and landscape buffers, play facilities and at least 10% net gain in biodiversity;

iv. Site layout must avoid development in areas which are subject to the highest risk of flooding;

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;

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;

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;

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;

ix. Provision of a new community centre;

x. Provision of high-quality Active Travel infrastructure, which connect to the surrounding Active Travel network, public transport links and recreational areas; and

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.

B. Proposals to develop land within the allocation should have regard to the Indicative Concept Plan (Figure 6). To support this, a comprehensive Heritage and Green Infrastructure led Development Brief for the site will be prepared by the SWC, 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.

Reasoned Justification for SWDPR 65

65.1 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.

65.2 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.

65.3 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.

65.4 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 Civil War 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.

65.5 The site area is predominantly located in Flood Zone 2, with the western and southern perimeters of site partially located in 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.

65.6 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.

Figure 6: Indicative Concept Plan - Land at Navigation Road, Diglis, Worcester



SWDPR 66

Three Counties Showground

A. **38.62 ha of land at the Three Counties Showground is safeguarded for agriculture, horticulture, equestrianism, other countryside-related uses, and show events. A masterplan for the site will be developed with the landowners. In particular, account will be taken of the location of the showground within the important landscape setting of the Malvern Hills National Landscape.**

B. **The development and redevelopment of facilities and infrastructure directly related to the operation of the Three Counties Showground will be permitted where:**

- **i. The use would not be more appropriately located in a town centre (see Policy SWDPR 13);**
- **ii. The scale, form, design and location of any buildings and infrastructure will not harm the natural beauty of the landscape; and**
- **iii. Proposals can be accommodated using the existing road structure and will include measures to increase access to the site by sustainable forms of transport such as public transport, cycling, walking and links to shuttle bus services.**

C. **Proposals for development beyond the area identified on the Policies Map will be considered in accordance with other policies in the SWDPR that seek to control development in the open countryside and respect the sensitive landscape. In general, any additional small-scale development should demonstrate that it cannot be located within the allocated site.**

Reasoned Justification for SWDPR 66

66.1 The Three Counties Showground is a large events venue on the outskirts of Malvern, home to the Three Counties Agricultural Society. It hosts exhibitions and leisure events throughout the year, generally but not exclusively related to agriculture, horticulture, equestrianism and other countryside pursuits. The site should be retained to allow for continuation of its role as a rural showground and to enhance its tourism and economic role, whilst allowing careful consideration of development in the context of its important landscape setting within the Malvern Hills National Landscape (see SWDPR 31).

66.2 The Three Counties Showground is of great economic importance to Malvern Hills District and the wider economy, being a prime tourism venue within Worcestershire. It has managed to remain in operation despite other similar county venues declining and the partner authorities wish to support its role. However, this must be balanced by careful consideration of the highly visible and sensitive Malvern Hills National Landscape in which it is situated. Malvern Hills District Council has worked closely with the Three Counties Agricultural Society towards building a masterplan and vision for the site that will allow for its continued success whilst having regard for its impact on the landscape, local residential amenity, infrastructure and services[2]. It is recognised that some of the buildings / structures on the site can be improved, which will be to the benefit of the Agricultural Society and may also lessen the visual impact of the site in its setting at the foot of the Malvern Hills. Opportunities for enhancement of the Green Infrastructure of the site and associated landholding will be important and will be considered in the context of policy SWDPR 07.

66.3 The objectives for any further development on the Three Counties Showground site will, wherever possible, be to rationalise existing and suitable buildings and structures, reduce as far as possible the overall impact of new buildings and structures and seek to consolidate built development within the eastern boundary of the allocated site.

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2 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.

SWDPR 67

Renewable and Low Carbon Energy Site Allocations

A. Proposals for large-scale ground-mounted solar photovoltaic farms will be supported on the sites listed in Table 8, if the impacts are (or can be made) acceptable.

Table 8: Proposed Sites for Solar Farms

SWDPR Reference	Site	Size (Hectares)	LPA
SF01	Hayes Farm, Bishampton	13.8	Wychavon
SF02	Land off Alcester Road, Harvington	3.5	Wychavon
SF03	Land at Cropthorne	4.4	Wychavon
SF04	Land south of Stoneford Lane, Bretforton	17.7	Wychavon
SF05	Land to rear of Wadborough Road, Norton	7.3	Wychavon
SF06	Land at Queenhill	13.6	Malvern Hills
SF07	Ryall House Farm, Ryall	12.5	Malvern Hills
SF08	Land at Whiting Ash Farm, Berrow	9.1	Malvern Hills
SF09	Land at Pendock	11.5	Malvern Hills

B. Considerations that will be taken into account when assessing proposals include:

- **i. Landscape and Visual Impact;**
- **ii. Agricultural land;**
- **iii. National Landscape and its setting;**
- **iv. Archaeology and Heritage;**
- **v. Ecology;**
- **vi. Highways and Access;**
- **vii. Public Rights of Way;**
- **viii. Flood Risk; and**
- **ix. Habitats Regulations Assessment**

C. Proposals for installations will need to include specific assessments related to the above criteria and to consider the cumulative impacts.

D. Any consent will be granted on a temporary basis of 25 years maximum to allow the solar farm to be decommissioned as other (even) more sustainable forms of renewable energy come on stream and the land to be restored to its previous use.

E. Community involvement in developing proposals for large-scale ground-mounted solar photovoltaic farms is encouraged.

Reasoned Justification for SWDPR 67

67.1 Increasing the amount of energy from renewable and low carbon technologies will help to make sure that South Worcestershire has a secure energy supply, reduce greenhouse gas emissions to slow down climate change and stimulate investment in new jobs and businesses. Planning has an important role in the delivery of new renewable and low carbon energy infrastructure in locations where the local environmental impact is acceptable.

67.2 The Renewable and low carbon energy National Planning Practice Guidance (NPPG) –provides further guidance to help Local Planning Authorities develop policies for renewable and low carbon energy and identifies the planning considerations.

67.3 To identify potentially suitable areas for renewable and low carbon energy SWC conducted a Call for Sites in March / April 2020 inviting landowners and developers to submit land for potential large scale renewable and low carbon energy projects.

67.4 64 sites were submitted for consideration in the call for sites. Of those sites, east of North Littleton and the northern part of a site submitted at Bishampton have subsequently been granted consent for solar farms. The assessment process included a desk top assessment of the submitted sites. The sites were assessed against a range of essential and desirable criteria. Essential criteria included whether:

a) The site was considered capable of having an installed capacity of at least one MW.

b) Grid connection would be achievable.

c) Suitable highways access was achievable.

d) Designated sites of international or national ecological importance would not be compromised.

e) Adjacent/surrounding land uses would be compatible.

67.5 Essential criteria also included an assessment of whether the sites were likely to have a:

a) Significant adverse impact on a National Landscape or its setting.

b) Detrimental impact on heritage assets (including Conservation Areas, Listed Buildings and Scheduled Monuments).

c) Detrimental impact on sites of ecological interest (including Special Wildlife Sites, Local Nature Reserves, Regionally Important Geological Site or any other locally designated wildlife site).

d) Detrimental impact on ancient woodland.

e) Significant impact on the landscape.

f) Significant visual impact.

g) Significant loss of best or most versatile (Grade 1 or 2) agricultural land.

67.6 For wind energy proposals, essential criteria also included whether wind speeds averaged at least 6.5 m/s at 45m above ground level and whether the site was more than 300m from the nearest residential dwelling (excluding the landowner). For wind and solar proposals, essential criteria also included whether development would be a potential hazard to air traffic procedures (glare from solar farms or radar interference from wind turbines).

67.7 Sites which did not satisfy one or more of the essential criteria were rejected. Sites were also assessed against 'desirable' criteria which included whether sites would conflict with made neighbourhood plan policies, were

within Flood Zone 2 or 3, would have a detrimental impact on the Green Belt, Significant Gap or Green Infrastructure Network, would result in a significant net loss of protected open space, have a detrimental impact on TPOs or ancient hedgerows, had been subject to surface water flooding events, or would materially affect the character of the settlement.

67.8 Following an assessment of all the sites submitted for consideration (excluding those with existing planning permission), nine sites (listed in Table 8) meet, or have the potential to meet, the essential site suitability criteria and are proposed as potentially deliverable sites. All nine sites are proposed as potentially suitable for ground-mounted solar photovoltaic farms.

67.9 A number of sites were submitted for consideration for hydro electricity and wind energy. Based on the information available, none of the sites submitted for hydro electricity were considered capable of meeting the 1MW minimum threshold. Sites submitted for consideration for wind energy were ruled out because of either visual impact (particularly from National Landscapes), proximity to residential properties (there should be a minimum separation of at least 300m from residential properties, and ideally more) or marginal wind speed.

67.10 SWC supports the development of solar farms on the sites listed in Table 8 subject to the following safeguards to ensure that development is inappropriately located and harmful impacts are mitigated:

Landscape and Visual Impact

67.11 The development of a solar power system has the potential to result in significant impacts upon the character and quality of the landscape. All proposals should aim to complement the character of the local landscape.

67.12 Solar power systems can also have visual impacts. To avoid the systems becoming a dominant feature within the local landscape and having an adverse visual impact, they should be sited on relatively level ground to reduce their visual profile. Where possible, sites should be screened from view, either by the existing landscape or by planted hedges or mature vegetation.

67.13 Solar power developments will need to be adequately secured. Preference should be given to using natural features such as vegetation planting to assist in site security. However, in some cases security fencing will be required. In such instances, this should be screened and the height should be minimised and a suitable material used to avoid an unacceptable landscape and visual impact.

67.14 A Landscape and Visual Impact Assessment must be submitted with all planning applications for solar power schemes to assess the likely landscape and visual impacts of the proposal. This should be prepared in accordance with the Guidelines for Landscape and Visual Impact Assessment, 3rd. Edition, April 2013 (Landscape Institute and Institute of Environmental Management and Assessment).

67.15 Photovoltaic panels are designed to absorb light and not reflect it and only reflect a small amount of the sunlight that falls on them. These reflections are significantly less than direct sunlight. However, concerns have been expressed about the potential for solar panels to cause glint and glare which could be a nuisance or hazard to residents and drivers. The Ministry of Defence (MoD) also have concerns if there is potential for increased glare hazardous to air traffic procedures and critical stages of the flight process – i.e., at take-off and landing. All planning applications for solar power systems must be accompanied by an independent glint and glare assessment

that considers the likely reflective capacity of all the materials used in the construction of the scheme and the potential impacts on residents and drivers. Consultation with the MoD is strongly encouraged and evidence of the consultation should be submitted with the planning application along with details of how any concerns have been mitigated.

Agricultural Land

67.16 Solar farms often cover large areas of land and are therefore usually developed in rural locations. Preference should be given to previously developed non-agricultural land or land which is of lower agricultural quality in order to safeguard the long-term potential of the best and most versatile agricultural land.

67.17 Where possible, proposals should allow for the continued agricultural use of the land.

National Landscapes (including the Cotswolds National Landscape)

67.18 Hillside, open vale, open valley and open downland areas are landscapes where it is least likely that solar PV development could be accommodated without causing visual harm to the Malvern Hills National Landscape and Cotswolds National Landscape or their setting. However, solar PV farms are usually not of great height and there may be concealed locations within a National Landscape or its setting where development could take place with only very limited and localised landscape impact.

67.19 Solar farm developments in National Landscapes or the setting, where there could be adverse impacts on the protected area, would need careful consideration. To inform development through the planning stages regards should be had to National Landscapes management plans, landscape character assessments and position statements.

Archaeology and Heritage

67.20 Solar farms should avoid Scheduled Monuments or heritage assets, including their settings.

67.21 There are also a number of non-designated heritage assets in South Worcestershire. These are included on the Worcestershire Historic Environment Record (HER). Consideration needs to be given to the impact of solar power schemes on these non-designated heritage assets. Developers are advised to consult the HER at an early stage in planning a scheme.

67.22 Applicants should consider the likely impacts that will be caused by the construction of infrastructure including access routes, hard surfacing, cable runs and generator plants. Plans should minimise the impact upon the historic environment and include the long-term management of the site post installation. These should be included in an archaeological / heritage desk based assessment that should form part of the planning application.

Ecology

67.23 Solar power schemes can have implications for habitat loss, fragmentation and displacement of species. The nature of the impact is dependent on the ecological characteristics and features of the site and its sensitivity to the proposed change.

67.24 To minimise the ecological impact, hedges should be retained and any fencing to secure the site must allow species such as badger to continue to access the site. Security lighting can also have an impact on species such as bats. It is advised that lighting is not used unless absolutely necessary. If it is necessary it must be minimised and directed away from hedges and woodland.

67.25 Developers should consult with Natural England regarding the presence of important habitats or protected species in and around the proposed development site. Developers may also wish to consult the Worcestershire Wildlife Trust.

67.26 An ecological survey must be submitted with all planning applications assessing any potential impacts and identifying appropriate mitigation measures.

67.27 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 South Worcestershire. 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.

67.28 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.

67.29 Site SF07 (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 Site SF07 Ryall House Farm should therefore be accompanied by a Habitats Regulation Assessment assessing the impact upon functionally linked land when more details on the scale, nature and layout of the application is known

Highways and Access issues

67.30 A Transport Statement will be required to assess the impacts of the development during construction, operational, and decommissioning phases of the development.

Rights of way

67.31 Applicants will need to ensure public rights of way in the vicinity of the site remain available and convenient for public use.

Flood risk

67.32 The development of a solar farm does not usually increase flood risk and surface water run-off should not be any greater. However, a change in the composition of the ground surface which affects the way the surface water is channelled, or building solar farms in areas at risk of flooding could increase the risk.

67.33 A flood risk assessment should identify and assess the risk on all forms of flooding to and from the development and demonstrate how these flood risks will be managed or mitigated so that the development remains safe throughout its lifetime.

Environmental Impact Assessment

67.34 Solar power schemes are not specifically listed under Schedule 2 of the Environmental Impact Assessment (EIA) Regulations 2011 as projects that may require an EIA. However, Section 3a) of Schedule 2 specifies that any industrial energy installation producing electricity, steam and hot water which exceeds 0.5 hectares may require an EIA.

67.35 For such schemes the council must provide a screening opinion advising the applicant whether or not an EIA is required.

67.36 Developers are encouraged to request a Screening Opinion from the LPA to ascertain whether an Environmental Impact Assessment is required.

Consent to be on a Temporary Basis

67.37 Solar farms are a temporary use, which means that the development of a greenfield site as a solar farm will not change the status of that site from greenfield to previously developed land. Any consents will be granted on a temporary basis of 25 years maximum to allow the solar farm to be decommissioned as other (even) more sustainable forms of renewable energy come on stream and the land can be restored to its previous use.

Cumulative Impacts

67.38 The cumulative impacts of solar farm developments require particular attention, particularly where there are numerous solar arrays in close proximity to each other. Cumulative impacts with other developments should also be considered.

Community Gain

67.39 Solar farms offer the potential to develop a local energy economy in South Worcestershire which can deliver significant long-term benefits to the community, including reduced energy bills, increased energy sustainability and security, and a shift of ownership to local people.

SWDPR 68

Directions for Growth Outside the City Administrative Boundary: Existing Urban Extensions to be Reallocated

A. **SWDPR 68A: Broomhall (Worcester South Urban Extension) (247.1 hectares) will come forward in accordance with the following requirements:**

i. **Delivery of approximately 20 ha of employment land and around 2,600 dwellings.**

ii. **The dwellings will be of mixed size and type in accordance with the requirements of policy SWDPR 17, and up to 40% will be affordable housing in accordance with the requirements of policy SWDPR 19.**

iii. **Proposals will have regard to the concept plan below which shows the broad distribution of land uses.**

iv. **The provision of a centrally located local centre incorporating a range of community facilities and services including a two-form entry primary school, community building, emergency services infrastructure, children's centre and youth facilities and a local convenience store (Use Class F2(a), comparison retailing and other mixed uses (e.g. Use Class E and some Sui Generis uses) comprising modest scale development of a scale and use appropriate to serving the local community. 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. **Existing playing fields will be protected. New and enhanced sports and social facilities will be provided at Broomhall. 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.**

vii. **Subject to viii and ix below, in the Significant Gap to the south of Broomhall, 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 the 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 Extension. Delivery will be either through on-site provision or off-site provision via developer contributions.

x. Contributions to infrastructure, in accordance with SWDPR 10, including education, sporting and recreational facilities, and emergency services infrastructure.

xi. Regard should be had to the measures, including proportionate contributions directly related to the development, to support and safeguard the implementation of relevant schemes set out in the latest Worcestershire LTP, 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 Broomhall community.

xiv. Footpath and cycle networks within the development including safe links to Worcester city, the local centre and Broomhall.

xv. The provision of Green Infrastructure' including:

- Play facilities, formal playing pitches and informal recreational facilities such as allotments;
- An open space buffer to the west of Norton Road separating the Broomhall communities, of a scale that maintains their individual identities;
- An open 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;
- An open space buffer to the north of Broomhall, between Norton Road and the railway line, designed to overcome visual and noise impacts of business development to the north by separating new and existing uses; and
- Green Space adjacent to the A4440 (after allowing for dualling and other improvements), to provide a framework for the built development, mitigate noise and flood risk and maintain the individual identities of Broomhall and St Peter the Great to the north.

xvi. Ensure no adverse impact upon the site integrity of any European site, or associated functionally

linked land or watercourses, either alone or in-combination with other plans or projects.

xvii. Measures for the protection and enhancement of the significance of Middle Broomhall Farm and other listed buildings and their settings.

B. SWDPR 68B: Temple Laugherne (Worcester West Urban Extension) (138.8ha) will come forward in accordance with the following requirements:

i. Delivery of approximately 5ha of employment land.

ii. Delivery of around 2,500 dwellings. The rate of delivery will be dependent upon the phased implementation of the Worcester Transport Strategy and, in particular, the dualling of relevant sections of the A4440 Southern Link Road. The disposition of proposed uses within the allocation boundary will need to ensure the comprehensive development of the allocation as a whole and provide an integrated and cohesive urban design, 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 17, and up to 40% will be affordable housing in accordance with the requirements of policy SWDPR 19.

iv. Proposals will have regard to the concept plan below which shows the broad distribution of land uses.

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 extension. Delivery will be either through on-site provision or off-site provision via developers contributions.

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, including:

- A network of open spaces, including play facilities, sporting and informal recreational facilities such as allotments;
- Measures which will deliver both strategic Green Infrastructure and water management objectives; and
- 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 sports facilities.

x. 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 10, 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 LTP, 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.**

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

i. **Delivery of a sustainable, well-designed 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 E(g), B2 and B8 uses.**

ii. **Off-site highway works and financial contributions, necessary to support access to the site.**

iii. **Green Infrastructure and landscaping that contributes to the provision of 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 LTP, 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.**

SWDP 45/1 - Broomhall Community and Norton Barracks Community (Worcester South Urban Extension)

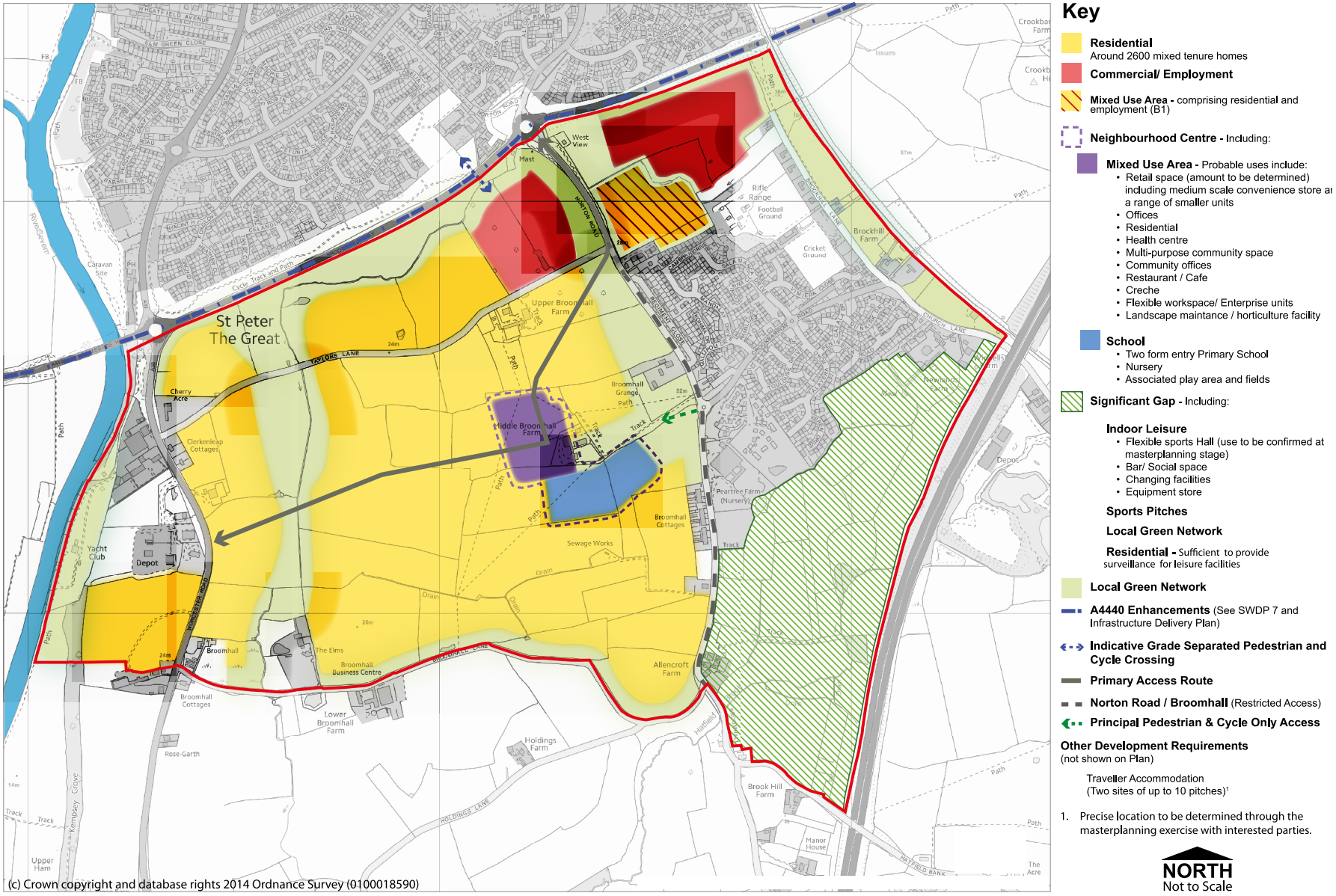
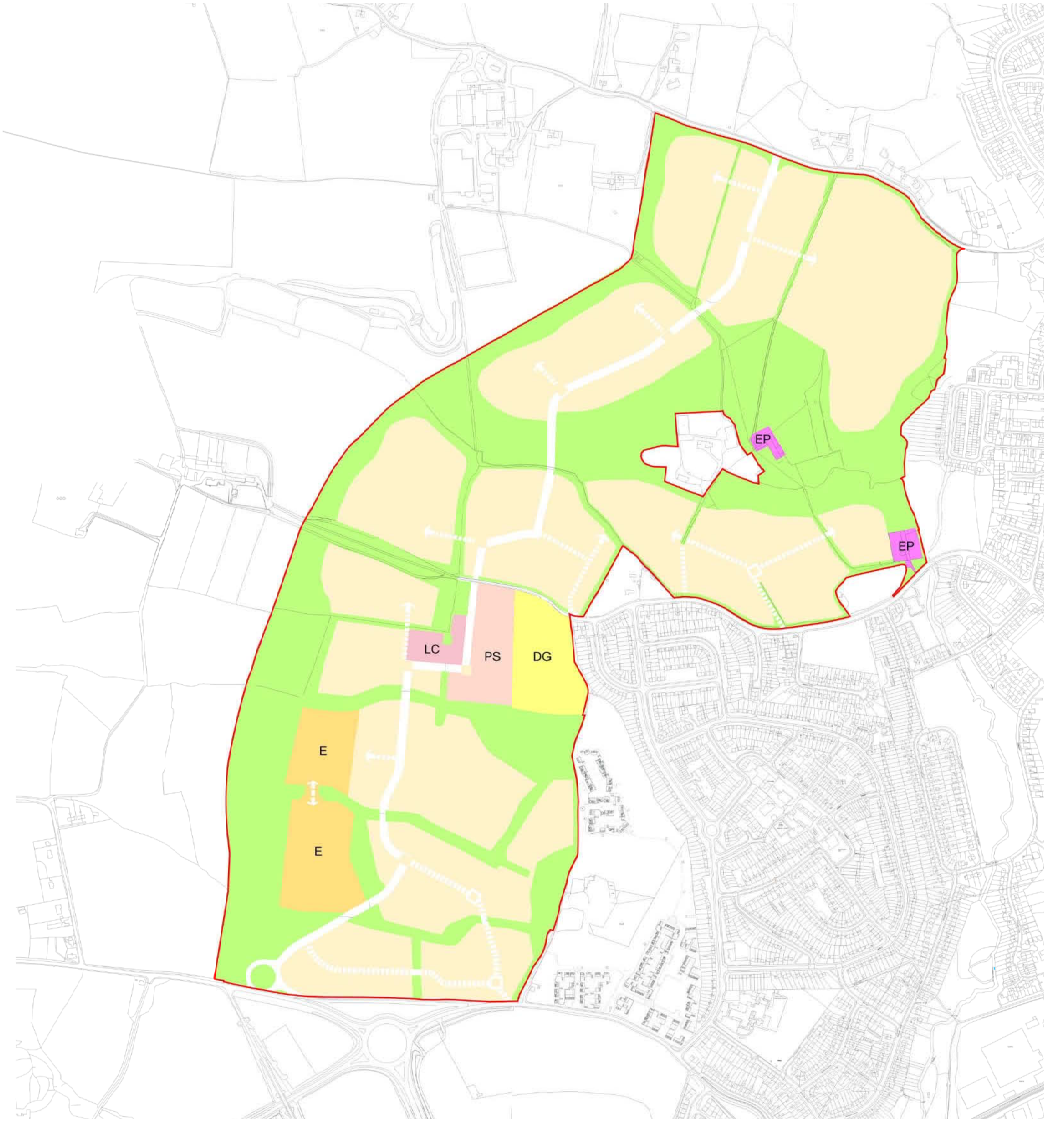


Figure 7: SWDPR 68A Indicative Concept Plan



N

Scale 1:5000 @ A1

0 100 200 300 400 500m

	Site boundary	132.6ha
	Residential	68.7ha
E	Employment	5.00ha
LC	Local Centre	0.75ha
PS	Primary School	2.20ha
	Primary Street - Public bus corridor	3.7ha
EP	Existing Properties	0.5ha
DG	Existing Dines Green Recreation Area	2.9ha
	Green Infrastructure (GI)	48.85ha
	TOTAL	132.6ha

48.85ha Green Infrastructure Includes:

Retained vegetation, ponds and watercourses, new habitat creation, woodland, hedgerows, tree planting, open space, proposed sports playing fields, sports pavilion, play areas, grassland, wetlands, SuDS detention basins, community park and existing retained public rights of way.

Further details of the Green Infrastructure components are shown on FPCR GI Plan (Ref Dwg No. 4844/L/30).

The West Worcester SUE will deliver over 40% Green GI.

In calculating the overall GI provision certain elements of the site area can be excluded - such as existing playing fields at Dines Green Recreation Area (2.9Ha), the proposed primary school (2.2) which will include it's own playing fields, the proposed employment site (5Ha) and existing retained properties (0.5Ha).

The overall GI provision is 48.85Ha which equates to 40% of the relevant site area of 122Ha.

Hallam Land Management
Temple Laughern,
West Worcester

PARAMETERS PLAN

February 2015
4844-L-31 rev -

fpcr

Figure 8: SWDPR 68B Indicative Concept Plan

Reasoned Justification for SWDPR 68

SWDPR 68A: Broomhall (Worcester South Urban Extension)

68.1 The development of the site should have regard to the concept plan and the following objectives:

a) To create an environment that will be attractive to business investment, including high technology, manufacturing and knowledge-based services.

b) To create a sustainable, balanced mix of uses and a distinctive new community at Broomhall, which is self-sufficient in meeting its local needs.

c) To create Open Space at a scale and layout that retain the individual identities of the new Broomhall development and the existing Broomhall settlement, allow for direct access to local services for pedestrians and cyclists, do not allow vehicular journeys, except where crossed by the Norton Road / local centre / A38 link, and function as a biodiversity corridor and recreational space.

d) To ensure that the most important views of the Malvern Hills from the east of the site are not impeded by the new development.

e) Ensure appropriate measures to retain and enhance the significance of Middle Broomhall Farm listed building and its setting, as well as safeguarding its continued use by its sympathetic inclusion within the local centre.

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 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, 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.

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.

68.2 The Plan has extended the Significant Gap to the west of the M5 motorway so that land to the east and south-east of Broomhall is now subject to SWDPR 08. In addition, land between Kempsey and the southern limit of the urban extension remains as Significant Gap. Care will be needed in the treatment of the edges of the development area. In order to help minimise the impact on the Broomhall

community, the Worcester South extension must include well-designed 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 Broomhall. 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.

SWDPR 68B: Temple Laugherne (Worcester West Urban Extension)

68.3 The development to the site should have regard to the concept plan and the following objectives:

a) Provision for modern high technology and knowledge-based services, including links to the University of Worcester and the opportunity to provide business start-up units.

b) Create a sustainable, balanced mix of uses that will be an extension to the existing city area.

c) Maintain a Significant Gap that provides physical and visual separation between the development and the surrounding villages of Crown East and Lower Broadheath so that their unique characters and the setting of the city are both protected.

d) Ensure that the existing views across the area of the skyline of the city are not adversely impacted by the new development.

e) Reduce car dependency by enabling efficient public transport, walking and cycling within the development, whilst providing two-way opportunities for access to services within the existing city as well as to the countryside.

f) Create a cohesive place that relates to the existing city while recognising the importance of the landscape setting in providing an attractive living environment for a wide range of household types. Managing the transition between urban and rural will be essential in enabling the countryside to flow naturally into the development area from north and west.

g) Ensure there is safe and attractive access connecting the urban extension and Dines Green, to ensure enhanced connectivity between existing and new settlements. Two points of vehicular access are needed to serve the site. One of these will need to have direct access to the primary road network west of the city linking to the A4440. The second will need to link to the city road network such that impacts on traffic flows further into the city can be managed.

h) It will be important to ensure there is a smooth transition from the open countryside into the urban area, so the open 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, 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.

j) The protection of the Earl's Court Scheduled Monument and listed buildings and their settings is consistent with SWDPR 09 and 33.

k) 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.

SWDPR 68C: Worcester Six Business Park (South Phase)

68.4 Although provision has been made for local employment opportunities within the city and the urban extensions, there is evidence to support a 70ha (gross) sub-regional employment site providing opportunities for existing manufacturing companies in the area to consolidate and expand by relocating to this site. The land is located immediately south-east of Junction 6 of the M5, a key gateway to the city. 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.

68.5 The North Phase of the Worcester Six Business Park occupies approximately 140,000 sq. m on 27ha (net) next to J6 and will provide new headquarters, manufacturing, distribution and research and development facilities.

68.6 SWDPR 68C is the South Phase on the remainder of Worcester Six Business Park, providing opportunity for a development of similar character, building on the success of the North Phase and providing for additional investment opportunities. Within the gross site allocation delineated on the Policies Map, about 16ha (net) is identified for SWDPR 02 purposes.

68.7 The completed development will be designed and landscaped to appear as a single Business Park and will include public open space, primary highway improvements and an ecological corridor. Up to three points of access will be provided. The current permission includes access to the 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.

68.8 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.

SWDPR 69

Worcester City Allocations

A. Within Worcester City, housing allocations are shown in Table 9, mixed-use sites (including Opportunity Zones and Areas) are shown in Table 10 and employment sites are shown in Table 11. All the allocations are shown on the Policies Map. Allocations should be developed in accordance with the specific policy requirements in table 9 identified in respect of each site and all general policy requirements, including any necessary developer contributions.

Housing Sites

Table 9: Housing Allocations - Worcester City

SWDPR Reference	Site	Indicative No. of Dwellings	Site Area (ha)	Specific Policy Requirements
WCHO01	Land at the rear (west) of Liverpool Road, Worcester	6	0.18	
WCHO02	Land to the rear of 14-20 Barbourne Road, Worcester	5	0.16	
WCHO03	Land off Oak View Way, Bromyard Road, Worcester	120	4.24	
WCHO04	Checketts Lane Industrial Estate, Checketts Lane, Worcester	39	0.99	
WCHO06	Land off Brickfields Road, Blackpole, Worcester	24	0.42	
WCREAL02	Sansome Walk Swimming Pool	40	0.8	Site access may be achieved from the existing vehicular access from Chestnut Street and a new vehicular access from Sansome Walk.
WCREAL05	County Council Offices, Bilford Road	15	0.67	To include about 50% Open Space for habitat improvement and links to the Green Space network.
WCREAL09	Former Zig Zag site, St John's	8	0.05	Site to retain commercial uses on the ground floor frontage. 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.

SWDPR Reference	Site	Indicative No. of Dwellings	Site Area (ha)	Specific Policy Requirements
WCREAL10	Royal Worcester Porcelain - Gap Site	10	0.15	To take full account of heritage assets. Any development proposal should conserve or enhance the significance of the Bone Mill (grade II* listed) building and be accompanied by a desk based archaeological assessment, and where necessary a field-based survey by an appropriate qualified professional.
	Total	**267**		

Mixed Use Sites

Table 10: Mixed Use Allocations including Opportunity Zones and Areas - Worcester City

SWDPR Reference	Site	Uses	Indicative No. of Dwellings	Available Employment Land (ha)	Site Area (ha)	Specific Policy Requirements
WCMU02	Lowesmoor Wharf	Commercial and Residential	100		1.14	A Concept Plan / Development Brief will be prepared by the SWC and development of the site will have regard to the Concept Plan / Development Brief. The site contains a working boatyard and the agent of change principle as set out in the NPPF applies where new development could have an impact on the operation of the boatyard. Proposals will take account of heritage assets and reflect the importance of the locally listed canal office building.
WCMU03	Fire Station / Chapel & Friary Walk/ Angel Place / The Butts	Retail-Led Development			2.85	
WCMU04	Trinity House/ Cornmarket / Lowesmoor	Mixed Use Retail Led Development			2.11	

SWDPR Reference	Site	Uses	Indicative No. of Dwellings	Available Employment Land (ha)	Site Area (ha)	Specific Policy Requirements
WCMU05	Chequers Lane/ Henwick Road	University-related develop-ment (F1 Use Class)			6.43	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.
WCMU06	Shrub Hill Opportunity Zone	Opportunity Zone - Mixed Use and Commercial Development	900 (including student acco-mmodation and extra care units)		22.6	See the requirements in B below. 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).
WCMU08	Cathedral Quarter and Sidbury: Cultural Facilities	Opportunity Zone - Cultural Facilities			1.91	See the requirements in B below,
WCMU09	Riverside	Opportunity Area Riverside Enhancement			n/a	These 'Opportunity Areas' do not have specifically allocated development boundaries. Paragraph B below 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).
WCMU10	St Clements Gate	Opportunity Area - Learning / Creative Quarter			n/a	
		Total	**1,000**			

B. Redevelopment proposals for the Opportunity Zones (WCMU06 and WCMU08) will be evaluated for their contribution and effect on the overall mix of uses in the area, and will be supported providing they:

i. Incorporate a range and variety of land uses to create a truly mixed-use development;

ii. Make a contribution to achieving the SWDPR objective for new commercial/office space in Worcester;

iii. Will not result in residential development being the predominant use across the Opportunity Zone as a whole;

iv. Offer genuine, sustainable travel choices;

v. Do not result in retail or leisure dominating the other land uses within the zone;

vi. Enhance views over the historic city centre;

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.

Employment Sites

Table 11: Employment Allocations- Worcester City

SWDPR Reference	Site	Available Employment Land (ha)	Land Use (ha/sq. m	Site Area (ha)	Specific Policy Requirements
WCEM02	Land at the junction of Parsonage Way, Worcester	1.84	2,915 sq. m	1.84	
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)	5.5	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	**7.34**	

Reasoned Justification for SWDPR 69

69.1 The city of Worcester is the county centre for Worcestershire and is an important retail, employment, leisure, education and housing centre for the sub-region that includes South Worcestershire. Worcester is an important growth area capable of acting as a focus for future growth in the South Worcestershire area. However, the tightly drawn administrative boundary of the city means that there is a limit to the level of growth that can be accommodated within the administrative area.

69.2 SWDPR 69 identifies sites to meet growth requirements in Worcester city. Also located within Worcester City, Policy SWDPR 65 sets out the policy requirements for Land at Navigation Road, Diglis.

69.3 7.34ha (gross) of employment land has been identified through new and reallocated sites within Worcester city. Additionally, 7.2ha (gross) has been identified for a secondary school as part of the Worcester Woods Business Park (WCEMREAL01) mixed use allocation. Further allocations beyond the administrative boundary, but within or adjacent to Worcester's development boundary, at the Worcester South (SWDPR 68A) and Worcester West (SWDPR 68B) urban extensions and Worcester Six Business Park (Phase Two) (SWDPR 68C) increase employment land availability by a further 41ha (gross).

69.4 SWDPR 03 identifies Worcester as an administrative centre. The ability of the city centre and edge-of-centre sites to accommodate office growth is constrained by heritage assets, the dual carriageway on City Walls Road, the River Severn, the single river crossing and the city's sub-regional retail role. Government changes to permitted development rights, which allow the change of use of offices to residential, may also lead to the loss of some offices. SWDPR 69 therefore allocates 'Opportunity Zones' to provide further opportunity for mixed use development including offices where they cannot be accommodated in the designated city centre.

Worcester City Centre and the Masterplan

69.5 Worcester City Council published an updated city centre Masterplan in 2019, which provides a framework for development, regeneration and investment up to 2040. The updated Vision for the city is one that is prosperous, accessible, diverse and inclusive, with great opportunities for work, leisure, sport and tourism - alongside a quality of life that is attractive to all.

69.6 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 SWDPR provides a mechanism through which elements of the Masterplan can be realised, with the 'Opportunity Areas' having been identified to better align the SWDPR with the proposals set out in the Masterplan. For planning purposes, the city centre is defined as per the 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.

69.7 For the purposes of SWDPR 13, the 'Primary Shopping Area' for Worcester is as shown on the Policies Map for planning policy purposes. The 'Primary Shopping Area' is at the heart of the wider city centre (also shown on the Policies Map) and the additional area covered by the Masterplan.

Retail-led Development Allocations

Future High Street Fund

69.8 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, Angel Place and The Trinity. The fund will contribute to the implementation of some of the components of the retail-led development allocations set out below.

Angel Place / Chapel & Friary Walk / The Butts / Fire Station (WCMU03)

69.9 The redevelopment of this area would provide an opportunity for the addition of significant amounts of retail floor space and to increase the range of goods available from retail outlets within the city centre. Furthermore, the site offers an opportunity to provide a mix of uses, making the best use of land by incorporating residential, office or leisure uses on floors above or below the retail frontage.

69.10 A public realm refurbishment scheme was implemented in 2014 and a new market format and operator have rejuvenated the street market in this location. Chapel and Friary Walk shopping centre has had significant improvements carried out to its facade during 2019. Further improvements to the area, including the redevelopment of the Scala arts centre, would enhance the role of Angel Place as a cultural, performance and market and public space, 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.

69.11 Consistent with policies SWDPR 09, SWDPR 28 and SWDPR 33, the redevelopment provides the opportunities to sustain and enhance the setting, appearance and skyline of the Historic City Conservation Area and improve access to and interpretation of historic and archaeological features.

Trinity House / Cornmarket / Lowesmoor (WCMU04)

69.12 Cornmarket is seen as an area of opportunity that has the potential to create a gateway development that will attract people to the city centre and improve connectivity on the east-west access between the city centre, St Martin's Quarter and the Shrub Hill area. A public realm improvement scheme was completed in the summer of 2015.

69.13 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 redevelopment opportunity to provide retail/commercial uses.

69.14 St. Martin's Quarter is the site of the former vinegar works with a number of 18th and 19th century buildings, but which has lost a great deal of its urban form. The area, also the site of the medieval market, has the potential for expanded retail opportunity and other uses and increased public space to coincide with expansion of the Cathedral Square shopping precinct and St Martin's Quarter developments.

Opportunity Zones

Towns Fund

69.15 Worcester City Council was successful in securing £19.6 million as part of the government's 'Towns Fund' in June 2021. The investment will focus on a number of projects, including the unlocking of Shrub Hill's potential, improving transport links and connecting communities, making the most of

Worcester's riverside as a destination and the building of a 'Severn Centre' for Health and Wellbeing on the riverbank.

Shrub Hill (WCMU06)

69.16 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.

69.17 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 could create a new neighbourhood in the city. Any proposed canal basin would need the agreement of the Canal & River Trust to connect to the existing canal but is not critical to allow the wider development of the area.

69.18 It is estimated that, a significant element of housing development will be included that could deliver approximately 900 dwellings. 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.

69.19 The redevelopment should conserve and enhance the significance of heritage assets, putting them to viable uses consistent with their conservation. There is an opportunity to provide a sustainable future for listed buildings and to remove structures and buildings that have a negative impact on views into and out of the area as well as preserving existing views of listed or other landmark buildings.

69.20 The existing businesses within the Opportunity Zone should not be lost as they are important elements of the economy of the city. All redevelopment proposals should afford the opportunity for existing business to remain or relocate to suitable alternative premises.

69.21 The redevelopment of Cromwell Street could provide a mix of uses, providing an opportunity to connect Lowesmoor, the canal and the station together. Between Rainbow Hill and Tolladine Road is an area of low-density uses, which is an important gateway into the city from the railway line.

69.22 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 (with a new pedestrian/cycle link in the process of being delivered in 2025) 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.

Cathedral Quarter and Sidbury (WCMU08)

69.23 The opportunity exists to create a high-quality gateway to Worcester city centre at Sidbury and improve pedestrian links between College Street, the canal, the Diglis / Waterside developments and the city centre.

69.24 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.

69.25 Development should include the removal of buildings that have a negative impact upon the Sidbury and Canal Conservation Areas, securing the future of listed buildings and buildings of local significance and safeguarding views into and out of the area.

69.26 An area designed to encourage creative industries to cluster together around the Royal Worcester Porcelain museum would be beneficial and would create vital jobs for the city.

69.27 Diglis Basin could facilitate new mixed uses along the canal, and the Cathedral Quarter in which the predominant collection of high-value heritage assets are placed. Further, the area could be enhanced, through public realm work, to facilitate an important visitor hub and connecting node to both regenerated areas to the south and wider tourist assets.

69.28 Further detail on appropriate uses for opportunity zones and other specific sites will be provided through concept plans and site appraisals.

Other Opportunity Areas

Riverside (WCMU09)

69.29 The River Severn is at the heart of Worcester and performs vital environmental and social functions, but the riverside is an underused economic asset for the city and could potentially represent a significant benefit to the city's economy.

69.30 Significant improvements are already being made to the riverside, but opportunities could be taken for locating a hotel in the area and encouraging the growth and establishment of creative industries, as well as enhancing the riverside space at Quay Head with increased recreational amenities including an amphitheatre for outdoor performances alongside new public space. Improvements to the public realm, increased riverside activity and the creation of flexible civic space could help foster better links between the city and the riverside.

69.31 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. 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.

69.32 It is anticipated that the 'Towns Fund' allocation will help with realising some of the identified opportunities for Riverside.

St Clements Gate (WCMU10)

69.33 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 delivered by funding secured through the Government's Cultural Development Fund) that connects Foregate Street with the riverside. These improvements will contribute towards providing a high-quality northern edge to the city centre.

Biodiversity

69.34 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 and WCMU01. 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 and WCMU08. Given the proximity of these allocations set out in Policy SWDPR 69, 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.



SWDPR 70

Malvern Hills Allocations

A. Within Malvern Hills District, housing allocations are shown in Tables 12, 13, 14, 15, 16 and 17, and employment allocations are shown in Table 18. All the allocations are shown on the Policies Map. Allocations should be developed in accordance with the specific policy requirements identified in respect of each site and all general policy requirements, including any necessary developer contributions.

Housing Sites

Table 12: Housing Allocations – Malvern

SWDPR Reference	Site	Number of Dwellings	Site Area (ha)	Specific Policy Requirements
MHPH03	Land at 186 Madresfield Road	18	0.75	
MHPH05	Land at Mayfield Road	16	0.77	
	Total	**34**		

Table 13: Housing Allocations - Tenbury Wells

SWDPR Reference	Site	Indicative Number of Dwellings	Site Area (ha)	Specific Policy Requirements
MHPH06	Land West of Terrils Lane	10	0.81	
MHHA04 **Reallocation of SWDP 57/2**	Land at the Haven, Oldwood Road	40	1.96	
MHHA06 **Reallocation of SWDP 57c**	Land south of the Oaklands	35	1.92	
	Total	**85**		

Table 14: Housing Allocations - Category 1 Settlements

SWDPR Reference	Settlement	Site	Indicative Number of Dwellings	Site Area (ha)	Specific Policy Requirements
MHHA12 Reallocation of SWDP 60/3	Callow End	Land at Wheatfield Court	15	0.95	
MHPH07	Clifton upon Teme	Hope Lane	55	3.08	
MHPH08	Great Witley	Land south of Stourport Road	44	2.6	
MHPH09	Lower Broadheath	Glen Rise, 32 Hallow Lane	12	0.52	
MHHA11	Lower Broadheath	Land adjacent to Henwick Mill House, Martley Road	42	1.54	
MHPH10	Martley	Land south of playing field	83	3.93	
MHPH11	Welland	Lawn Farm (Phase 3), Drake Street	17	1.42	Proposals must ensure that there are no adverse impacts on Mutlow's Orchard Site of Special Scientific Interest (SSSI).
MHPH12	Suckley	Land to north of Stocks Farm	18	1.01	
		Total	**286**		

Table 15: Housing Allocations - Category 2 Settlements

SWDPR Reference	Settlement	Site	Indicative Number of Dwellings	Site Area (ha)	Specific Policy Requirements
MHHA08	Abberley Common	Land at the Orchard	9	0.85	
MHPH13	Bayton	Land at centre of Bayton	10	0.23	
MHHA13 Reallocation of SWDP 60/4	Clows Top	Land adjacent to Highbrae	17	0.86	
MHPH14	Powick (including Colletts Green)	Land south of Old Malvern Road	25	1.5	
MHPH15	Tunnel Hill (partly to meet the needs of Upton upon Severn)	Land at Milestone	50	2.96	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 linked land or watercourses, either alone or in-combination with other plans or projects.
MHPH16	Holt Heath	Broomfields Farm Shop, School Plantation	22	0.92	
		Total	**133**		

Table 16: Housing Allocations - Category 3 Settlements

SWDPR Reference	Settlement	Site	Indicative Number of Dwellings	Site Area (ha)	Specific Policy Requirements
MHPH17	Leigh Sinton	Land off A4103	52	8.64	Proposals should include a community sports facility.
		TOTAL	**52**		

Table 17: Housing Allocations- Category 4 Settlements

SWDPR Reference	Settlement	Site	Indicative Number of Dwellings	Site Area (ha)	Specific Policy Requirements
MHHA07	Holly Green (partly to meet the needs of Upton upon Severn)	Land off A4104, northeast of Upton Marina	70	2.78	A project level HRA is required to consider the effects of new development upon areas of potentially Functionally Linked Land (FLL).
		Total	**70**		

Employment Sites

Table 18: Employment Allocations

SWDPR Reference	Settlement	Site	Indicative Number of Dwellings	Site Area (ha)	Specific Policy Requirements
MHPE02	Malvern (Hanley Swan)	Land off B4208 between Hill View Area and Willow end Business Park	4.91	4.91	Proposals must include appropriate mitigation for any harm arising to the setting of the NL.
MHPE03	Malvern (Hanley Swan)	Land off B4208 between disused railway track and Willow end Business Park	2.1	2.1	
MHEA02	Malvern	Blackmore Park	5.06	5.06	
MHPE06	Kempsey	Land to the west of Worcester Road, Open Barn Farm	2	2	
MHPE07	Earls Croome	Land at Bluebell Farm	5.60	6.64	
MHPE08	Ryall	Land to the north of Digaway	1.88	1.88	
MHPE09	Crown East	Plot 1 Severn House, Crown East	0.47	0.47	
MHPE10	Crown East	Plot 2 Severn House, Crown Estate	2.98	2.98	
		Total		**26.04 ha**	

Reasoned Justification for SWDPR 70

70.1 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) for residential and employment
- Policy SWDPR 66 – Three Counties Showground for countryside related-uses and show events

Employment:

- Policy SWDPR 62 – Land at Mayfield Road, Malvern.

Malvern

70.2 Malvern is the principal urban area and is formed from the settlements of Great Malvern, Malvern Link, Barnards Green, West Malvern and Malvern Wells.

70.3 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 the town 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).

70.4 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.

70.5 The key characteristic of Malvern, however, is its setting on the slopes of the Malvern Hills which are designated as a National Landscape. This establishes a need to consider the implications of change and development upon both views from and to the hills from key vantage points, alongside protecting the beneficial qualities of the town as a whole.

Tenbury Wells

70.6 Tenbury Wells is a small town 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.

70.7 Development opportunities at Tenbury Wells are limited due to flood risk, landscape and access issues. The Plan allocates dwellings at Tenbury Wells.

Category 1, 2 and 3 Settlements

70.8 Category 1, 2 and 3 villages (as defined in the Village Facilities and Rural Transport Study Update, 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 have a rail station.

70.9 The allocations 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).

70.10 Some parishes may wish to prepare neighbourhood plans to achieve the protection afforded by allocating housing and to identify specific types of housing

to meet their village's needs. Proposals in a neighbourhood plan must be in general conformity with the strategic policies in this Plan, and policies in the NPPF.

Category 4 Settlements

70.11 Upton-upon-Severn is a small town of some 2,700 people (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.

70.12 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.

70.13 The Plan allocates dwellings in Holly Green and at Tunnel Hill. Employment land is proposed at Ryall.

Biodiversity

70.14 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 MHHA07 (land off A4104, north-east of Upton Marina) are located 1.5km and 400m respectively from Upton Ham. Given the proximity of these allocations, the Plan HRA has identified potential adverse urbanisation effects and mitigation to address these. Mitigation should be addressed through site design when further details on the layout are known (as set out in the Plan HRA) and, where required, project level HRA undertaken to ensure compliance with Policy SWDPR 29.



SWDPR 71

Wychavon Allocations

A. Within Wychavon District, housing allocations are shown in Tables 19, 20, 21, 22, 23 and 24 and employment allocations are shown in Table 25. All the allocations are shown on the Policies Map. Allocations should be developed in accordance with the specific policy requirements identified in respect of each site and all general policy requirements, including any necessary developer contributions.

Housing / Mixed Use Sites

Table 19: Housing / Mixed Use Allocations - Droitwich Spa

SWDPR Reference	Site	Land Use	Indicative Number of Dwellings	Site Area (ha)	Specific Policy Requirements
WYPHM01	Hill Top Farm, Newland Lane	Residential	4	0.37	
WYPHM02	Land off Tagwell Road	Residential	100	4.65	
WYPHM06	Land at Keepers Cottage, Newland Road	Residential	34	2.001	
WYPHM07	Canal Basin (WYPHM07)	Mixed	60	0.95	Site-specific SFRA required as part of the planning application.
		Total	**198**		

Table 20: Housing / Mixed Use Allocations – Evesham

SWDPR Reference	Site	Land Use	Indicative Number of Dwellings	Available Employment Land (ha)	Site Area (ha)	Specific Policy Requirements
WYPHM08	Land to the west of Lingfield Road	Residential	60		8.07	Site-specific SFRA required as part of the planning application.
WYPHM11	Land off Swan Lane / High Street	Mixed	56	0	0.58	
WYPHM12	Riverside Shopping Centre	Mixed	70	0	1.45	Proposals should conserve or enhance heritage assets and support a greater understanding and appreciation of their historic, cultural and architectural significance.
WYHMA08 Reallocation of SWDP 50/2	Former employment site, top of Kings Road	Residential	83		2.79	Site-specific SFRA required as part of the planning application
WYHMA09 Reallocation of SWDP 50/4	Land off Davies Road	Residential	36		1.21	
WYHMA11 Reallocation of SWDP 50/6	Land behind Lichfield Avenue	Residential	22		1.02	
WYHMA12 Reallocation of SWDP 50/7	Land off Abbey Road	Residential	200		19.83	Site-specific SFRA required as part of the planning application
WYHMA18 Reallocation of SWDP 51/1 Phase 2	Cheltenham Road, Evesham	Residential	663		22.5ha	
		Total	**1,190**			

Table 21: Housing/ Mixed Use Allocations – Pershore

SWDPR Reference	Site	Land Use	Indicative Number of Dwellings	Site Area (ha)	Specific Policy Requirements
WYPH01	Land south of Wyre Road	Residential	72	0.37	Site-specific SFRA required as part of the planning application
WYPH02	Land north of Wyre Road	Residential	28	1.58	
WYPH03; WYPH04; WYPH05	Land south of the Holloway	Residential	112	6.29	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.
WYHMA03 Reallocation of part of SWDP 47/1	Land to the north of Pershore	Residential	251	19.25	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 allowing for significant screening.
		Total	**463**		

Table 22: Housing / Mixed Use Allocations - Category 1 Settlements

SWDPR Reference	Settlement	Site	Land Use	Indicative Number of Dwellings	Available Employment Land (ha)	Site Area (ha)	Specific Policy Requirements
WYPHM14	Badsey	Combi-nation of land at rear of 34 Bretforton Road and Land at Brewers Lane	Residential	120		8.07	Proposals should include a green buffer to the adjoining development and reflect surrounding village character
WYPHM15	Broadway	Land off Kennel Lane	Mixed Use	30	1.09	2.25	

SWDPR Reference	Settlement	Site	Land Use	Indicative Number of Dwellings	Available Employment Land (ha)	Site Area (ha)	Specific Policy Requirements
WYPHM16	Broadway	Land adjacent to Station Road	Mixed Use	84	0	9.05	Proposals must include 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.
WYPH12	Crowle (and Crowle Green)	Land off Church Road	Residential	40		4.22	
WYPHM17	Drakes Broughton	Fresh Fields, Stonebow Road	Residential	25		1.86	
WYPHM18	Drakes Broughton	Thornleigh Farm, Stonebow Road	Residential	25		1.95	
WYPHM19	Fernhill Heath	Land west of Dilmore Lane	Residential	40		2.22	
WYPHM20	Hartlebury	Land off Southall Drive	Residential	52		2.91	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.

SWDPR Reference	Settlement	Site	Land Use	Indicative Number of Dwellings	Available Employment Land (ha)	Site Area (ha)	Specific Policy Requirements
WYPHM22	Inkberrow	Land to the rear of Withy-fields, Withybed Lane	Residential	30		1.29	
WYPHM23		Land off Withybed Lane	Residential	57		3.18	
WYPHM24	Offenham	Land imme-diately adjoining southern side of Boat Lane	Residential	10		0.41	
WYPHM25	Offenham	Land south of Three Cocks Lane	Residential	34		1.8	
WYPHM26	Offenham	Land off Laurels Road	Residential	37		2.03	
WYHMA13 Reallo-cation of SWDP 59/24	Offenham	Laurels Avenue	Residential	19		0.95	
WYPHM28	Upton Snodsbury	Land to the rear of Cutts Pool	Residential	24		1.36	
WYPHM29	Upton Snodsbury	Double Gates Farm, Pershore Road	Residential	18		1	
WYPHM30	Wychbold	Land at Chequers Lane	Residential	33		1.35	
			Total	**678**			

Table 23: Housing Allocations - Category 2 Settlements

SWDPR Reference	Settlement	Site	Land Use	Indicative Number of Dwellings	Site Area (ha)	Specific Policy Requirements
WYHMA14	Ashton under Hill	Station Road	Residential	6	1.13	
WYPH06	Bretforton	Land north of New Street	Residential	18	1	
WYPH07	Bretforton	Land west of Ivy Lane	Residential	30	1.47	Site-specific SFRA required as part of the planning application
WYPH08	Cleeve Prior	Land north east of Main Street	Residential	5	0.17	
WYPH09	Cleeve Prior	Site off Main Street	Residential	52	2.9	
WYPH10	Cropthorne	Land at the Daves, Middle Lane	Residential	13	0.56	
WYPH11	Cropthorne	Land at Middle Lane / Field Barn Lane	Residential	25	1.45	
WYPH13	Elmley Castle	Land at Mill End Racing Stables	Residential	27	1.47	
WYPH14	Defford	Land adjacent to Defford Motors, Upton Road	Residential	8	0.36	Site-specific SFRA required as part of the planning application
WYPH15	Defford	Land off Main Street, Defford Motors	Residential	8	0.27	
WYPH16	Defford	Land off Upton Road	Residential	11	0.45	
WYPH17	Himbleton	Land adjacent to and west of Galton Arms	Residential	12	1.1	Site-specific SFRA required as part of the planning application
WYPH18	Lower Moor	Blacksmith Lane	Residential	42	2.12	

SWDPR Reference	Settlement	Site	Land Use	Indicative Number of Dwellings	Site Area (ha)	Specific Policy Requirements
WYHMA16 Reallocation of SWDP 60/28	Overbury	Site adjacent Nine Acres	Residential	8	0.54	
WYPH19	Pinvin	Land west of Upton Snodsbury Road	Residential	34	1.85	
WYPH20	South Littleton	Long Hyde Road	Residential	11	0.46	
WYPH21	Tibberton	Speed the Plough, Plough Road	Residential	26	1.47	
			Total	**336**		

Table 24: Housing/ Mixed Use Allocations - Category 3 Settlements

SWDPR Reference	Settlement	Site	Indicative Number of Dwellings	Site Area (ha)	Specific Policy Requirements
WYPH22	Flyford Flavell	Meadowcroft, Bishampton Road	12	0.51	
WYPH23	North and Middle Littleton	Top Croft, Cleeve Road	6	0.71	
WYHP24	North and Middle Littleton	Land at junction of Cleeve Road and School Lane	17	0.7	
WYPH25	Sedgeberrow	Springfield Nurseries, Main Street	28	1.55	
		Total	**63**		

Employment Sites

Table 25: Proposed Employment Allocations

SWDPR Reference	Settlement	Site	Available Employment Land (ha)	Site Area (ha)	Specific Policy Requirements
WYPE02	Evesham	Land off Saw Mills Walk / Briar Close Business Park	0.87	0.87	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
WYPE03	Evesham	Land off Evesham Road, north of the Twyford roundabout	3.61	3.61	
WYPE04	Evesham	Land between Broadway Road and the A46	12.21	12.21	Site-specific SFRA required as part of the planning application
WYPE05	Evesham	Land south of Vale Park	0.75	4.74	
WYEA02 Reallocation of SWDP 51/3	Evesham	Vale Industrial Park	34	34	
WYPE06	Pershore (Wyre Piddle)	South of Keytec East Business Park	0.97	0.97	
WYPE07	Pershore (Wyre Piddle)	Keyetc East Business Park	0.73	0.73	Site-specific SFRA required as part of the planning application
WYPE08	Drakes Broughton	Adjacent to Drakes Broughton Business Park, Worcester Road	2.31	2.31	

SWDPR Reference	Settlement	Site	Available Employment Land (ha)	Site Area (ha)	Specific Policy Requirements
WYEA01 Reallocation of SWDP 49/3	Hampton Lovett	Stonebridge Cross Business Park	10	10	A green buffer, as shown on the Policies Map (8.4 ha) is required to preserve or enhance the significance of the Grade I Westwood House and its historic parkland.
WYPE09	Hartlebury	Hartlebury Trading Estate, Crown Lane	1.57	1.57	
WYPE10	Hartlebury	Hartlebury Trading Estate, Crown Lane	0.17	0.17	
WYPE11	Hartlebury	Hartlebury Trading Estate, Crown Lane	0.31	0.31	
WYPE12	Hartlebury	Hartlebury Trading Estate, Crown Lane	0.65	0.65	
WYPE13	Honeybourne	Two Shires Business Park, Weston Road	13.95	31.27	Site-specific SFRA required as part of the planning application
WYPE14	Upton Snodsbury	Snodsbury Farmhouse, Bow Wood Lane	1.71	1.71	
WYPE15	Tibberton	Eatons Farm, Church Lane	9.54	9.54	
		Total		**14.66**	

Reasoned Justification for SWDPR 71

71.1 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 Spa
- SWDPR 64 - Land at Union Lane, Droitwich Spa

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

Droitwich Spa

71.3 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.

71.4 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

71.5 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.

71.6 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

71.7 Pershore is a historic market town in the centre of Wychavon District situated on the River Avon and includes employment opportunities and facilities, including a main line rail station on the Cotswold Line situated to the north of the town. Pershore is well connected in transport terms to Worcester, Droitwich Spa and Evesham. 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 allocates dwellings at Pershore and employment development at Keytec East Business Park.

Category 1, 2 and 3 Settlements

71.8 Category 1, 2 and 3 villages (as defined in the Village Facilities and Rural Transport Study Update, 2024) provide a limited range of local services and retain a bus service. The Category 1 villages of Hartlebury and Honeybourne are also served by a rail station.

71.9 The dwellings allocated in villages 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).

71.10 Some parishes may wish to prepare neighbourhood plans to achieve the protection afforded by allocating housing and to identify specific types of housing to meet their village's needs. Proposals in a neighbourhood plan must be in general conformity with the strategic policies in this Plan, and policies in the NPPF.

Biodiversity

71.11 As outlined in the Plan Habitats Regulation Assessment (HRA), potentially functionally linked land associated with the Severn Estuary SPA and Severn Estuary Ramsar, known as Pershore Wetland Meadows covers approximately 24ha of public land along the banks of the River Avon in Pershore town and within close proximity to houses, many of which back onto the meadows themselves. Allocations WYHMA01 (Garage, High Street), WYPH01 (Land South of Wyre Road) and WYPH02 (Land North of Wyre Road) are located within 400m of Pershore Meadows.

71.12 There are also other allocations in Pershore including WYHMA03 (Land to the north of Pershore), WYHMA02 (Garage Court, Abbots Road), and WYPH03, WYPH04, WYPH05 (Land South of the Holloway) that are located near Pershore Wetland Meadows.

71.13 Given the proximity of these allocations as set out in Policy SWDPR 71, 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.



9. Implementation and Monitoring



SWDPR 72

Implementation and Monitoring

A. Planning obligations will be required to fund infrastructure projects that are directly related to specific development, particularly with regards to affordable housing, transport, green infrastructure, education health and other social infrastructure.

B. The Community Infrastructure Levy will be used to address the cumulative impacts of infrastructure in an area.

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.

D. Progress on the delivery of the SWDPR will be monitored annually.

Reasoned Justification for SWDPR 72

72.1 This policy focuses on the successful delivery of new development in the period until 2041, in line with the vision and objectives of the SWDPR and coordinated with strategic infrastructure provision and should be read in conjunction with SWDPR 10 Infrastructure.

72.2 The successful implementation of the Local Plan will depend on the actions and contributions of a wide range of organisations and bodies including the private, public and third sectors. Notwithstanding, the SWC have limited resources, they will have an important role to play in such areas as planning applications, infrastructure and economic development, lobbying for resources, transport, education and co-ordination. It will require effective working with service providers, agencies and the development industry to deliver.

72.3 The SWC considers that any one of the following circumstances would require a review of the Plan to commence or sustainable alternative / additional sites to be brought forward, as appropriate:

a) A failure of strategic policies SWDPR 01 – 11 when assessed against the Plan objectives and in particular a failure to deliver the amount of development required by policy SWDPR 02.

b) Evidence established through another LPA Local Plan process that its unmet strategic requirements can only be accommodated within South Worcestershire.

c) Changes in national planning policy or Ministerial Statements that mean one or more of the Plan's policies can no longer be effectively applied.

d) Evidence in the Authorities' Monitoring Report that one or more Plan policies are not achieving the Plan's objectives or are working contrary to the effective planning of the South Worcestershire area.

Delivery and Funding

72.4 The SWC and the county council have progressed an Infrastructure Delivery Plan (IDP), which has focused on identifying planned or required social, environmental and economic infrastructure at a detailed level.

72.5 The SWC will engage actively and closely with the public and private sector to deliver the objectives of the SWDPR and translate these objectives into positive outcomes for the whole community. This engagement will be achieved through strategic planning performance agreements, or other appropriate arrangements incorporating regular meetings and partnership working with landowners / developers, infrastructure and service providers and other key stakeholders. Close partnership working will enable the coordinated phasing and delivery of development, required infrastructure and funding (including developer contributions) to come forward.

72.6 Developers and their agents will be encouraged to enter into pre-application discussions with the LPA as well as undertaking early community engagement to ensure that their proposals comply with the SWDPR and the requirements set out in each SWC Statement of Community Involvement (SCI) are fulfilled.

72.7 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.

72.8 The Community Infrastructure Levy (CIL) Charging Schedule was adopted by the SWC 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.

72.9 CIL contributions will be collected by each individual charging authority and pooled to effectively deliver South Worcestershire wide infrastructure. The 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 Statements (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.

72.10 Planning obligations through Section 106 agreements will continue to provide funding to mitigate the impacts of development that are directly related to specific development such as highways, recreational facilities, education, health or affordable housing. CIL will be used to address the cumulative impacts of infrastructure in an area.

72.11 Other sources of public funding to support the delivery of the SWDPR objectives will be sought.

Governance

Background

72.12 Plan preparation and review will continue to be overseen by the elected members of the South Worcestershire Joint Advisory Panel which is supported by an Officer Steering Group made up of senior planning officers from each SWC and Worcestershire County Council.

Delivery Bodies

72.13 There are private and public sector bodies who have a role to play in the delivery of the SWDPR including: Worcestershire County Council, the Worcestershire Local Enterprise Partnership, Landowners, and Developers.

Working with the Community

72.14 Each of the partner authorities is committed to involving the public in the preparation of policies and guidance and in determining planning applications. The SCI for the SWC set out this approach in more detail.

72.15 Moreover, there are opportunities for local communities to produce their own neighbourhood plans that set out a vision and objectives for their areas and in future this will include the preparation of design codes. Neighbourhood plans are required to be in general conformity with the strategic policies in the Local Plan.

Development Viability

72.16 An overall viability assessment has been undertaken for South Worcestershire to firstly assess the impact of the Plan's policies on development viability and then to examine the cumulative impact of the policy requirements. The assessment methodology is consistent with national guidance and best practice.

72.17 The question that needs to be answered in any viability testing relates to the impact of the application of policies on the viability of development, given likely land values, and whether the developer will still be in a position to make a reasonable profit.

72.18 Viability testing on sites has been based on a calculation of the Gross Development Value (GDV) or combined value of the complete development, less the costs of creating the asset, including a profit margin to give a Residual Value (RV) for the development. The Residual Value can be defined as the upper limit of what a potential purchaser could offer for a site whilst still making a satisfactory profit margin. Residual Value can therefore be compared with an Existing Use Value or a Benchmark Land Value (EUV or BLV) as follows:

a) A viable development would be defined as a site where the Residual Value exceeds the viability threshold (the existing use value plus uplift).

b) Where the Residual Value is greater than EUV but less than the viability threshold, the site would be considered as marginal.

c) Where the Residual Value is less than the EUV the site would be considered unviable.

72.19 The viability work undertaken for the SWDPR has included stakeholder engagement with developers and planning consultants.

72.20 The main conclusion of the South Worcestershire Viability Study (2022) is that the proposed policies of the SWDPR and the CIL do not undermine the viability of development on the whole within South Worcestershire. In accordance with best practice, it is recommended that the Plan wide viability is reviewed on a regular basis to ensure that the Plan remains relevant as the property market cycle(s) change.

Monitoring Framework

Why do we need to monitor?

72.21 Monitoring and reviewing are an important part of Local Plan making as otherwise the effectiveness of policies and the need to review them cannot be determined.

72.22 Monitoring provides crucial feedback into the process of policy-making and review and helps to address questions such as:

a) Are policies achieving their objectives and delivering sustainable development?

b) Have policies had unintended consequences?

c) Is the planning context and the evidence base behind the policies still relevant?

d) Are targets being achieved?

e) Should different indicators be used?



How will the South Worcestershire Development Plan be monitored?

72.23 The South Worcestershire Authorities Monitoring Report (SWAMR) will be produced annually by the SWC. The SWAMR will assess the extent to which policies set out in the SWDPR are proving effective and whether targets are being met. Monitoring will assess progress in delivering the Vision and Objectives through the implementation of policies. The SWAMR will also report on SPDs and neighbourhood planning updates.

72.24 The SWAMR will also include updated housing trajectories, which will set out the net additional dwellings completed to date and the estimated future completions for the remainder of the SWDPR period.

72.25 In line with the Community Infrastructure Levy (Amendment)(England)(No.2) Regulations 2019 (requirement at Regulation 121A), and in addition to the SWAMR, the SWC will prepare annual Infrastructure Funding Statements (IFS), setting out the funding from developer contributions and the choices local authorities have made about how these contributions will be used and any identified spending priorities. The statements will also identify whether the SWDPR intends to fund the proposed infrastructure, either wholly or partly, via CIL or planning obligation.

72.26 To achieve the Plan targets and milestones the SWC will:

a) Approve planning applications that are consistent with the policies set out in the Plan.

b) Work in partnership with a range of public, private and voluntary sector organisations to co-ordinate investment and ensure the successful implementation and delivery of the vision, objectives and policies.

Glossary

Active Travel: Walking and cycling as opposed to motorised transport for the purpose of making everyday journeys.

Affordable Housing: The SWC have used the definition of Affordable Housing as set out in the NPPF, 2024 (Annex 2 Glossary).

Allocation: Land that has been identified for a specific use in the current development plan.

Air Quality Action Plan: A plan to improve the air quality in a specific location or area.

Air Quality Management Areas (AQMA): If a local authority identifies any locations within its boundaries where the Air Quality Objectives are not likely to be achieved, it must declare the area as an Air Quality Management Area. The area may encompass just one or two streets, or it could be much larger. The local authority is subsequently required to put together a plan to improve air quality in that area - an Air Quality Action Plan.

Ancient or veteran tree: A tree which, because of its age, size and condition, is of exceptional biodiversity, cultural or heritage value. All ancient trees are veteran trees. Not all veteran trees are old enough to be ancient but are old relative to other trees of the same species. Very few trees of any species reach the ancient life-stage.

Ancient Woodland: An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites.

Ancillary Use: A subsidiary or secondary use or operation closely associated with the main use of a building or piece of land.

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.

Article 4 Directions: A means by which a Local Planning Authority can bring within planning control certain types of development, or changes of use, which would normally be permitted development (i.e., not require an application for planning permission).

Authorities Monitoring Report: An annual monitoring report that assesses the implementation of the local development scheme and the extent to which policies in local development documents are being successfully implemented.

Biodiversity: The variety of different types of plant and animal life in a particular region. The Worcestershire Biodiversity Action Plan (BAP) is the County Council's response to the national biodiversity planning process. The Worcestershire BAP was produced in 1999 and consists of a series of Species and Habitat Action Plans, setting out current status, targets for protection and enhancement to be carried out by each partner organisation. This document takes the objectives of the UK Biodiversity Action Plan and translates them into a Worcestershire context, with targets and actions for each important habitat and species.

Biodiversity Net Gain: This is an approach to development and/or land management that aims to leave the natural environment in a better state than it was beforehand. The approach is used to avoid, mitigate or compensate for biodiversity losses arising from development.

Biomass: An energy resource derived from organic matter. These include wood, agricultural waste, and other living-cell material that can be burned to produce heat energy.

Brownfield: See Previously Developed Land.

Building for a Healthy Life (BHL): A new name for Building for Life 12, this is a design tool for creating places that are better for people and nature. The latest iteration has been written in partnership with Homes England, NHS England and NHS Improvement.

British Research Establishment Environmental Assessment Method (BREEAM): This is an environmental assessment for new non-residential buildings. A BREEAM assessment uses recognised measures of performance, which are set against established benchmarks, to evaluate a building's specification, design, construction and use. The measures used represent a broad range of categories and criteria from energy to ecology. They include aspects related to energy and water use, the internal environment (health and well-being), pollution, transport, materials, waste, ecology and management processes.

Canal & River Trust: Charitable organisation that maintains and promotes the enjoyment of the rivers and canals in England.

Carbon neutrality: This refers to achieving net zero carbon dioxide emission by balancing carbon emissions with carbon removal (often through carbon offsetting) or simply eliminating carbon emissions altogether. It is used in the context of carbon dioxide releasing processes associated with transportation, energy production, agriculture, and industrial processes.

City, Town, District and Local Centres: Locations where there are likely to be a high proportion of retail uses which may include food, drinks, clothing and household goods. They will also provide opportunities for a diversity of uses such as restaurants, cinemas and businesses. Local Centres will provide a range of lower order shops and services to meet the needs of nearby residents and businesses.

Climate Change: A significant and lasting change in weather patterns over time periods that range from decades to millions of years. This may result in a change in average weather conditions or the distribution of weather patterns, e.g., more or fewer extreme weather events. Climate change is caused by factors that include ocean currents, variations in solar radiation received by the earth, plate tectonics, volcanic eruptions and human-induced alterations of the natural world.

Combined Heat and Power (CHP): A technology that generates both heat and electricity from the same plant in an efficient process. Also known as cogeneration. CHP can use renewable or fossil fuels.

Commitments: Development proposals that already have planning permission or are allocated in adopted development plans.

Community Facilities: Buildings, services and land uses intended to meet the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community.

Community Infrastructure Levy (CIL): This is a charge that local authorities in England and Wales are empowered, but not required, to charge on most types of new development in their area. It can be used to fund a wide range of infrastructure to support new development e.g., transport schemes and schools that are needed to support the development of the local area.

Conservation Area: An area of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance. It is statutory recognition of the value of a group of buildings and their surroundings and of the need to protect not just individual buildings, but the character of the area as a whole.

Custom Housebuilding: Custom housebuilding typically involves individuals or groups of individuals commissioning the construction of a new home or homes from a builder, contractor or package company. In a modest number of cases, people will engage in physically building a house for themselves or will work with sub-contractors to do so. This latter form of development is also known as 'self-build'.

Curtilage: The area normally within the boundaries of a property surrounding the main building and used in connection with it.

Decentralised Heat Network: Where heat generated from non-gas or electricity grid sources (such as Combined Heat and Power or biomass) is piped to a number of users in a building or community.

Designated Rural Area: National Parks, National Landscapes and areas designated as 'rural' under Section 157 of the Housing Act 1985.

Design Codes: A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area. Design Guide: A document providing guidance on how development can be carried out in accordance with good design practice, often produced by a local authority.

Development Management: Development Management (Development Control) is the element of the UK system of Town and Country Planning through which local government regulates land use and new building. It deals with the assessment of planning applications and their determination, the discharge of associated conditions and appeals arising out of the refusal of consent.

Development Plan: A Development Plan Document forms part of, or the whole of, a Local Plan. It is a statutory document which sets out the local authority's policies and proposals for development and land use in their area. The SWDPR forms a key part of the development plan and guides and informs planning decisions. The development plan also includes minerals and waste plans prepared by the County Council and any adopted neighbourhood plans.

Edge of centre: The SWC have used the definition of Edge of Centre for retail purposes as set out in the NPPF (Annex 2 Glossary).

Employment Land: Land that is used to provide for office, commercial, industrial, research and development and warehousing development that generates or safeguards job-related activities.

Environment Agency: The statutory government body responsible for protecting and enhancing the environment in England and Wales, particularly in respect to flooding, water and air quality.

Environmental Character Area (ECA): Green Infrastructure ECAs have been developed for Worcestershire. They set an overall strategic approach for interventions within the areas based on the quality of green infrastructure. Each ECA is complemented by evidence highlighting overarching principle and primary objectives for each of the contributing green infrastructure characteristics.

Environmental Impact Assessment (EIA): A procedure to be followed for certain types of projects to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

Extra Care Housing: Housing designed with the needs of frail / older people in mind and offering varying levels of care and support on site. People who live in extra care housing have their own self-contained homes, their own front doors and a legal right to occupy the property. It is also known as very sheltered housing, assisted living, or simply as "housing with care". It comes in many built forms, including blocks of flats, bungalow estates and retirement villages. It is a popular choice among older people because it can sometimes provide an alternative to a care home.

Fabric First: An approach to building design that involves maximising the performance of the components and materials that make up the building fabric itself, before considering the use of mechanical or electrical building services systems. This can help reduce capital and operational costs, improve energy efficiency and reduce carbon emissions. A fabric first method can also reduce the need for maintenance during the building's life.

First Homes: 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. They are the government's preferred discounted market tenure and should account for at least 25% of all affordable housing units delivered by developers through planning obligations.

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, 2023.

Flood Risk Assessment: an assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

Green Belt: The NPPF (paragraph 137) indicates that the aim of green belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of green belts are their openness and their permanence. The Green Belt serves five purposes:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns;
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Greenfield: Land that has not been developed previously. Applies to most sites outside built-up areas and land in built-up areas such as private residential gardens, parks, recreation grounds and allotments.

Green Infrastructure (GI): A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

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.

Geodiversity: Geodiversity is an understanding of the variety of rocks, minerals, fossils, soils, landforms and natural processes that make up the physical environment, landscape, fuels and raw materials that society operates within and uses.

Gypsy and Traveller Accommodation Assessment (GTAA): A study that assesses the accommodation needs of Gypsies, Travellers and Travelling Showpeople.

Habitat Regulation Assessment (HRA): The process that competent local authorities must undertake to consider whether a proposed development plan or programme is likely to have significant effects on a European site (see National Site Network) designated for its nature conservation interest.

Health Impact Assessment (HIA): A tool used to predict the health implications of a planning proposal on a population. It ensures that the effects of development on both health and health inequalities are considered and addressed during the planning process.

Health Inequalities: A term used to describe the avoidable, unfair and systematic differences in health status or social health determinants between different population groups or communities.

Heat Mapping: A heat map is a spatial plan of existing and planned buildings which shows potential heat demand and the potential location of decentralised energy and heat generating equipment.

Heavy Duty Vehicle (HDV): A mechanically propelled road vehicle that is:

- Of a construction primarily suited for the carriage of goods of burden of any kind; and
- Designed or adapted to have a maximum weight exceeding 3,500 kilogram when in normal use and travelling on a road laden.

Heritage Asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the Local Planning Authority (including local listing).

Historic England: The government's statutory adviser on the historic environment, championing historic places and helping people to understand, value and care for them.

Homes Quality Mark: The Home Quality Mark developed by BRE, provides impartial information from independent experts on a new home's quality and sustainability. It indicates to householders high standards for running costs, health and wellbeing benefits, and environmental footprint associated with living in the home.

Household Projections: Produced by the Office for National Statistics Sub-National Population Projections. The projections are trend-based and indicate the number of additional households that will form if recent demographic trends continue.

Houses in Multiple Occupation (HMO): Small shared houses occupied by between three and six unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom.

Infrastructure: Basic services necessary for development to take place; for example, roads, electricity, sewerage, water, education and health facilities.

Infrastructure Delivery Plan (IDP): It sets out the amount and type of infrastructure needed to deliver the level of development proposed in the SWDPR. It addresses physical infrastructure (such as transport and utilities), social infrastructure (such as schools and community facilities) and a range of green infrastructure. The IDP has been produced in close consultation with the County Council and the various infrastructure providers.

Infrastructure Funding Statement (IFS): An annual report published by the SWC containing details of income and expenditure from the Community Infrastructure Levy and Section 106 planning obligations relating to the previous financial year. The report also identifies infrastructure projects or types of infrastructure that the SWC intends to fund wholly or partly by the levy.

Key Services: Includes a shop and / or post office / general store, (a general store and post office count as 2 key services, whether in separate locations or combined in one building), General Practitioner's Surgery, Primary / Secondary School, Village / Parish Hall or Employment Opportunity (within 1 km of the settlement).

Land Cover Parcel: The smallest-scale assessed area within a Landscape Character Assessment.

Landscape and Visual Impact Assessment: This is defined as those impacts that "result from changes to the landscape or visual amenity caused by the proposed development in conjunction with other developments (associated with or separate to it), or actions that occurred in the past, present or are likely to occur in the foreseeable future". From Guidelines for Landscape and Visual Impact Assessment; Third edition, 2013, Landscape Institute.

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

Light Duty Vehicle (LDV): A passenger vehicle that has a seating capacity for 12 passengers or less.

Listed Building: A building of special architectural or historic interest. Listed buildings are graded I, II* or II, with grade I being the highest. Listing includes the interior as well as the exterior of the building and any buildings or permanent structures within its curtilage.

Live / work unit: A purpose-designed single unit enabling the occupiers to live and work within the same building.

Local Development Order: An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

Local Distinctiveness: The particular and usually positive features of a locality that contribute to its special character and sense of place, often distinguishing one local area from another.

Local Enterprise Partnership (LEP): A partnership between local authorities and businesses to enable business and civic leaders to come together to promote sustainable local economic growth.

Local Plan: An individual or collection of development plan documents forming the statutory development plan prepared by an individual local planning authority.

Local Plan Examination: An examination undertaken by an independent planning inspector into the legal compliance and soundness of the proposed Plan.

Local Transport Plan (LTP): The LTP is a five-year strategy for the development of local, integrated transport schemes and improvements. The LTP also forms a bid to Government for funding of the improvements. LTP4 was adopted by Worcestershire County Council in November 2017 and covers the period 2018-2030.

Masterplan: A spatial layout outlining the preferred land uses and the overall approach to the layout of a development.

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 1,000m^2 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)

Management Train Approach: This is set out in “Planning for SuDS – Making it Happen” (CIRIA C687 London, 2010).

National Design Guide: Sets out the characteristics of well-designed places and demonstrates what good design means in practice.

National Highways: An Executive Agency of the Department for Transport, responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport.

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 National Landscape Management Plans set out the vision, outcomes, ambitions and policies to guide the management of the National Landscape; within South Worcestershire these are produced by Cotswolds Conservation Board and Malvern Hills National Landscape Partnership.

National Planning Policy Framework (NPPF): The NPPF is produced by MHCLG and sets out the government’s planning policies for England and how these should be applied.

National Planning Practice Guidance (NPPG): The NPPG is produced by MHCLG and sets out in a web-based format the government’s planning practice guidance covering a range of land use planning topics.

National Site Network: Established in the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 and includes new and existing Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) in the UK. SACs and SPAs no longer form part of the EU’s Natura 2000 ecological network.

Natural England: The government’s adviser for the natural environment in England, helping to protect nature, habitats and safeguard landscapes for public enjoyment and services they provide.

Natural Environment Research Council (NERC): A British Research Council that supports research, training and knowledge transfer activities in the environmental sciences.

Neighbourhood Plans: These can be prepared by a parish or town council or neighbourhood forum to establish general planning policies or allocate land for development in a particular neighbourhood. Subject to conformity with the strategic policies in the local plan, an independent examination and support in a community referendum, neighbourhood plans can become part of the development plan.

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, private garden space, car parking areas, incidental open space and landscaping and children's play areas where these are to be provided.

Older People: People over retirement age, including the active, recently retired through to the very frail elderly, whose housing needs can include accessible, adaptable general needs housing and the full range of retirement and specialised housing for those with support or care needs.

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.

Open Space Assessment: An assessment of needs and deficiencies in open spaces across South Worcestershire in order to establish local provision standards.

Palaeoenvironmental Deposits: Archaeological deposits containing preserved material such as plant remains or pollen, which can provide information on the environment of a site and its surroundings in the past.

Planning Obligations: See Section 106 Agreements.

Previously Developed Land (PDL): Land that is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Primary Shopping Area: Defined area where retail development is concentrated (generally comprising the primary shopping frontage).

Primary Shopping Frontages: Primary shopping frontages are likely to include a high proportion of retail uses including food, drinks, clothing and household goods.

Priority Habitats and Species: Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Public Realm: The space between and within buildings and developments that are publicly accessible, including streets, squares, parks and open spaces.

Ramsar Sites: Wetlands of international importance that have been designated under the criteria of the Ramsar Convention on Wetlands because they are representative, rare or unique wetland types or for their importance in conserving biological diversity. Many Ramsar sites overlap with SACs and SPAs and may be designated for the same or different species and habitats.

Renewable and Low Carbon Energy: Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels). Examples of low carbon energy technologies include anaerobic digestion, combined heat and power, ground and air source heat pumps.

Rural Exception Site: Rural exception sites should be small sites, solely for affordable housing and on land within or adjoining existing small rural communities, which would not otherwise be released for the development of general market housing. The affordable housing provided on such sites should meet local needs in perpetuity and count towards the overall level of housing provision. The rural exception site policy applies to windfall sites.

Rural Workers: Person(s) employed, but not exclusively, under contract of employment or apprenticeship, in or on rural premises in an agricultural, horticultural, forestry or pastoral occupation.

Scheduled Monument: A nationally important archaeological site or historic building, given legal protection against unauthorised change. The protection is provided under the Ancient Monuments and Archaeological Areas Act 1979.

Section 106 Agreement: Legally enforceable agreements between a planning authority and a developer which ensure that necessary mitigating works related to development are undertaken.

Self-Build: Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

Sequential Approach: A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, town centre retail sites are preferred to out-of-centre sites.

Sequential Test: The sequential test compares the site being proposed to be developed with other available sites to find out which has the lowest flood risk. It enables planners and decision makers to objectively compare different sites in order to steer development towards the lowest flood risk areas.

Settlement Hierarchy: In the SWDPR, settlements are categorised as part of a hierarchy based on the services and facilities available in that settlement.

Significant Gaps: A local planning designation intended to protect the setting and separate identities of settlements by helping to avoid coalescence; retaining the existing settlement pattern by maintaining openness; and securing quality of life benefits of having open land adjacent to where people live.

Site of Special Scientific Interest (SSSI): A conservation designation that usually describes an area of particular interest to science due to the rare species of fauna or flora it contains, or important geological features that lie within its boundaries.

Social Rented: This is housing available to rent at below market levels. Lower rents are possible because the government subsidises local authorities and registered social landlords in order to meet local affordable housing needs.

Special Area of Conservation (SAC): Protected areas in the UK included within the National Site Network.

Special Protection Area (SPA): Protected areas in the UK included within the National Site Network.

Special Wildlife Site: A local / wildlife site identified by the Worcestershire Wildlife Trust and Worcestershire Special Wildlife Sites Partnership.

Statement of Community Involvement (SCI): Sets out how local planning authorities intend to engage with local communities, businesses and other interested parties when developing and reviewing planning documents and determining planning applications.

Strategic Flood Risk Assessment (SFRA): A SFRA is a high-level assessment of flood risk carried out by or for planning authorities. The SFRA sets the context and parameters for more detailed Flood Risk Assessments associated with planning applications.

Strategic Highway Network: Refers to the network of motorways and trunk roads.

Strategic Housing Market Assessment (SHMA): A study to analyse data and trends relating to local housing markets including affordable housing.

Strategic Housing and Employment Land Availability Assessments (SHELAA): The SHELAA identifies a future supply of land which is suitable, available and achievable for housing and economic development uses over the Plan period.

Strategic Sites: These are large sites of 1,000 dwellings or more that offer significant opportunities for sustainable growth and are considered vital to the delivery of the SWDPR objectives. They are allocated for housing, employment and supporting uses.

Standard Method: The standard method uses a nationally prescribed formula to identify the minimum number of homes expected to be planned for, in a way which addresses projected household growth and historic under-supply.

Strategic Environmental Assessment (SEA): The Strategic Environmental Assessment Directive requires the environmental effects of certain plans to be assessed.

Supplementary Planning Document (SPD): A Supplementary Planning Document may cover a range of issues, thematic or site-specific, and provides more detailed guidance on policies and proposals in an adopted Local Plan.

Supported Housing: Supported housing is typically defined as housing where support and/or care services are provided to help people to live as independently as possible. Supported housing provides homes for a wide range of people including older people, people with a learning disability and autistic people, people with mental health related needs, vulnerable young people and people who have experienced homelessness.

Sustainability Appraisal: The sustainability appraisal assesses the social, environmental and economic effects of the strategies and policies in a Local Plan during its preparation. Also see Strategic Environmental Assessment (SEA).

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, 2023 (paragraphs 7 – 14) sets out a definition of sustainable development and explains how it is to be identified and delivered.

Sustainable Drainage System (SuDS): Efficient drainage system that seeks to manage storm water locally, to enable natural drainage and encourage water infiltration.

Town Centre: Includes the primary shopping area and areas predominantly occupied by main town centre uses.

Travellers and Gypsies: National planning policy defines gypsies and travellers as “persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group

of travelling showpeople or circus people travelling together as such" (Planning Policy for Traveller Sites DCLG, August 2015). For the purposes of policy SWDPR20, 'travellers' means 'gypsies and travellers'.

Travellers and Travelling Showpeople pitches and plots: A 'pitch' refers to a pitch on a 'gypsy and traveller' site whereas a 'plot' refers to a pitch on a 'travelling showpeople' site (also sometimes called a 'yard').

Travelling Showpeople: National planning policy defines travelling showpeople as "members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who, on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age, have ceased to travel temporarily, but excludes Gypsies and Travellers" (Planning Policy for Traveller Sites DCLG, August 2015).

Urban Biodiversity Corridors: As part of enhancing the wider green infrastructure and biodiversity networks these corridors protect existing biodiversity within the urban areas. They help to connect habitat fragments, allowing for wildlife to move between spaces thereby improving biodiversity and species dispersal within the urban landscape.

Use Classes: The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. 'Change of use' can occur within the same Use Class or from one Use Class to another. Depending on the specifics of any proposed change of use, including any building work associated with the proposal, it may require an application for planning permission or prior approval. Please see the Town and Country Planning (Use Classes) Order 1987 (as amended) for the most up to date definitions.

Village Facilities and Rural Transport Survey: An assessment of the facilities and public transport services that is available in each of South Worcestershire's rural settlements. See also Key Services.

Waste Core Strategy: A Worcestershire County Council guide to planning for waste management facilities in the county until 2027.

Water Framework Directive (WFD): The Water Framework Directive promotes a positive approach to water management. The Directive helps to protect and enhance the quality of surface freshwater (including lakes, streams and rivers), groundwater, and dependent ecosystems, estuaries and coastal waters one mile out from low tide.

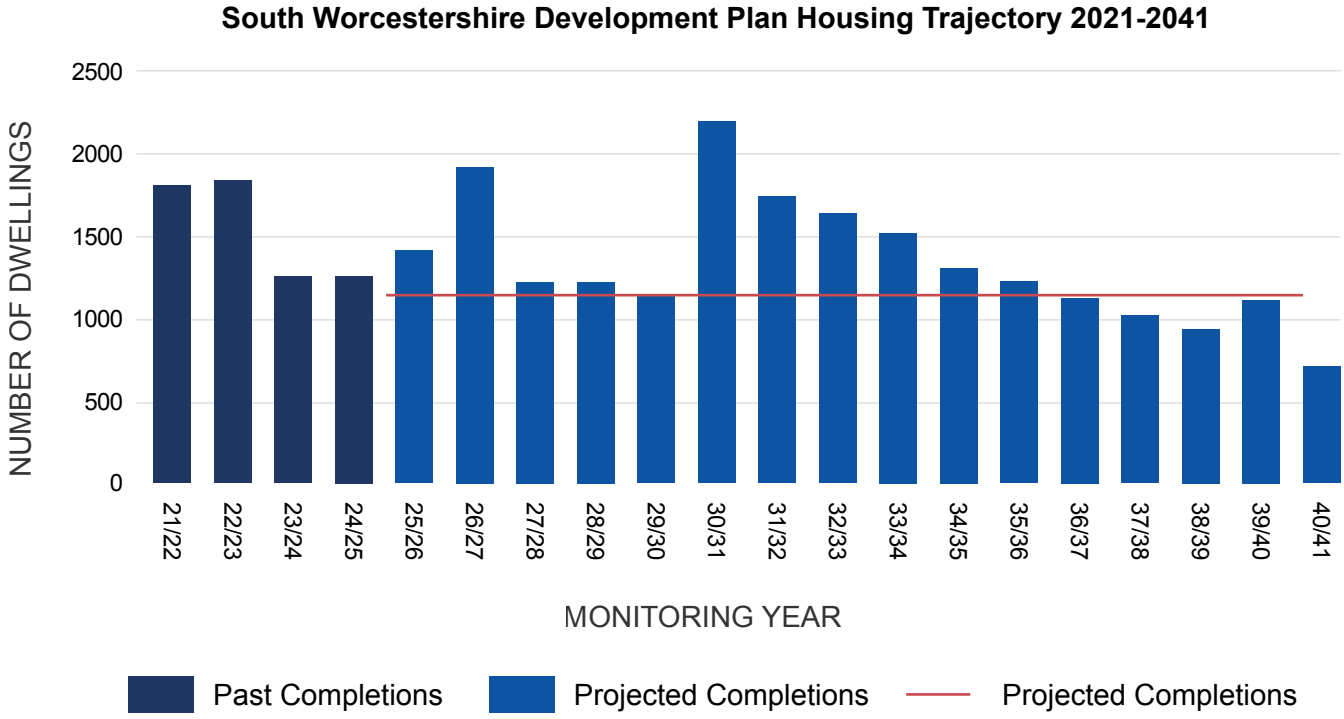
Windfall: Sites that have not been specifically identified in the SWDPR. They are sites that have unexpectedly become available and that may be suitable for development.

Worcestershire Local Enterprise Partnership: See Local Enterprise Partnership.

Worcestershire Minerals Local Plan (2018-2036): A Worcestershire County Council Plan that guides mineral development in the county and sets criteria against which applications for the extraction of minerals and related developments will be assessed. The Plan was adopted in 2022.

ANNEX A:
Housing Trajectory

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.



ANNEX B:

Rural Hierarchy of Settlements (SWDPR 03)

The results of the Village Facilities and Rural Transport Study Update (2024) 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)

Malvern Hills District	Wychavon District
Callow End	Badsey
Clifton upon Teme	Bredon
Great Witley	Broadway
Hallow	Crowle and Crowle Green
Hanley Swan	Drakes Broughton
Kempsey	Fernhill Heath
Lower Broadheath	Hartlebury
Martley	Honeybourne
Suckley	Inkberrow
Welland	Offenham
	Ombersley
	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	Bretforton
Astley	Church Lench
Bayton	Cleeve Prior
Broadwas	Cropthorne
Clows Top	Defford
Holt Heath	Eckington
Powick (inc. Colletts Green)	Elmley Castle
Tunnel Hill	Harvington
	Himbleton
	Littleworth
	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
Grimley	Bishampton
Knightwick	Cutnall Green
Leigh Sinton	Flyford Flavell
Lindridge	Hanbury
Mamble	North and Middle Littleton
Rushwick	Norton Juxta Kempsey (Also known as Brockhill Village and Norton)
Shrawley	Pebworth
	Sedgeberrow
	Stoke Prior
	Sytchampton

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
Berrow	Abbots Morton
Bransford	Aston Somerville
Broadheath	Beckford
Brockamin	Bevere
Bushley with Bushley Green	Birlingham
Castlemorton	Blackminster

Category 4 (continued)

Malvern Hills District	Wychavon District
Clifton	Bredon's Hardwick
Corse Lawn	Bredon's Norton
Cotheridge	Broughton Hackett
Dunley	Charlton
Eardiston	Childswickham
Earls Croome	Conderton
Eastham	Cookhill
Guarlford	Crossway Green
Hanley Castle	Elmbridge
Kinnersley	Fladbury
Knighton	Grafton Flyford
Leigh	Great / Little Comberton
Little Witley	Hampton Lovett
Longdon	Hinton on the Green
Madresfield	Kemerton
Menithwood	Kington and Dormston
Monkwood	Martin Hussingtree
Newland	Netherton
Newnham Bridge	Norton and Lenchwick
Pendock	Oldfield
Ripple	Peopleton
Rye Street	Rous Lench
Severn Stoke	Sale Green
Shelsley Beauchamp	Stock and Bradley
Sinton Green	Stoulton and Hawbridge
Smith End Green	Strensham
Stanford on Teme	Summerfield

Category 4 (continued)

Malvern Hills District	Wychavon District
Stockton on Teme	Throckmorton
Stoke Bliss	Upton Warren
Upper Rochford	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
Abberley Village	Abberton
Alfrick Pound	Aldington
Baughton	Atch Lench
Birts Street	Broad Marston
Frith Common	Dunhampstead
Gilberts End	Hadzor
Green Street	Hatfield
Hanley Childe	Hindlip
High Green	Huddington
Kerswell Green	Kinsham
Lower Sapey	Naunton Beauchamp
Naunton	Northampton

Malvern Hills District	Wychavon District
Pensax	Oddingley
Ryall and Holly Green	Uphampton
Shoulton	
Stanford Bridge	
Stonehall	
Uckinghall	
Upper Welland	

ANNEX C:

Marketing Requirements (SWDPR 12, SWDPR 15, SWDPR 16, SWDPR24, SWDPR 26, SWDPR47)

The marketing requirements in respect of SWDPR 12, SWDPR 15, SWDPR 16, SWDPR 24, SWDPR 26 and SWDPR 47 are:

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. 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.

B. The sale/rental price are realistic when compared to other similar property in the relevant part of South 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 uses of the property or proposed use in the case of custom and self-build plots.

   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, sold or re-sold 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) and live-work units (SWDPR 15)

The NPPF states that local planning authorities should avoid allowing isolated new homes in the countryside unless there are special circumstances such as: ‘’there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside’’.

This ‘’essential need’’ should be evidenced, to demonstrate that it is essential to the proper functioning of the enterprise for one or more workers to be readily available on site during the majority of the time.

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 condition.

Economic sustainability of the enterprise

Evidence will be required to establish the following:

A. In the case of a proposal for a permanent dwelling, that the existing enterprise is economically viable and has clear prospects of remaining as such; or in the case of a proposal for a temporary dwelling, that the new or proposed enterprise has been planned on a sound financial basis; and

B. That the size of the dwelling proposed is commensurate with the established functional requirement of the enterprise.

Occupancy Conditions

To ensure that the dwellings are kept available for meeting need for as long as it exists, occupancy conditions will be placed on the dwelling. The condition will only allow occupation by someone solely, mainly, or last working in agriculture, forestry or another essential rural enterprise in the area as a whole and not just on that particular unit.

SWDPR 15 Employment in Rural Areas - Live-Work Unit

SWDPR 15 Employment in Rural Areas at criteria C sets out a requirement for the applicant to demonstrate when applying for a live / work permission that the business element of the proposal has been established for 3 years or more. Evidence is required to demonstrate that the existing enterprise is economically viable and has clear prospects of remaining as such. This should be demonstrated with supporting financial information relating to the business e.g. forward business plan and trading details for the preceding 3 years or more.

ANNEX E:
Nationally Described Space Standards

The standard requires that[3]:

A. The dwelling provides at least the Gross Internal Floor Area (GIA) and built-in storage area set out in Table 1 below.

B. A dwelling with two or more bedspaces has at least one double (or twin) bedroom.

C. In order to provide one bedspace, a single bedroom has a floor area of at least 7.5m^2 and is at least 2.15m wide.

D. In order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m^2.

E. One double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide.

F. Any area with a headroom of less than 1.5m is not counted within the GIA unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m2 within the GIA).

G. Any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all.

H. A built-in wardrobe counts towards the GIA and bedroom floor area requirements but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m^2 in a double bedroom and 0.36m^2 in a single bedroom counts towards the built-in storage requirement.

I. The minimum floor to ceiling height is 2.3m for at least 75% of the GIA.

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3 Technical housing standards – nationally described space standard - GOV.UK

Table 1: Minimum GIA and storage areas (m^2

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

*Notes (added 19 May 2016):

Built-in storage areas are included within the overall GIAs and include an allowance of 0.5m^2 for fixed services or equipment such as a hot water cylinder, boiler or heat exchanger.

GIAs for one storey dwellings include enough space for one bathroom and one additional WC (or shower room) in dwellings with 5 or more bedspaces. GIAs for two and three storey dwellings include enough space for one bathroom and one additional WC (or shower room). Additional sanitary facilities may be included without increasing the GIA provided that all aspects of the space standard have been met.

Where a 1b1p has a shower room instead of a bathroom, the floor area may be reduced from 39m^2 to 37m^2, as shown bracketed.

Furnished layouts are not required to demonstrate compliance.

ANNEX F:
Minerals and Waste Safeguarding

Table 1: SWDPR Site Allocations within Mineral Consultation Areas which will be required to address mineral safeguarding (see Policy SWDPR 43 and the Worcestershire Minerals Local Plan)

Allocation Reference	Site
SWDPR55	Worcestershire Parkway - south east section
SWDPR56	Rushwick (excluding proposed railway station)
MHPH09	Glen Rise, 32 Hallow Lane, Lower Broadheath
WYPE03	Land off Evesham Road, North of the Twyford Roundabout
WYPHM19	Land west of Dilmore Lane, Fernhill Heath
WYPH03	Land adjacent to Conningsby Drive, Pershore
MHPE06	Land to the west of Worcester Road, Open Barn Farm, Kempsey
WYPH14	Land Adjacent to Defford Motors, Upton Road, Defford
WYPH16	Land off Upton Road, Defford
WYPH15	Land off Main Street, Defford Motors, Defford
WYPH10	Land at the Daves, Middle Lane, Cropthorne
WYPHM25	Land south of Three Cocks Lane, Offenham
WYPHM26	Land off Laurels Road, Offenham
WYPH18	Blacksmiths Lane, Lower Moor
MHPH08	Land south of Stourport Road
MHPH15	Land at Milestone, Tunnel Hill
MHPH16	Broomfields Farm Shop, School Plantation, Holt Heath
WYPH11	Land at Middle Lane / Field Barn Lane, Cropthorne
SF07	Solar Farm at Ryall House Farm, Ryall

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)

Allocation Reference	Site
WYPE13	Two Shires Park, Weston Road, Honeybourne
MHPE07	Land at Bluebell Farm, Earls Croome, WR8 9DJ
MHPE08	Land to the north of Digaway, Ryall
SF07	Solar Farm at Ryall House Farm, Ryall

Table 3: SWDPR Site Allocations within 250m of an existing waste management facility which will be required to address waste safeguarding (see Policy SWDPR 43 and the Worcestershire Waste Core Strategy)

Allocation Reference	Site
SWDPR55	Worcestershire Parkway – north-west of Parkway rail station
WYPE13	Two Shires Park, Weston Road, Honeybourne
WYPH24	Land at Junction of Cleeve Road and School Lane, Middle Littleton
MHPE07	Land at Bluebell Farm, Earls Croome, WR8 9DJ
WYPE09	Hartlebury Trading Estate, Crown Lane, Hartlebury
WYPE10	Hartlebury Trading Estate, Crown Lane, Hartlebury
WYPE11	Hartlebury Trading Estate, Crown Lane, Hartlebury
WYPE12	Hartlebury Trading Estate, Crown Lane, Hartlebury
MHPE08	Land to the north of Digaway, Ryall
MHPH06	Land to the west of Terrills Lane, Tenbury Wells
SF07	Solar Farm, Ryall House Farm, Ryall
SF09	Solar Farm, Land at Pendock

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.

Allocation Reference	Site
SWDPR56	Rushwick (proposed railway station area only)
SWDPR57	Mitton
WYPH03 / WYPH04 / WYPH05	Land West of Dowling Drive (Land south of the Holloway), Pershore
WYPH19	Land West of Upton Snodsbury Road, Pinvin
WYPHM22	Land to the rear of Withyfields, Withybed Lane, Inkberrow
MHPE08	Land to the north of Digaway, Ryall
WYPH02	Land off Wyre Road North, Pershore
WYPE07	Keytec East Business Park, Wyre Piddle
WYPHM28	Land to the rear of Cutts Pool, Upton Snodsbury
WYPHM08	Land to the west of Lingfield Road, Evesham
WYPHM29	Double Gates Farm, Pershore Road, Upton Snodsbury
WYPE08	Adjacent to Drakes Broughton Business Park, Worcester Road, Drakes Broughton
WYPHM30	Land at Chequers Lane, Wychbold
WYPHM11	Land off Swan Lane / High Street, Evesham
SWDPR 64	Land north / south of Union Lane, Droitwich Spa
WYPH17	Land adjacent to and west of Galton Arms, Himbleton
WYPHM12	Riverside Shopping Centre, Evesham
WCHO04	Checketts Lane Industrial Estate, Checketts Lane, Worcester
WCHO03	Land off Oak View Way, Bromyard Road, Worcester
SWDPR 65	Land at Navigation Road, Diglis, Worcester
MHPE09	Plot 1 Severn House, Crown East, Rushwick
MHPE10	Plot 2 Severn House, Crown East, Rushwick
WYPHM07	Canal Basin (Netherwich), Droitwich Spa
MHPH14	Land south of Old Malvern Road, Collets Green
WYPH19	Land west of Upton Snodsbury Road, Pinvin
SWDPR55	Land at Cales Farm, Malvern

Allocation Reference	Site
SWDPR55	Land at Cales Farm, Malvern
WYPE102	South of Keytec East Business Park, Pershore (Wyre Piddle)
WYPHM17	Fresh Fields, Stonebow Road, Drakes Broughton
WYPHM24	Land immediately adjoining southern side of Boat Lane, Offenham
WYPE02	Land off Saw Mills Walk / Briar Close Business Park, Evesham
WYPH01	Land off Wyre Piddle Road, Pershore
WYPE14	Snodsbury Farmhouse, Bow Wood Lane, Upton Snodsbury
WYPHM18	Thornleigh Farm, Stonebow Road, Drakes Broughton)
WCHO02	Land at the rear of 14 – 20 Barbourne Road, Worcester
SWDPR63	Land at Hanbury Road, Hadzor Locks, Droitwich Spa
WCMU03	Fire Station / Crowngate / Angel Place / The Butts
WCMU02	Lowesmoor Wharf
WCMU06	Shrub Hill Opportunity Zone (Mixed Use)
WCMU08	Cathedral Quarter and Sidbury: Cultural Facilities
SWDPR 68A	Broomhall (Worcester South Urban Extension)
SWDPR 68B	Temple Laugherne (Worcester West Urban Extension)
WCREAL02	Sansome Walk Swimming Pool
WCREAL05	County Council Offices, Bilford Road
WCREAL09	Former Zig Zag site, St John's
WCREAL10	Royal Worcester Porcelain – Gap Site
WYHMA11	Land behind Lichfield Avenue, Evesham
WYHMA12	Land off Abbey Road, Evesham
MHHA07	Land off A4104, north east of Upton Marina
MHHA11	Land adjacent to Henwick Mill House, Martley Road, Lower Broadheath
WYHMA13	Laurels Avenue, Offenham
MHHA12	Land at Wheatfield Court, Callow End
WYHMA08	Employment site, top of Kings Road, Evesham
MHHA08	Land at the Orchard, Abberley Common

Allocation Reference	Site
WYEA01	Stonebridge Cross Business Park, Hampton Lovett
WYEA02	Vale Industrial Park, Evesham
SF02	Solar Farm, Land off Alcester Road, Harvington
SF03	Solar Farm, Land at Cropthorne
SF05	Solar Farm, Land to rear of Wadborough Road, Norton

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

Allocation Reference	Site
WYPH23	Top Croft, Cleeve Road, Middle Littleton
WCMU06	Shrub Hill Opportunity Zone
SWDPR59	Development at North East Malvern (Newland)
WCREAL05	County Council Offices, Bilford Road
WYHMA08	Employment site, top of Kings Road

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.

Allocation Reference	Site
WCMU06	Shrub Hill Opportunity Zone

ANNEX G:

Superseded Policies and Proposals

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).

Table 1: Policies superseded or deleted by the adoption of the SWDP

SWDP Policy Reference	Policy Name	Status and new policy reference where superseded
SWDP 1	Overarching Sustainable Development Principles	Deleted
SWDP 2	Development Strategy and Settlement Hierarchy	Superseded by SWDPR 03 The Spatial Development and Settlement Hierarchy
SWDP 3	Employment, Housing and Retail Provision Requirement and Delivery	Superseded by SWDPR 02 Employment, Housing and Retail Requirements
SWDP 4	Moving Around South Worcestershire	Superseded by SWDPR 06 Transport
SWDP 5	Green Infrastructure	Superseded by SWDPR 07 Green Infrastructure
SWDP 6	Historic Environment	Superseded by SWDPR 09 Historic Environment
SWDP 7	Infrastructure	Superseded by SWDPR 10 Infrastructure
SWDP 8	Providing the Right Land and Buildings for Jobs	Superseded by SWDPR 12 Providing the Right Land and Buildings for Jobs
SWDP 9	Creating and Sustaining Vibrant Centres	Superseded by SWDPR 13 Promotion of Town, District and Local Centres
SWDP 10	Protection and Promotion of Centres and Local Shops	Superseded by SWDPR 13 Promotion of Town, District and Local Centres
SWDP 11	Vale of Evesham Heavy Goods Vehicle Control Zone	Deleted
SWDP 12	Employment in Rural Areas	Superseded by SWDPR 15 Employment in Rural Areas
SWDP 13	Effective Use of Land	Superseded by SWDPR 16 Effective Use of Land
SWDP 14	Market Housing Mix	Superseded by SWDPR 17 Housing Mix and Standards

SWDP Policy Reference	Policy Name	Status and new policy reference where superseded
SWDP 15	Meeting Affordable Housing Needs	Superseded by SWDPR 19 Meeting Affordable Housing Needs
SWDP 16	Rural Exception Sites	Superseded by SWDPR 20 Rural Exception Sites
SWDP 17	Travellers and Travelling Showpeople	Superseded by SWDPR 22 Meeting the Needs of Gypsies Travellers and Travelling Showpeople
SWDP 18	Replacement Dwellings in the Open Countryside	Superseded by SWDPR 23 Replacement Dwellings in the Open Countryside
SWDP 19	Dwellings for Rural Workers	Superseded by SWDPR 24 Dwellings for Rural Workers
SWDP 20	Housing to Meet the Needs of Older People	Superseded by SWDPR 25 Class C2 Housing for Older People or People with Special Housing Needs
SWDP 21	Design	Superseded by SWDPR 28 Design
SWDP 22	Biodiversity and Geodiversity	Superseded by SWDPR 29 Biodiversity and Geodiversity and SWDPR 30 Biodiversity Net Gain
SWDP 23	The Cotswolds and Malvern Hills AONB	Superseded by SWDPR 31 The Cotswolds National Landscape and Malvern Hills National Landscape
SWDP 24	Management of the Historic Environment	Superseded by SWDPR 33 Management of the Historic Environment
SWDP 25	Landscape Character	Superseded by SWDPR 34 Landscape Character
SWDP 26	Telecommunications and Broadband	Superseded by SWDPR 36 Telecommunications and Broadband
SWDP 27	Renewable and Low Carbon Energy	Superseded by SWDPR 37 Renewable and Low Carbon Energy
SWDP 28	Management of Flood Risk	Superseded by SWDPR 38 Management of Flood Risk
SWDP 29	Sustainable Drainage Systems	Superseded by SWDPR 39 Sustainable Drainage Systems
SWDP 30	Water Resources, Efficiency and Treatment	Superseded by SWDPR 40 Water Resources, Efficiency and Wastewater Treatment
SWDP 31	Pollution and Land Instability	Superseded by SWDPR 41 Air Quality and SWDP 42 Land Stability and Contaminated Land
SWDP 32	Minerals	Superseded by SWDPR 43 Minerals and Waste Safeguarding

SWDP Policy Reference	Policy Name	Status and new policy reference where superseded
SWDP 34	Tourist Development	Superseded by SWDPR 44 Tourist Development
SWDP 35	Visitor Accommodation	Superseded by SWDPR 45 Visitor Accommodation
SWDP 36	Static and Touring Caravans, Chalets and Camping Sites	Superseded by SWDPR 46 Static and Touring Caravans, Chalets and Camping Sites (Holiday Accommodation)
SWDP 37	Built Community Facilities	Superseded by SWDPR 47 Built Community Facilities
SWDP 38	Green Space	Superseded by SWDPR 48 Open Space
SWDP 39	Provision for Green Space and Outdoor Community Uses in New Development	Superseded by SWDPR 49 Provision of Open Space and Outdoor Community Uses in New Development
SWDP 40	Waterfronts	Superseded by SWDPR 51 Waterfronts
SWDP 41	Marinas and Moorings	Superseded by SWDPR 52 Marinas and Moorings
SWDP 42	Residential Moorings	Superseded by SWDPR 53 Residential Moorings
SWDP 43	Worcester City	Superseded by SWDPR 69 Worcester City Allocations
SWDP 44	Worcester City Centre	Superseded by SWDPR 69 Worcester City Allocations
SWDP 45	Direction for Growth Outside the City Administrative Boundary	Superseded by SWDPR 68 Directions for Growth Outside the City Administrative Boundary: Urban Extensions
SWDP 46	Pershore	Superseded by SWDPR 71 Wychavon Allocations
SWDP 47	Pershore Urban Extension	Superseded by SWDPR 71 Wychavon Allocations
SWDP 48	Droitwich Spa	Superseded by SWDPR 71 Wychavon Allocations
SWDP 49	Droitwich Spa Urban Extensions	Superseded by SWDPR 71 Wychavon Allocations
SWDP 50	Evesham	Superseded by SWDPR 71 Wychavon Allocations
SWDP 51	Evesham Urban Extensions	Superseded by SWDPR 71 Wychavon Allocations
SWDP 52	Malvern	Superseded by SWDPR 70 Malvern Hills Allocations
SWDP 53	Malvern Technology Centre (QinetiQ)	Superseded by SWDPR 70 Malvern Hills Allocations

SWDP Policy Reference	Policy Name	Status and new policy reference where superseded
SWDP 54	Blackmore Park	Superseded by SWDPR 70 Malvern Hills Allocations
SWDP 55	Three Counties Showground	Superseded by SWDPR 66 Three Counties Showground
SWDP 56	Development at North East Malvern	Superseded by SWDPR 59 North East Malvern (Newland)
SWDP 57	Tenbury Wells	Superseded by SWDPR 70 Malvern Hills Allocations
SWDP 58	Upton-upon-Severn Area	Superseded by SWDPR 70 Malvern Hills Allocations
SWDP 59	New Housing for Villages	Superseded by SWDPR 70 Malvern Hills Allocations and SWDP 71 Wychavon Allocations
SWDP 62	Implementation	Superseded by SWDPR 72 Implementation and Monitoring
SWDP 63	Monitoring Framework	Superseded by SWDPR 72 Implementation and Monitoring

Table 2: De-allocated Worcester City Sites

SWDPR Reg 18 Ref	Site	No. of dwellings in SWDP	Employment Land in SWDP (ha/ sq. m)	Site Area (ha)	Reason for deallocation from the SWDPR	Reg 19 Ref
DEALLOCATE 1 (SWDP 43/1)	Land south of Leopard Hill	100	0	3.29	Part of the site is under construction (P18Q0226- 61 dwellings) and the rest of the site has been de-allocated	WODEAL01
DEALLOCATE 2 (SWDP 43/18)	University Park	100	11	15.18	The care home and medical centre elements of the site have been completed but the University of Worcester is no longer developing the site as a learning/business and innovation campus. Part of the site is now being redeveloped for 175 dwellings (P18C0175). The remaining land has been re-allocated under SWDP NEW 3, which now has planning permission for a further 120 dwellings (20/00249/ OUT)	WODEAL02
DEALLOCATE 3 (SWDP 43/r)	The Bridge Inn, Lowesmoor Terrace, Worcester	9	0	0.1	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.	WODEAL03
DEALLOCATE 4 (SWDP 43/t)	Commandery Coach Depot, Tolladine Road	7	0	0.07	There is no alternative site to move the depot to at the current time.	WODEAL04

SWDPR Reg 18 Ref	Site	No. of dwellings in SWDP	Employment Land in SWDP (ha/ sq. m)	Site Area (ha)	Reason for deallocation from the SWDPR	Reg 19 Ref
DEALLOCATE 5 (SWDP 43w)	23-24 Foregate Street, Worcester	10	0	0.1	Planning permission expired – site is considered unlikely to come forward.	WODEAL05
DEALLOCATE 6 (SWDP 43/a)	73-77 Bromwich Road, Worcester	11	0	0.14	Planning permission expired – site is considered unlikely to come forward.	WODEAL06
DEALLOCATE 7 (SWDP 43/19)	Bridgewater House, Blackpole Road, Worcester	115	0	3.22	Bridgewater House conversion has been delivered with 85 units completed. It is unlikely that the remaining 30 units will come forward. The remaining part of the site is currently in employment use.	WODEAL07
DEALLOCATE XX (SWDP 43/29)	Chequers Lane/ Henwick Road	0	University related Development (Use Classes D1 and D2)	0.99	The site is to be expanded has been re-allocated under SWDP 43/29A.	WODEAL08

Table 3: De-allocated Malvern Hills Sites

SWDPR Reg 18 Ref	Settlement	Site	Indicative Housing Figures	Site Area (ha)	Reasons for Deallocation	SWDP Reg 19 Ref
SWDP Reallocate 57	Abberley Common	Land at Walshes Farm	15	1.43	SWDP 59/a - Site under construction (19/00451/RM)	MHDEAL01
No PO ref	Alfrick	East of Chapel Meadow	14	0.39	SWDP 61/1 - Site now built out	MHDEAL02
No PO ref	Broadwas	Land adjacent the school	10	0.31	SWDP 60/2 - Site now built out	MHDEAL03
No PO ref	Broadwas	Land at Stoney Ley	8	0.5	SWDP 60 a - Site now built out	MHDEAL04
REALLOCATE 59	Clifton-upon-Teme	Land at Hope Lane	30	1.32	SWDP 59/3 - Site removed as a reallocation - forms part of new site CFS0042	MHDEAL05
No PO ref	Clifton-upon-Teme	Church House Farm	15	2.35	SWDP 59/b	MHDEAL06
No PO ref	Great Witley	Land adjacent to the Primary School	27	1.34	SWDP 59/4 - Site now built out	MHDEAL07
No PO ref	Hallow	Land north of Orchard Close	46	1.55	SWDP 59/5 – Site now built out	MHDEAL08
REALLOCATE 60	Hallow	Land south of Greenfields Lane	30	1.67	SWDP 59 zzi – Site under construction (19/00561/FUL)	MHDEAL09
No PO ref	Hallow	Land at Braithwaite's Yard, Main Road	9	0.67	SWDP 59 d – Site built out	MHDEAL10
No PO ref	Hallow	Former Royal Oak Public House, Main Road	8	0.18	SWDP 59 zk – site built out	MHDEAL11
SWDP Reallocate 47	Malvern	Portland House, Church Street	15	0.22	SWDP 52/5 (18/01865/FUL) Site built out	MHDEAL12

SWDPR Reg 18 Ref	Settlement	Site	Indicative Housing Figures	Site Area (ha)	Reasons for Deallocation	SWDP Reg 19 Ref
SWDP Reallocate 61	Hanley Swan	Land between the school and Westmere	20	1.44	SWDP 59/6 - Site built out	MHDEAL13
No PO ref	Malvern	Land at Mill Lane, Poolbrook	63	3.93	SWDP 52/d – Site built out	MHDEAL14
No PO ref	Malvern	Walsh's Yard, Poolbrook Common Road	5	0.35	SWDP 52/1 – Site built out	MHDEAL15
No PO ref	Malvern	Homestead, Halfkey	5	0.25	SWDP 52/4 – Site built out	MHDEAL16
REALLOCATE 46	Malvern	Former BMX Track off Mayfield Road	59	1.95	SWDP 52/2 – Site under construction	MHDEAL17
No PO ref	Malvern	Land at Lower Howsell Road (former allotments)	110	5.51	SWDP 52/i – Site under construction	MHDEAL18
No PO ref	Malvern	Lansdowne Crescent (former hospital site)	15	0.27	SWDP 52/8	MHDEAL19
SWDP REALLOCATE 50	Malvern	Broadlands Drive, Malvern	33	1.81	SWDP 52/ yr – site under construction	MHDEAL20
No PO ref	Malvern	Land off Brook Farm Drive, Poolbrook	77	4.24	SWDP 52/w – Site built out	MHDEAL21
No PO ref	Malvern	Pickersleigh Grove (part of Hayslan Fields)	44	3.29	SWDP 52/f – Site built out	MHDEAL22
No PO ref	Martley	Land adjacent to the Crown (combined sites)	51	3.08	SWDP 59/12 - Site built out	MHDEAL23
No PO ref	Martley	Land adjacent to the Primary School	14	0.77	SWDP 59 / K – Site built out	MHDEAL24
REALLOCATE 68	Powick and Colletts Green	Former allotments, Winsmore	49	1.56	SWDP 60/5 – Site built out	MHDEAL25

SWDPR Reg 18 Ref	Settlement	Site	Indicative Housing Figures	Site Area (ha)	Reasons for Deallocation	SWDP Reg 19 Ref
No PO ref	Powick and Colletts Green	Land adjacent to the Crown Public House	45	2.72	SWDP 60 / b – Site built out	MHDEAL26
No PO ref	Powick and Colletts Green	Land south of Sparrowhall Lane	39	2.22	SWDP 60 / c – Site built out	MHDEAL27
No PO ref	Rushwick	Land at Claphill Lane	28	0.97	SWDP 60 / 6 – Site built out	MHDEAL28
No PO ref	Rushwick	Land at Old Bransford Road	20	0.72	SWDP 60 / 7 – Site built out	MHDEAL29
No PO ref	Rushwick	Land adjacent to Upper Wick Lane	14	0.32	SWDP 60 / 8 – Site built out	MHDEAL30
REALLOCATE 69	Rushwick	Land off Bransford Road	96	5.36	SWDP 60/t – Site now under construction	MHDEAL31
No PO ref	Tenbury Wells	Land opposite Morningside, Oakwood Rd	43	2.35	SWDP 57/1 – Site built out	MHDEAL32
No PO ref	Holly Green	Land at Sunny Bank Meadow	25	0.97	SWDP 58/1 – Site built out	MHDEAL33
No PO ref	Kempsey	Land adjacent to the Lawns including Bight Farm	110	4.68	SWDP 59/8 – Site built out	MHDEAL34
No PO ref	Kempsey	Land adjacent to the Lawns including Bight Farm (Part 2)	80	1.69	SWDP 59/8a – Site built out	MHDEAL35
No PO ref	Kempsey	123a Main Road	9	0.38	SWDP 59/e – Site built out	MHDEAL36
No PO ref	Leigh Sinton	Land at Kiln Lane	53	2.09	SWDP 60 d – Site built out	MHDEAL37
No PO ref	Lower Broadheath	Land to the West of Bell Lane / south of Martley Road	48	2.07	SWDP 59/9 – Site built out	MHDEAL38
REALLOCATE	Lower Broadheath	Peachley Court Farm, Peachley Lane	6	0.22	SWDP 59/10 – Site built out	MHDEAL39

SWDPR Reg 18 Ref	Settlement	Site	Indicative Housing Figures	Site Area (ha)	Reasons for Deallocation	SWDP Reg 19 Ref
No PO ref	Kempsey	Land north of Brookend Lane (adjacent to the Limes)	116	6.85	SWDP 59/f – Site built out	MHDEAL40
SWDP Reallocate 65	Bayton	Land adjoining Severne Green	5	0.15	Part of new allocation CFS1206sc	MHDEAL41
No PO ref	Upton-upon-Severn	Land at Welland Road, Tunnel Hill	43	2.12	SWDP 58 / d – Site built out	MHDEAL42
No PO ref	Welland	Land between Old Post Office and Church Farm, Drake Street	30	1.66	SWDP 59/zl – Site built out	MHDEAL43
No PO ref	Welland	Lawn Farm, Drake Street	50	9.12	SWDP 59/L – Site built out	MHDEAL44
SWDP Reallocate 64	Welland	Land adjacent to the former Pheasant Inn	14	0.68	SWDP 59/13 Site built out	MHDEAL45
SWDP Reallocate 70 (Mixed Use)	Malvern	Malvern Technology Centre (Qinetiq)	310 (4.5 ha employ-ment)	15.4 (26.05 gross)	SWDP 53A (18/1088/FUL)	MHDEAL46
		Total	**1956**			

Table 4: Wychavon De-allocated Sites

SWDPR Reg 18 Ref	Settlement	Site	Indicative Housing Figures	Site Area (ha)	Reasons for Deallocation	SWDP Reg 19 Ref
DEALLOCATE 9 (SWDP 48/1)	Droitwich Spa	Land off Vines Lane	100	3.1	Site has planning permission for employment use (16/01566/ PN)	WYDEAL01
No PO ref	Droitwich Spa	Yew Tree	765 (and a 200 unit care facility)	44	SWDP 49/2 Site has been built out	WYDEAL02

SWDPR Reg 18 Ref	Settlement	Site	Indicative Housing Figures	Site Area (ha)	Reasons for Deallocation	SWDP Reg 19 Ref
SWDP REALLOCATE 26 (48/6)	Droitwich Spa	Canal Basin (Netherwich)	80 (to include retail and leisure)	1.1	Proposed density increased in SWDPR, therefore site moved to new housing / mixed use table	WYDEAL03
No PO Ref	Droitwich Spa	Copcut Lane	740 (3.5 ha of B1/ B2 employ-ment uses)	40	SWDP 49/1 Site has been built out	WYDEAL04
SWDP REALLOCATE 21	Pershore	Land adjacent Conningsby Drive	19	0.74	SWDP 46/5 17/01634/FUL Site has been built out	WYDEAL05
No PO ref	Pershore	Land to the north of Pershore, Off Station Road	444	12.7	47/1a, 47/1b, 471c Site has been built out	WYDEAL06
No PO ref	Pershore	Former Health Centre, Priest Lane	13	0.18	SWDP 46/2 Site has been built out	WYDEAL07
No PO ref	Pershore	Land off Defford Road	21	1.22	SWDP 46/6	WYDEAL08
No PO ref	Pershore	Garage Court, St Andrews Road	8	0.19	SWDP 46/3 Site has been built out	WYDEAL09
No PO ref	Evesham	Nursery at Bewdley Lane / Blind Lane	59	2.46	SWDP 50/3 Site has been built out	WYDEAL10
No PO ref	Evesham	South of Pershore Road, Hampton	400	12.63	SWDP 51/2 Site has been built out	WYDEAL11
No PO ref	Evesham	Land at Aldington Lodge	70	3.44	SWDP 50/8 Site has been built out	WYDEAL12
No PO ref	Badsey	Land off Banks Road	39	1.02	59/14 Site has been built out	WYDEAL14
No PO ref	Badsey	Land opposite Horsebridge Avenue	36	1.73	SWDP 59/x Site has been built out	WYDEAL15

SWDPR Reg 18 Ref	Settlement	Site	Indicative Housing Figures	Site Area (ha)	Reasons for Deallocation	SWDP Reg 19 Ref
No PO ref	Bishampton	Land west of Main Street	12	1.4	SWDP 61/2 Site has been built out	WYDEAL16
No PO ref	Bredon	Land between Oak Lane and Station Road	24	1.44	SWDP 59/15 Site has been built out	WYDEAL17
No PO ref	Bretforton	Ivy Lane	22	0.72	SWDP 60/12 Site has been built out	WYDEAL18
No PO ref	Bretforton	Land north of Station Road	48	2.51	SWDP 60/11 Site has been built out	WYDEAL19
No PO ref	Broadway	Land to the east of Kingsdale Court	13	0.5	SWDP 59/17 Site has been built out	WYDEAL20
No PO ref	Broadway	Land west of Leamington Road	59	2.64	SWDP 59/18 Site has been built out	WYDEAL21
SWDP REALLOCATE 32 (59/19)	Broadway	Land adjacent to Station Road	100	10.99	Proposed density increased in SWDPR and site area amended, therefore moved to new housing / mixed use table	WYDEAL22
No PO ref	Cropthorne	Land off Field Barn Lane	6	0.54	SWDP 60/13 Site has been built out	WYDEAL23
No PO ref	Cropthorne	Land between Pentalow and Berrycroft, Blacksmiths Lane	8	0.44	SWDP 60/x Site has been built out	WYDEAL24
No PO ref	Crowle	Land opposite Village Hall off Church Road	25	1.54	SWDP 61/4 Site has been built out	WYDEAL25
No PO ref	Defford	Land off Harpley Road	5	0.54	SWDP 51/5 Site has been built out	WYDEAL26

SWDPR Reg 18 Ref	Settlement	Site	Indicative Housing Figures	Site Area (ha)	Reasons for Deallocation	SWDP Reg 19 Ref
No PO ref	Defford	Land adjacent to Defford First School, off Church Lane	5	0.2	SWDP 61/7 Site has been built out	WYDEAL27
No PO ref	Defford	Land off Upper Street	6	0.42	SWDP 61/6 Site has been built out	WYDEAL28
No PO ref	Drakes Broughton	Land south of B4084	90	4.47	SWDP 60/14 Site has been built out	WYDEAL29
No PO ref	Drakes Broughton	Land west of Stonebow Road,	39	2.87	SWDP 60/x Site has been built out	WYDEAL30
No PO ref	Fernhill Heath	Dilmore Lane / Station Road	120	6.46	SWDP 60/16 Site has been built out	WYDEAL31
No PO ref	Fladbury	Land off Broadway Lane, adjacent to Grey Lyn	18	0.5	SWDP 60/17 Site has been built out	WYDEAL32
No PO ref	Flyford Flavell	Land east of Boot Inn, Radford Road	16	1.42	SWDP 60/18 Site has been built out	WYDEAL33
No PO ref	Hanbury	Site between Pavement Cottage and Nightingales on B4090	9	0.37	SWDP 61/8 Site has been built out	WYDEAL34
No PO ref	Hartlebury	Land west of Worcester Road	92	3.98	SWDP 59/20 Site has been built out	WYDEAL35
No PO ref	Harvington	Land adjacent Crest Hill	9	0.45	SWDP 60/19 Site has been built out	WYDEAL36
No PO ref	Himbleton	Harrow Lane	6	0.44	SWDP 61/9 Site has been built out	WYDEAL37
No PO ref	Honeybourne	Land between High Street and Weston Road	75	3.95	SWDP 59/21 Site has been built out	WYDEAL38
No PO ref	Inkberrow	Land off Stonepit Lane / Land East of Withybed Lane (combined site)	137	6.73	SWDP 59/22 Site has been built out	WYDEAL39

SWDPR Reg 18 Ref	Settlement	Site	Indicative Housing Figures	Site Area (ha)	Reasons for Deallocation	SWDP Reg 19 Ref
No PO ref	Lower Moor	Land South of Blacksmith Lane	10	0.88	SWDP 61/11 Site has been built out	WYDEAL40
No PO ref	North / Middle Littleton	Land adjacent to Blakes Hill	10	0.52	SWDP 61/12 Site has been built out	WYDEAL41
No PO ref	Offenham	Land off Main Street	30	1.24	SWDP 59/23 Site has been built out	WYDEAL42
No PO ref	Offenham	Land between Leasowes Road and Laurels Road	50	1.78	SWDP 59/x Site has been built out	WYDEAL43
No PO ref	Pinvin	Land adjacent to The Workshop & Uplands	14	1.02	SWDP 60/22 Site has been built out	WYDEAL44
No PO ref	Pinvin	Land north of the Green	33	1.28	SWDP 60/23 Site has been built out	WYDEAL45
No PO ref	Pebworth	Honeybourne Road	13	1.37	SWDP 61/13 Site has been built out	WYDEAL46
SWDP REALLOCATE 34 (59/25)	Ombersley	The Racks	30	1.24	Site is under construction (18/00795/RM)	WYDEAL47
SWDP REALLOCATE 35 (59/26)	Ombersley	Land north of Woodhall Lane	25	2.03	Proposed density increased in SWDPR, therefore site moved to new housing / mixed use table	WYDEAL48
SWDP REALLOCATE 37 (60/10)	Ashton-Under-Hill	Elmley Road	14	0.69	Site is under construction (18/01115/RM)	WYDEAL49
No PO ref	Sedgeberrow	Land off Winchcombe Road	8	1.24	SWDP 60/25 Site has been built out	WYDEAL50
SWDP REALLOCATE 40 (60/24))	Sedgeberrow	Land off Main Street	20	0.79	Site is under construction (18/01514/FUL)	WYDEAL51

SWDPR Reg 18 Ref	Settlement	Site	Indicative Housing Figures	Site Area (ha)	Reasons for Deallocation	SWDP Reg 19 Ref
No PO ref	South Littleton	Land at Shinehill Lane	30	1.94	SWDP 60/27 Site has been built out	WYDEAL52
No PO ref	South Littleton	Land between Long Hyde Road and Station Road	20	0.84	SWDP 60/26 Site has been built out	WYDEAL53
No PO ref	Tibberton	Land adjacent to Bridge Inn, Foredraught Lane	6	0.46	SWDP 61/14 Site has been built out	WYDEAL54
No PO ref	Tibberton	land to the rear of Hawthorn Rise	15	0.81	SWDP 61/15 Site has been built out	WYDEAL55
SWDP REALLOCATE 42	Conderton	Land at Conderton Close	6	0.58	SWDP 61/3 Cat 4 village – no longer meets development strategy	WYDEAL56
SWDP REALLOCATE 43	Kemerton	Land at Park Farm, Jobs Lane	9	0.34	SWDP 61/10 Cat 4 village – no longer meets development strategy	WYDEAL57
No PO ref	Whittington	Land at Walkers Lane	17	0.45	SWDP 61/16 Site has been built out	WYDEAL58
No PO ref	Whittington	Land East of Swinesherd Way	300	18.42	SWDP 45/5 Site has been built out	WYDEAL59
No PO ref	Wychbold	Land off Crown Lane	68	2.96	SWDP 59/27 Site has been built out	WYDEAL60
	Total		**4211**			

SOUTH WORCESTERSHIRE Development Plan

REVIEW

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