

# SOUTH WORCESTERSHIRE Development Plan



Adopted February 2016



## INTRODUCTION AND OBJECTIVES

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# INTRODUCTION AND OBJECTIVES

South Worcestershire Development Plan 2016

## Introduction

### Background

1. South Worcestershire is the area covered by the administrative areas of Malvern Hills District Council, Wychavon District Council and Worcester City Council who are referred to throughout this document as **the South Worcestershire Councils (SWC)**. The South Worcestershire Development Plan (SWDP) is framed by and in turn sets out a clear vision of the area for the period 2006 to 2030, which is set out in the box on page 8. This reflects extensive consultation from 2007, and has been refined and adjusted as the SWDP has developed. The Vision reflects both the aspirations and the firm intentions of the SWC to improve, protect and manage sustainable growth in the area over the coming years. South Worcestershire faces a number of economic, environmental, social and infrastructure challenges that will need to be addressed if the Vision for south Worcestershire is to be realised. To address these challenges, the SWDP seeks to achieve an appropriate balance and synergy between these, including the timely provision of the infrastructure required to support the quantum of development proposed.
2. It is imperative for the future prosperity of south Worcestershire that new development proposed in the SWDP is supported by appropriate and proportionate crucial infrastructure. The Worcestershire Local Enterprise Partnership's Business Plan (2012) sets out a vision to create the right economic environment to inspire business, encourage investment and create lasting and sustainable employment in Worcestershire. This includes a strategic objective to address "Planning, Development and Infrastructure" needs in the area with a particular focus on ensuring the delivery of key transport infrastructure.
3. The SWC together with Worcestershire County Council embarked on a four-stage process to strengthen their understanding of infrastructure, leading to the production of an Infrastructure Delivery Plan (IDP) to support the SWDP:
  - a. Consolidated the existing information at the SWDP Preferred Options Stage 2011.
  - b. Prepared an Infrastructure Delivery Plan Interim Position Statement to support the SWDP.
  - c. Prepared an Infrastructure Delivery Plan to support the proposed submission version of the SWDP.
  - d. Updated the 2013 Infrastructure Delivery Plan in autumn 2014 to support the SWDP Examination.

The evidence in the Infrastructure Delivery Plan supports the SWDP in general and SWDP 7 and the Infrastructure Schedule set out in Annex I in particular, which is necessary in order to achieve the many objectives relating to infrastructure.

### Vision and Objectives

#### Vision

In 2030 south Worcestershire remains a highly desirable place in which to live and work. The planned growth in housing and employment, supported by the work of the Worcestershire Local Enterprise Partnership, has created a robust, competitive local economy. This in turn has retained and stimulated significant inward investment and generated numerous job opportunities. Businesses have access to a locally based, highly skilled workforce, thanks to the high quality educational and training provision available in the area. The University of Worcester goes from strength to strength and helps to attract and retain the best and brightest graduates in south Worcestershire.

Residents and businesses enjoy better accessibility within and beyond the area through the implementation of major improvements to the highway network, in particular the A4440 at Worcester, the completion of Worcestershire Parkway and improvements to local railway stations. A series of smaller but no less vital infrastructure improvements impact positively on the day-to-day life of the residents of the three districts, including improvements to local roads, junctions, public transport provision, drainage and water infrastructure.

Small-scale businesses have flourished in rural areas through the support offered by the SWDP policies including home-based working and farm diversification opportunities. Farm diversification has enabled farming and horticulture to continue to play an important role in the local rural economy. This has been helped by significant improvements to electronic means of communication, including the roll-out of high-speed broadband and the promotion of live-work development.

Investment in retail and office space has enabled Worcester to compete successfully with the larger centres within and beyond the West Midlands. Worcester also provides high-class and wide-ranging leisure and service facilities.

The main towns of Droitwich Spa, Evesham and Malvern are vibrant, offering a range of employment, shopping and community facilities to their residents and the wider community. The towns of Pershore, Tenbury Wells and Upton-upon-Severn also continue to offer local services and remain at the heart of the area's rural economy. All the towns have benefited from public realm and local transport improvements.

South Worcestershire residents have access to a range of housing types and tenures that help to meet the needs of young families, older people and single households. High quality development has incorporated innovative, environmentally friendly solutions that



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

Affordable and accessible housing is widely available and helps to secure and sustain local communities, services and facilities.

Residents enjoy a high standard of living, featuring good health and education in an attractive, safe and secure, low-crime environment. The investment in Green Infrastructure has enabled better access to healthy opportunities and lifestyles for residents and visitors alike as well as helping to improve biodiversity interest.

A thriving tourism market is underpinned by a high quality natural and built environment, the highlights of which include the Cotswolds and Malvern Hills Areas of Outstanding Natural Beauty, the river valleys of the Avon, Severn and Teme, and Worcester Cathedral and the historic cores of the towns and villages. The need to protect these vital and sensitive landscapes and environments as enshrined within the SWDP forms a cornerstone of south Worcestershire's continued success as a place in which to live, work and relax.

The SWDP objectives will help to deliver the Vision. These are set out in the box below. Annex A lists the primary connections between the SWDP policies and these objectives. The Integrated Sustainability Appraisal (hereafter referred to as the Sustainability Appraisal or SA) demonstrates how the SWDP objectives accord with and were shaped by sustainability objectives.

**Table 1: SWDP Objectives**

| SWDP Objectives                                  |   |
|--|---|
| <b>A. Economic Success that is Shared By All</b> |   |
| 1.   | 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.             |
| 2.   | To work with partners, in particular the Worcestershire Local Enterprise Partnership, to strengthen the urban and rural economies by enabling local businesses, including farms, to start, grow, adapt and diversify. |
| 3.   | 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.   |
| 4.   | 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.  |
| <b>B. Stronger Communities</b>                   |   |
| 1.   | To deliver sufficient new homes needed by local communities and which will help support economic growth.  |

| <b>SWDP Objectives</b>                                |  |
|---|--|
| 2.  | 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 communities.                       |
| 3.  | To maximise opportunities to deliver affordable housing.   |
| 4.  | To allocate most development in locations where there is good access to local services and where transport choice is maximised.  |
| 5.  | Providing a basis for Neighbourhood Plans.   |
| <b>C. A Better Environment for Today and Tomorrow</b> |  |
| 1.  | To ensure that the scale and type of new development does not compromise landscape character or south Worcestershire's built heritage.   |
| 2.  | 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. |
| 3.  | To maintain open landscape and prevent the merging of settlements in both Green Belt and non-Green Belt locations.   |
| 4.  | To protect the Green Infrastructure Network and take every opportunity to increase its coverage and quality.   |
| 5.  | To enhance biodiversity, geodiversity, landscape quality, water quality and protect the highest quality agricultural land.   |
| <b>D. Improving Health and Well-being</b>             |  |
| 1.  | To ensure that new development supports the delivery of healthcare provision and accessibility.  |
| 2.  | To ensure that new development sets out high quality formal / informal recreational opportunities and contributes to enhanced sporting facilities in order to encourage healthy lifestyles.                          |
| 3.  | To promote opportunities and access to a range of skills / vocational training and levels of education for all generations.  |
| <b>E. Communities that are Safe and feel Safe</b>     |  |
| 1.  | All new development to employ 'Secured by Design' and 'Design out Crime' principles.   |
| 2.  | All new development to contribute to the provision of accessible community infrastructure that increases 'footfall' / pedestrian movements in public places.   |



## Economic Prosperity

4. The economic role is one of the SWDP's three primary areas of focus in seeking to achieve sustainable development. Through its economic role the plan contributes to building a strong, responsive and competitive economy. It ensures that sufficient land of the right type is available in the right places and at the right time to support growth and innovation and it identifies and co-ordinates development requirements, including the provision of infrastructure.
5. The Economic Vision and Economic Strategy for south Worcestershire outlined below are at the core of this economic prosperity-led planning strategy. They elaborate on and develop the SWDP's overall vision for south Worcestershire and expand the strategic focus that directs the SWDP's policies and proposals. They also support delivery of the Worcestershire Economic Strategy and the Worcestershire Local Enterprise Partnership's Business Plan



## Economic Vision for South Worcestershire.

6. The economic vision for south Worcestershire is as an excellent place to do business, with a substantial low-carbon economy, which has diversified so that the overall prosperity of the area can withstand any down-turns in individual sectors. The south Worcestershire economy is increasing output as measured by Gross Value Added (GVA) and becoming more productive (GVA per head). There is sustained growth in jobs, inward and indigenous investment and delivery of infrastructure improvements, particularly improving access for business. Growth has been enhanced by the retention of younger residents, particularly University of Worcester graduates and youngsters who would previously

have had difficulty in finding job opportunities. There are more high-value jobs in the area, leading to reduced out-commuting. Cultural and environmental assets have been enhanced increasing the attractiveness of the area to visitors, residents and businesses.

### **Economic Strategy**

7. The Economic Strategy for South Worcestershire is:
  - a. To create the conditions for sustained economic and jobs growth.
  - b. To ensure south Worcestershire is 'open for business' and able to match the requirements of potential inward investors.
  - c. To ensure a flexible approach is maintained to all opportunities that deliver economic benefits, with a target to return to GVA levels that existed before the downturn in 2008.
8. This will be achieved through:
  - a. Reduced reliance on the public sector and increased output and employment in the private sector, particularly in higher value and skilled occupations.
  - b. Growing and adding value to existing south Worcestershire businesses, including agricultural and horticultural businesses.
  - c. Securing and growing high technology sectors that already have a presence in south Worcestershire.
  - d. Providing the right land and premises in the right location and at the right time to help businesses start, grow and flourish.
  - e. An established and sustained low carbon economy.
  - f. Providing and maintaining an adequate supply of new homes that support economic growth.
  - g. Maintaining a competitive level of infrastructure throughout south Worcestershire – particularly in terms of excellent access, including electronic access.
  - h. Sustain and regenerate Worcester city and other town centres as priority areas for growth.
  - i. Supporting flourishing rural economies, with strong land-based sectors and diversification into higher added values activity, enhanced by greater broadband connectivity.
  - j. Retaining retail spending in south Worcestershire and increasing leisure and tourism related spending / income.
  - k. Ensuring local residents are able to take up increased job opportunities in higher skilled and higher value occupations.

### **Worcestershire Sustainable Community Strategy**

9. In September 2010, the Worcestershire Partnership approved a single Sustainable Community Strategy (SCS) for Worcestershire. This superseded the multiple strategies previously covering south Worcestershire and provided a single strategic vision for the future of the entire county of Worcestershire, which allowed those organisations delivering services to prioritise delivery in the context of reduced resources. The development of the SCS ran parallel to and interlinked with the development of the SWDP and as such the two sets of priorities that have been developed are mutually supportive of each other.
10. The countywide Sustainable Community Strategy was adopted in 2011. It contains three key cross-county priorities and a statement of the priorities for each of the district-level partnerships and these are reflected at Annex A.
11. Through a mapping of the SCS priorities against the more detailed objectives and associated policies that have emerged through the preparation of this plan, it can be seen that they are mutually supportive at Annex B.

### Spatial Context

#### Background

12. South Worcestershire covers approximately 1,300km<sup>2</sup> and forms the southern limit of the West Midlands region. It also borders the south-west and south-east regions. South Worcestershire comprises the largely rural districts of Malvern Hills and Wychavon along with Worcester, the largest urban area. Beyond the city are the three main towns of Droitwich Spa, Evesham and Malvern and the towns of Pershore, Tenbury Wells and Upton-upon-Severn. In addition there are over 200 villages of varying size, character and level of service provision. The total population of south Worcestershire is approximately 290,500 (2011 Mid-Year Population Estimates).
13. The landscape is of a very high quality and is a defining feature of south Worcestershire. The countryside is distinguished by the upland areas of the Cotswolds (including Bredon Hill) and Malvern Hills Areas of Outstanding Natural Beauty as well as the river valleys of the Avon, Severn and Teme. Human influence on the landscape can be traced to the prehistoric period and is reflected in a large range of prominent features, most notably listed buildings (5,600), Scheduled Ancient Monuments (150), historic parks and gardens (13), conservation areas (105) and numerous protected trees and woodlands. In addition, the urban greenspace enhances the environmental quality of the area. All these environmental attributes mean that south Worcestershire attracts a significant number of tourists and visitors, who account for approximately 11% of local expenditure.
14. South Worcestershire is easily accessible by rail and road from the West Midlands conurbation and to a lesser extent from London. However, there is concern over the capacity of key elements of the communications network to deal with current demands and future requirements. Rural accessibility is also an important issue as reductions in public transport provision and increases in transportation costs will increase demand for flexible and accessible transport. Safer routes for pedestrians and cyclists will be needed to support rural communities and the rural economy.
15. Good accessibility and a high quality built and natural environment has led to the area being subject to relatively high levels of inward migration, which has kept market housing prices relatively high. Housing affordability within both the urban and rural areas is a major issue and is likely to remain so throughout the plan period.
16. The West Midlands Green Belt has been an effective planning tool in ensuring that the main settlements, in particular Droitwich Spa and Worcester, remain physically separate and distinctive.
17. South Worcestershire provides some 127,000 jobs, 65% of which are in Worcester and the main towns. Unemployment is nearly half that for the West Midlands and the last decade has seen employment growth trends higher than the regional average. Average wages are lower than those in the West Midlands and England whereas average incomes are higher, reflecting the relatively high proportion of people with investments. Commuting beyond south Worcestershire is necessary for those residents wishing to achieve higher salaries, particularly in London and the M42 corridor. Most commuting, however, generally

takes place internally within south Worcestershire, with the strongest commuting flows between the towns of Malvern and Droitwich Spa and Worcester city.

18. The context map (Figure 1) sets out the main features of the south Worcestershire area, including transport (main routes and other infrastructure), neighbouring local planning authorities, Areas of Outstanding Natural Beauty, green belt and the main settlements.



### Worcester City

19. Worcester is the county town and the only city within the plan area. It is the principal urban area within Worcestershire, with a population of 98,700 (2011 Mid-Year Population Estimates). It has a long and prominent history, but is now focused on its future and intent on creating an economy to match its environment. It is a compact city of approximately 33km<sup>2</sup> and can be compared with similar aspiring cities such as Chester, Cambridge, Lincoln, Oxford and Exeter.
20. Worcester is set on the River Severn and boasts a historic cathedral, a rapidly growing university and a diverse retail, culture and leisure offer.
21. Worcester is in an excellent location with good transport links by road and rail to the rest of the UK. It is also in close proximity to the M5, M6, M42 and M40 and is within a relatively short distance of Birmingham International Airport.
22. The city has embraced the opportunities to expand across the centuries with the most recent expansions being the well-planned urban extensions of Warndon Villages and St Peters. Worcester is distinctive because it maintains the image of being a city within a rural setting. This character is shaped by the many villages beyond the city boundary, over which the city has a major influence.



23. Worcester has a dynamic local economy, with high levels of economic success, knowledge-based industries, connectivity and communications, with an active university benefiting the area and businesses through its education and research activities. Being the dominant employment, shopping and tourist centre, Worcester's success in attracting and retaining employers will have a consequential impact on the economic success of south Worcestershire as a whole.

24. Providing the right mixture of employment land in the right locations can assist expansion in both new and high growth sectors and will provide opportunities for the growth of existing firms. This will help to provide opportunities in those parts of the city that have higher levels of unemployment.
25. Employment land is spread geographically across the city, with more established sites being closer to the city centre. Employment sites vary in size, with the largest being Shire Business Park on Warndon. Businesses on Warndon represent a robust mix of employment uses with manufacturing being strongly represented. Examples of industries based here are Worcester Bosch, Yamazaki Mazak, Npower, CryoService and Royal Mail.
26. Worcester has both greenfield and brownfield sites allocated for employment. These include land south of Warndon Wood, Worcester Woods Business Park (Newtown Road), Grove Farm (Bromyard Road), Government Buildings (Whittington Road) and land at Midland Road.
27. The city centre remains the focus of the Worcester economy. Strategically positioned on the banks of the River Severn, the city centre is steeped in centuries of history, having played a role in England's ecclesiastical development, the Civil War and important manufacturing. Today, this remains evident in its pattern of medieval streets and a remarkable collection of historic buildings.
28. Despite challenging economic conditions, Worcester retains healthy levels of retail activity, including a strong independent retail sector. The growing university has also provided a catalyst for the provision of a new library and history centre (The Hive), which opened in 2012. Other recent developments at the Riverside and Lowesmoor show that the city centre is continuing to thrive and renew itself, with further opportunity areas identified in the City Centre Masterplan Vision. Critical to its success will be ensuring that the unique and historic fabric can be positively integrated within a modern, dynamic city centre.



### Droitwich Spa

29. Droitwich Spa is the largest settlement in Wychavon, with an estimated population of 23,500 (2011 census-based population estimates). It has the highest natural increase in population and the greatest housing needs in Wychavon.
30. The town's origins can be traced back to at least the Roman period and its industrial heritage has been dominated by salt production, which only ceased during the first half of the 20th century. From the mid-19th century the town developed as a 'Spa town', with visitors taking to the brine baths. This continued well into the 20th century and the baths remained open in the town until 2008. The underground 'brine runs' mean that in some locations special building foundations are required in order to meet Building Regulations. The legacy of the 'Spa' culture has led to a town centre with spacious and pleasant parks and open-air leisure opportunities much valued by the local community.
31. Since the 1960s, the town has undergone considerable growth, with phases of housing development predominantly to the south of the town centre. This, along with the established central shopping area, adjacent employment sites and industrial estates to the north-west, has led to a diverse town providing a focus for town residents and local villages alike.



32. The range of services includes education, health, leisure and retail facilities. Employment is concentrated to the north-west within three sizeable industrial estates, whilst shopping is centrally located, with some provision in larger units along the Kidderminster Road and other local shops serving residential areas. Approximately 46% of residents work outside the town, with more popular destinations being Worcester (14%), Birmingham

(8%) and Bromsgrove (14%), with the remainder further afield within the West Midlands or south-west.

33. Given these patterns of commuting, the SWDP needs to meet the requirements of local employment opportunities whilst avoiding increasing travel-to-work journeys to and from the West Midlands conurbation. Droitwich Spa also provides employment opportunities for approximately 5,000 people from within and outside the town, the majority travelling from the Worcester (22%), Wyre Forest (15%) and Bromsgrove (13%) areas (GVA Grimley, 2008).
34. With regard to accessibility, Droitwich Spa is served by the M5 (Junctions 5 and 6), A38, rail (with two routes into Birmingham) and regular bus services to neighbouring towns. The Droitwich Canals project completed a boating 'ring' that links the Birmingham and Worcester Canal with the River Severn and is bringing more visitors into the town centre.
35. Droitwich Spa has an extensive Conservation Area focused on the town centre and important areas of nearby public open space at Vines Park and Lido Park. High quality leisure facilities are on offer including the recently refurbished open-air Lido complex. The town lies between two high points - to the north at Dodderhill and to the south at Yew Tree Hill - and is therefore not particularly prominent within the wider landscape, although from these vantage points long-distance views of the Malvern, Abberley and Clent Hills are provided.



### Pershore

36. The historic town of Pershore lies on the River Avon and has a population of 7,100 (2011 census-based Population Estimates). The historic core of the town is centred on the Abbey, the bustling Georgian High Street (the focus of the conservation area) and important open spaces providing a high-quality town environment. These attributes are greatly valued by residents and the local rural communities that use the town for shopping, leisure, recreation and education as well as other key services. These include the retail market, Number 8 Community Arts Centre, leisure centre, High School and community hospital. Significant local employment opportunities are also provided in the many businesses located in the town, as well as on the industrial estate to the north.



37. Approximately 34% of Pershore residents work outside the district, with the most popular employment locations being Worcester (11%) and Malvern Hills (5%). This is a relatively high out-commuting figure compared with Droitwich Spa and Evesham and is a reflection of the town's size. Pershore provides employment opportunities for approximately 3,350 people from other settlements, with the highest number coming from Worcester (11%). The long established centre for horticultural training at Pershore College reflects the locally distinctive characteristics of horticulture and farming in the Vale of Evesham.
38. The functional floodplain of the meadowland between the River Avon and rear of the High Street provide both a resource for nature and a valued area for passive and active recreation, such as walking and sport. In the last decade, significant flooding events have reinforced the importance of keeping this area free of development; the town and the surrounding villages have been dramatically affected by both flooding from the River Avon catchment and surface run-off. Consequently, local communities have been cut

off from other centres and services. It is important that the SWDP recognises and responds to this issue.

39. Pershore is on the main bus route between Worcester and Evesham and there are also services to Cheltenham. Most villages within close proximity also have regular bus services to the town. However, it is important that the SWDP helps to improve the accessibility of the town to and from the surrounding countryside, for example, by improving public transport facilities and services and by locating new development in areas that minimise the need to travel by private car.
40. In seeking to accommodate further growth, the SWDP aspires to build on the success of existing high quality developments in the town and seeks to promote the regeneration of the town's key brownfield sites, including the garage, High Street and the former health centre in Priest Lane. Further growth must be delivered in a manner that facilitates high-quality design, the provision of public open space and integration into the surrounding rural area without detrimental impacts on protected areas of open space and Pershore's conservation area.

### Evesham

41. Evesham is situated within the Vale of Evesham and has an estimated population of 23,400 (2011 census-based Population Estimates). It is the second largest town in Wychavon and the town provides a wide range of services including education, health (including a hospital), leisure and retail. Evesham's employment opportunities are dispersed in a distinctive manner, with concentrations centred on the main aerial routes, none more so than Vale Park alongside the A46(T). Retail provision is focused in the town centre with some provision to the north-west (Worcester Road) and the south (Four Pools). A majority (54%) of Evesham's residents work in the town itself, which demonstrates that Evesham is a relatively self-contained settlement. Approximately 30% of residents work outside the district, with the most popular employment destinations being Stratford-upon-Avon, the Cotswolds, Tewkesbury and Worcester. Evesham also provides employment opportunities for approximately 4,700 people from outside the town; the majority of these (approximately 60%) live within Wychavon. After Droitwich Spa, Evesham has the highest level of housing need.



42. Evesham is highly accessible, being located on the A46(T) trunk road. It is served by frequent buses from Cheltenham and Worcester. Having a station on the Cotswolds and Malverns line offers leisure and work opportunities in Worcester, Oxford, London and the south-east. The River Avon and its immediate environs are very popular for recreational activities, such as boating and festivals.
43. To the north of Evesham is the location of a historic battle site (Battle of Evesham, 1265). There is also an extensive conservation area, centred on the high street. The town has secured a new leisure centre and football stadium. The historic town is low-lying, hence its vulnerability to recent flooding, particularly in Bengeworth. It is visually prominent in

the landscape, particularly from the Cotswolds Area of Outstanding Natural Beauty that lies to the south. Recent regeneration proposals have delivered improvements to the High Street and Port Street, including the refurbishment of the Regal Cinema.



### Malvern

44. Malvern is the principal urban area within Malvern Hills District. It is formed from the settlements of Great Malvern, Malvern Link, Barnards Green, West Malvern and Malvern Wells. The urban area contains a population of over 34,200 (2011 census-based Population Estimates). It is a large town and needs to balance its special townscape, landscape and heritage qualities with the requirements of a modern and well-adjusted local economy. In addition, Malvern needs to provide for appropriate infrastructure maintain the vibrant and successful town and district centres and meet the housing and community needs of the existing and future population, whilst also recognising that it is important as a tourist and cultural destination.
45. The key characteristic of the Malvern urban area is its dramatic setting on the slopes of the Malvern Hills. This establishes a need to consider the implications of change and development upon both views from and to the hills from key vantage points, alongside protecting the beneficial qualities of the town as a whole. The setting and historic importance is reflected in the conservation area status of the larger part of Great Malvern. The Malvern Hills are designated as an Area of Outstanding Natural Beauty. The town is characterised by a high proportion of greenspace, which is important to the character of the town and its surroundings and as such will be protected. The town also contains large areas of common land, both within the built-up area and on its fringes, giving a green setting and opportunities for green corridors for recreation and wildlife. Beyond the urban area, Malvern is surrounded by open farmland, smaller villages and more isolated farm settlements. Malvern, thus, has a role as a service centre for a wider rural area.
46. As the focus for growth to meet a significant element of the housing and employment needs of the district, priority has been given to the allocation of available and deliverable brownfield sites within the urban area, although at the present time the supply is constrained. Further growth, including the allocation of land at Newland, will necessarily have regard to the balance referred to above and respect the setting of the town as a whole. A strong emphasis on achieving an appropriate balance will, however, include embracing the highest objectives set out in this plan for sustainable development, quality of design and timely provision of the infrastructure required to support the SWDP proposals.
47. Malvern is a centre of employment for a large part of the district. This employment is centred on the Enigma Business Park, the industrial estate at Spring Lane, the high technology enterprises at the former defence establishment, now QinetiQ and the associated / similar businesses at the Malvern Hills Science Park. Great Malvern is the main town centre for retail purposes in the district, complemented by district centres at Malvern Link and Barnards Green. Other main retail facilities are at the out-of-centre retail park at Townsend Way.
48. Opportunities remain for the redevelopment of the existing “backland” area centred on Edith Walk, within the designated town centre boundary (previously promoted in the 2006 Local Plan), for town centre-related uses, including retail expansion. This area, between Bellevue Terrace, Graham Road and Church Street, is well related to the existing shopping provision and other services and is within the heart of the conservation area. It provides important pedestrian links, especially north / south links, between the higher part of the town and the Malvern Hills and tourism-related facilities at the theatres



and the Priory; these links should be maintained or enhanced in any redevelopment. Should additional retail floorspace be required over and above development of this area, other opportunities will be considered within or on the edge of the Malvern town centre boundary and then sequentially at sites within and on the edge of the district centres of Malvern Link and Barnards Green.



49. Malvern has significant areas of public open space that should be protected and enhanced.
50. Malvern is served by two railway stations at Great Malvern and Malvern Link, connecting the town to Worcester and Hereford on a frequent service. The A449 links the town directly to Worcester, some 8 miles away, with regular bus services. Road links to the M5 on the eastern side of the district provide access to Junctions 7 (Worcester) and 8 (Strensham, via the M50 Junction 1). There are important functional links with Worcester, as the county town, providing opportunities for employment, higher and further education at the University of Worcester and Heart of Worcestershire College and sub-regional health services.
51. Great Malvern's character is based on its nineteenth-century legacy as a spa town and tourist centre and its more recent role as the administrative centre for Malvern Hills District. It also contains the main local services for health, education and retail uses. There has been considerable investment in replacement health centres with three of the five GP surgeries in new premises with capacity to accommodate planned growth and a recent larger replacement for Malvern Community Hospital. Malvern contains two main state secondary schools, a campus of the Heart of Worcestershire College and a number of private schools.

52. Malvern is an important arts and 'traditional' cultural centre but also has a range of bars and restaurants. The Malvern Theatres are recognised as being one of the country's leading regional venues and includes a cinema. Other leisure facilities include the Malvern Splash Leisure Complex, tenpin bowling and various public sports facilities. Events at the Three Counties Showground have extended beyond its original focus on agriculturally-based activities. The showground now accommodates a range of recreational and commercial activities and events making it a major attraction and facility.
53. In terms of population, Malvern Hills District has a higher than average number of older people and more deaths than births, meaning a negative natural change in the population. This brings its own challenges and could lead to changing demands on the health service and housing stock. Housing demand and house price growth are stronger in Malvern Hills than in the rest of the plan area and improving affordability will be a long-term challenge. Further pressure on housing stock is generated by younger people moving away and being replaced by established families moving into the area, who are often better equipped to compete in the market place and can thus outbid newly forming or expanding local households. However, further housing provision will provide the opportunity to rebalance the population structure.

## Tenbury Wells

54. 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, at the junction of the A456 and the A4112. It has a population of 2,200 (2011 census-based Population Estimates).
55. Tenbury is surrounded by a mainly rural hinterland, with open countryside and small settlements and farmsteads; the town provides an important service function for the wider rural area.
56. The key characteristics of the town are its historic setting on the River Teme, its commercial heart with many historic buildings - reflected in the conservation area status of the town centre (recently reappraised in the Conservation Area Appraisal for the town) - and its landscape setting, rising from the floodplain of the river and climbing to the south of the town. This higher elevation offers long distance views northwards to the Shropshire and Cleve Hills. The River Teme is important in ecological terms in its role as a wildlife corridor and also provides for recreational opportunities.



57. Tenbury Wells has strong links with Worcester in terms of post-16 years education at the Worcester College of Technology, University of Worcester and for employment. Beyond Worcestershire, Tenbury looks towards Shropshire and Herefordshire for employment opportunities and services, as well as to places such as Ludlow, Leominster and Bromyard. The Worcestershire LEP has taken over the economic development and promotion role for Worcestershire and will address rural regeneration issues.

### **Town Centre Regeneration**

58. A resolution to grant planning permission was taken by Malvern Hills District Council for redevelopment of the former cattle market site to provide a retail store, car parking and riverside walkway. This is also intended to enhance the environment of that part of the conservation area, adjacent to the main shopping area and river and provide additional employment opportunities and leisure walks along the river frontage.



### Upton-upon-Severn

59. Upton-upon-Severn is a small town of some 2,700 people (2011 census-based Population Estimates), mainly situated on the southern bank of the River Severn between Worcester and Tewkesbury. Its one road bridge links the main part of the town to the marina on the north bank and to the villages of Holly Green and Ryall to the east. The village of Tunnel Hill lies to the west of the town. Upton is some 7 miles south-east of Malvern.
60. There are no rail connections - the nearest stations are at Ashchurch, near Tewkesbury, and Great Malvern. However, the town is within easy reach of the M50 and M5, some 2.5 and 3.5 miles away, and is thus on a main route linking Malvern and its surrounding villages to the national motorway system.
61. The main characteristics of the town are its historic core and riverside - reflecting its past importance as a riverside port, and its present value as a market and service centre for the surrounding rural area and a tourist destination. Travel to work data (2001 census) shows that the majority of people who live in the parishes of Upton-upon-Severn and Hanley Castle tend to work within the immediate area, in the rest of Malvern Hills (particularly the Malvern and Welland areas) and at Ledbury. There are also strong travel to work links with Worcester, Pershore and Tewkesbury.



62. The town grew up around the river and its economy is based mainly on agriculture and river-based trade. Today, the town acts as a service centre and market town for the surrounding rural areas and as a tourist centre, based on its historic character and the riverside - a large marina is located on the north bank. The town is renowned for its music and water-based festivals. There are many pubs, hotels and restaurants and a range of mainly independent retailers in High Street and Old Street. There are also a considerable number of services for its size, including a library, secondary school (at Hanley Castle) and a new health centre (at Tunnel Hill).
63. The flooding problems associated with the town (almost the entire town is surrounded by the floodplain up to the boundary) have created the fragmented nature of the town and its services. Flooding also imposes a considerable constraint on any future development, particularly for housing growth, despite the current construction of flood defences to mitigate the problem.
64. To support the existing population, services such as the schools and the commercial and retail trades, it is considered that some additional housing should be located in the Upton-upon-Severn area to meet the town's needs. This is particularly the case for affordable housing, which will support those people who cannot afford to buy or rent properties on the open market.
65. Future expansion of the marina, which has permission (including a new basin and holiday chalets), is likely to support local employment. The flood constraints make it difficult to find other suitable sites for employment within the town.

## A New Plan for South Worcestershire

### Background

66. The SWC have taken the opportunity to develop a long-term plan for south Worcestershire that is based on local economic and housing requirements (covering the period from 1 April 2006 - 31 March 2030). The SWDP aims to provide a context for development decisions up to the year 2030, with regular monitoring and review as necessary to ensure it remains relevant and accurate. The purpose of the SWDP is as follows:
  - a. To provide a Vision for south Worcestershire to 2030.
  - b. To set out a development strategy and planning policies, including the allocation of land for employment, housing and other land uses and to guide infrastructure and service provision. This will help to deliver the aims of the area's Sustainable Community Strategy and promote economic prosperity across south Worcestershire.
67. A locally developed Local Plan ensures that:
  - a. Economic prosperity leads the local planning strategy, with greater emphasis on establishing the right conditions for economic growth and job creation.
  - b. Future housing development is set at a level that supports economic objectives, meets established local housing needs and aspirations and reflects the capacity of the area to accommodate growth.
  - c. Future development considers fully any infrastructure requirements, ensuring that appropriate provision is made and improvements identified that will enhance the quality of life for all residents and businesses.
68. Understandably, local communities and visitors value and wish to protect the environmental qualities of the area, qualities which have led many to relocate or to move their businesses to south Worcestershire over the plan period.
69. The SWDP gives appropriate weight to varying issues, such as the need to balance economic growth and housing provision with protecting and enhancing the local environment; it also reflects other local pressures, such as an ageing population and inward migration. The SWDP pays regard to a wide range of related aims, objectives and policies developed both nationally and locally. These are identified and explained more fully throughout the SWDP and in a series of topic-related Background Papers.
70. The review process has identified the need to tackle cross-boundary issues in the interests of south Worcestershire as a whole giving the area a single, strong voice on planning matters. A plan-led approach enables the partner authorities to better manage development pressure through the use of agreed policies and proposals. This helps the SWC resist inappropriate development and deliver growth where it is needed.



### **Context**

71. South Worcestershire is not a formal sub-region or administrative area, but the partner authorities consider that whilst each district has a distinct character, there are strong functional, economic, infrastructure and cross-boundary relationships that mean preparing a joint development plan makes good strategic sense.
72. The Context Map sets out the main features of the SWDP area, including transport, main routes and other infrastructure, neighbouring planning authorities, Areas of Outstanding Natural Beauty, Green Belt and the larger settlements.



### National Planning Guidance

73. National planning policy includes the National Planning Policy Framework (The Framework). The Framework sets out a number of fundamental issues that need to be taken into account during the preparation of local plans, which include the following requirements:
- a. To set out a clear economic vision and strategy for the area, which positively and proactively encourages sustainable economic growth.
  - b. To use a robust and up-to-date evidence base to ensure that the local plan meets the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in the Framework<sup>(1)</sup>, including identifying key sites that are critical to the delivery of the housing strategy over the plan period.
  - c. To set criteria, or identify strategic sites, that will help to encourage local and inward investment to match the strategy and meet anticipated needs over the plan period.
  - d. To maintain a five-year supply of deliverable housing sites with a buffer of either 5% or 20% depending on past delivery performance.
  - e. To recognise a duty to co-operate between public bodies and to implement a new soundness test, to ensure that plans are "positively prepared".
74. The SWC are satisfied that the SWDP has been designed to achieve sustainable economic growth throughout the plan period, in accordance with the requirements of the Framework. It has identified and promoted a range of sites suitable for larger-scale employment-generating activity, mixed-use, commercial and retail growth and appropriate rural diversification and enterprise activities. It champions high technology research and development through offering support to existing and emerging companies across the sub-region. It also includes specific policy support for the promotion and delivery of live / work units, making it easier for small-scale local entrepreneurial businesses to start up and grow in both rural and non-rural areas.

### The Benefits of a Joint Plan

75. Extensive consultation with both stakeholders and the general public, coupled with a comprehensive review of the local evidence base, has identified a number of critical cross-boundary issues, which taken together make the substantive case for a south Worcestershire-wide Plan. These are:
- a. **Employment land**

The Worcestershire Local Enterprise Partnership has prioritised the need to identify a strategic portfolio of employment sites. Decisions regarding investment usually take place at a strategic level rather than within individual local authority areas.

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1 See paragraphs 47 and 159 of the Framework – these provide the basis for developing housing provision and supply policy

**b. Economic Prosperity:**

To maximise south Worcestershire's economic potential in order to improve prosperity through the promotion of high technology and high-value industries, particularly in Worcester, Malvern and Droitwich Spa.

**c. Jobs:**

The demand for / supply of jobs will maintain the high commuting flows between Worcester, Malvern and Droitwich Spa (see Figure 1). Important elements of the road and rail network cross internal district boundaries and intersect at Worcester and have a very important bearing on the area's competitiveness and attractiveness. This needs to be considered within a strategic planning context, to ensure the future provision and enhancement of the area's transport network is maximised.

**d. Infrastructure:**

Major infrastructure planning and investment decisions can be made on a strategic and comprehensive basis at the sub-regional level. This is particularly relevant to road and rail infrastructure. Growth across south Worcestershire as a whole will place demands upon facilities that serve a wide catchment area. In terms of education, health, leisure, sports and cultural activities, the following currently serve a wider community:

- Worcestershire Royal Hospital.
- Sixways (Worcester Warriors Rugby Football Ground).
- New Road (Worcestershire County Cricket Club).
- Worcester Race Course.
- The Swan Theatre.
- University of Worcester.
- Worcester College of Technology.
- Pershore College of Horticulture.
- Various sixth form colleges.
- Public schools in Malvern and Worcester.
- Malvern Theatres.
- Three Counties Showground.

e. **Housing:**

The strategic housing market area is defined in the Strategic Housing Market Assessment (SHMA) 2012 as Worcestershire. The local Housing Market Areas originally identified in the earlier 2008 South Housing Market Assessment report crossed administrative boundaries within south Worcestershire. One of these local areas, the Worcester Housing Market Area, covers large parts of both the Malvern Hills and Wychavon districts. Worcester does not have sufficient available and suitable land, within its administrative area, on which to deliver all the long-term employment and housing needs. The partner authorities have agreed to work together to determine the most appropriate way to deliver the city's future development needs.

f. **Shopping:**

Worcester is a sub-regional retail centre and meets a significant proportion of the shopping requirements of residents in Malvern Hills / Wychavon, in particular their non-food needs. Other towns also have an influence on the surrounding rural areas and are similarly influenced by retail locations beyond south Worcestershire.

g. **Flood Risk:**

There are a number of significant watercourses within the area, including the Rivers Severn, Avon, Teme, Salwarpe, Isbourne and the Barbourne and Carrant Brooks. Some of these flow between the three districts. In order to avoid increasing peak flood levels downstream and compromising areas of land most vulnerable to flooding, development should be planned across the whole area and should not increase flood risk either downstream or upstream.

h. **Landscape and Green Infrastructure:**

The character of the natural landscape of south Worcestershire is to be protected and enhanced. Important features, such as the Malvern Hills and Cotswolds Areas of Outstanding Natural Beauty (including Bredon Hill), the Rivers Severn, Teme and Avon and the Worcester to Birmingham and Droitwich Canals, have important cross-boundary influences and are major tourist attractions.

### **Key Issues and Challenges**

76. In developing the SWDP an assessment of the technical evidence base to inform the plan content allowed for the identification of a number of key issues and challenges under the following headings:

- Population and Housing
- Employment and jobs
- Retail



- Tourism
- Green Space and Sports Facilities

Analysis of the evidence provided a context for developing the policies and a basis for consultation on the draft content of earlier versions of the SWDP from the Preferred Options onwards. Detailed explanation of the issues raised by the evidence base can be read in the archived draft consultation documents on the SWDP website.

### **Influences on the Plan**

77. The SWDP is consistent with the National Planning Policy Framework (The Framework) as set out in the Inspector's final report into Examination of the SWDP published in February 2016.
78. The countywide Worcestershire Local Strategic Partnership has created a long-term vision for the area to tackle local needs which provide the framework for the SWDP's vision and objectives. This is expressed through the Sustainable Community Strategy, which brings together the multiple strategies covering south Worcestershire.
79. The strategy and policies have been based on technical evidence including feedback from infrastructure / service providers and specific technical reports including the statutory Sustainability Appraisal (SA). An SA is an independent assessment of the social, environmental and economic effects of a development plan document throughout its preparation. The outcomes of the SA have directly influenced the policies and proposals in this document.
80. Under the duty to cooperate the SWDP has had regard to policies and relationships beyond the combined administrative areas. This includes existing and emerging policies related to Worcestershire as a whole, together with consultation and co-ordination with neighbouring local authorities within the West Midlands and South West regions. There is no strategic case for development allocations to meet needs arising beyond the administrative boundaries of south Worcestershire. The SWDP has therefore met all the legal tests, including the duty to cooperate.

### **Worcestershire Local Enterprise Partnership**

81. The Worcestershire Local Enterprise Partnership has identified a number of priorities. Its overriding aim is to create the right economic environment to inspire business, encourage investment and to create lasting and sustainable employment in Worcestershire by 2017. It published a five-year business plan in November 2012 - 'The Outlook is Bright in Worcestershire' - intended to raise the profile and promotion of the area, improve business access to finance, support key sectors in the local economy, focus on employment and skills along with planning, development and infrastructure needs.

### **Infrastructure Delivery**

82. Following the economic downturn in 2008 there has been less private and public funding available to deliver infrastructure. Provision and availability of public funding has reduced,

resulting in an increased reliance on the private sector and other available funding sources. A full assessment of the costing of infrastructure and the potential funding sources can be found the South Worcestershire Infrastructure Delivery Plan.

83. The provision of appropriate and crucial infrastructure required to service the level of development in the SWDP represents a major challenge, which the SWC have tried to deal with in a positive manner as described elsewhere in this document. In particular this issue is addressed by SWDP 7 on Infrastructure, SWDP 4 on transport, SWDP 62 on Implementation and also by the supporting South Worcestershire Infrastructure Delivery Plan, which was updated in October 2014.

### **The Development Strategy**

84. The Development Strategy will be delivered principally through the following strategic policies:
- SWDP 1: Overarching Sustainable Development Principles.
  - SWDP 2: Development Strategy and Settlement Hierarchy.
  - SWDP 3: Employment, Housing and Retail Provision Requirement and Delivery.
  - SWDP 4: Moving Around South Worcestershire.
  - SWDP 5: Green Infrastructure.
  - SWDP 6: Historic Environment.
  - SWDP 7: Infrastructure.
85. In addition to the above, guidance designed to provide context and direction to development management decisions is to be found in policies SWDP 8 – SWDP 42; more specific site allocations and associated guidance are contained in policies SWDP 43 – SWDP 61; and implementation, management and monitoring guidance is found in SWDP 62 and SWDP 63.
86. Annex C contains a list of primary policy connections, which demonstrates at a glance the clear relationships between the policies in the SWDP.
87. The policies of the South Worcestershire Development Plan supersede all the saved policies from the following former Local Plans: Malvern Hills District Local Plan 1996-2011 (adopted July 2006), City of Worcester Local Plan 1996-2011 (adopted October 2004), Worcester Local Development Framework Balanced Housing Market Development Plan Document (adopted December 2007) and Wychavon District Local Plan (adopted June 2006). Annex J contains a full list of the superseded policies.



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# STRATEGIC POLICIES

South Worcestershire Development Plan 2016

### SWDP 1: Overarching Sustainable Development Principles

- A. When considering development proposals, the Local Authority will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work jointly and proactively with applicants to find solutions that mean proposals can be approved wherever possible and to secure development that improves economic, social and environmental conditions in south Worcestershire.
- B. Planning applications that accord with the policies in the SWDP (and where relevant, with policies in Neighbourhood Plans) will be approved unless material considerations indicate otherwise.
- C. Where applications do not accord with policies in the SWDP, the Local Authority will seek to work with applicants with a view to mitigating adverse impacts and identifying sustainable solutions where possible.
- D. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Local Authority will grant permission unless material considerations indicate otherwise – taking into account whether:
  - i. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or
  - ii. specific policies in the Framework indicate that development should be restricted.

#### Reasoned Justification

1. The economic, social and environmental aspects that make up sustainable development need to be balanced carefully to accomplish a positive outcome. The Government's National Planning Policy Framework (the Framework) makes it clear that the purpose of the planning system is to contribute to the achievement of sustainable development.
2. In order to achieve a sustainable end result, the SWDP (through its overall approach and policies) needs to perform a number of roles:
  - a. **An economic role** – contributing to building a strong, responsive and competitive south Worcestershire economy by:
    - i. Ensuring that sufficient land of the right type is available in the right locations and at the right time to support economic and social growth and innovation.

- ii. Identifying and co-ordinating development requirements, including the provision of infrastructure.
    - iii. Promoting accessibility to everyday facilities for all, especially those without a car.
    - iv. Implementing the Worcestershire Economic Strategy.
  - b. **A social role** – supporting strong, vibrant and healthy communities in south Worcestershire by:
    - i. Providing the supply of housing required to meet the needs of present and future generations.
    - ii. Creating a high-quality built environment, with accessible local services that reflect a community's needs and support its health and social and cultural well-being.
    - iii. Creating a strong sense of place by strengthening the distinctive and cultural qualities of towns and villages.
    - iv. Creating safe and accessible environments where crime, disorder and the fear of crime do not undermine quality of life or community cohesion.
  - c. **An environmental role** – contributing to protecting and enhancing south Worcestershire's unique natural, built and historic environment by:
    - i. Helping to improve biodiversity.
    - ii. Using natural resources prudently.
    - iii. Minimising waste and pollution.
    - iv. Safeguarding and enhancing landscape character.
    - v. Protecting important historic buildings, monuments, sites of archaeological significance and the integrity of local planning designations.
    - vi. Protecting and enhancing green infrastructure.
    - vii. Mitigating and adapting to climate change, including moving to a low carbon economy.
3. These roles cannot be undertaken in isolation because they are mutually dependent. Economic growth can secure higher social and environmental standards and well-designed buildings and places can improve the lives of people and communities. For example, the promotion of local food production can help support and diversify the local agricultural economy, promote healthier lifestyles and provide valuable habitats for wildlife. Similarly, sustainable drainage can provide a cost-effective measure to reduce the environmental impact of surface water run-off and increase resilience to flooding.

To achieve sustainable development, economic, social and environmental gains will be sought jointly and concurrently wherever possible.

4. The SWDP will seek to guide development to achieve sustainable solutions and SWDP 1 to SWDP 63, taken as a whole, constitute the partner authorities' view of what sustainable development means in practice for the south Worcestershire area when promoted through the planning system.





## SWDP 2: Development Strategy and Settlement Hierarchy

**A. The Development Strategy and the site allocations in the SWDP are based upon the following principles:**

- i. Provide accessible, attractive employment sites and positive policies to deliver job creation opportunities.
- ii. Provide for and facilitate the delivery of sufficient housing to meet objectively assessed needs to 2030.
- iii. Safeguard and (wherever possible) enhance the open countryside.
- iv. Encourage the effective use and re-use of accessible, available and environmentally acceptable brownfield land.
- v. Maintain the openness of the Green Belt (as shown on the Policies Map).
- vi. Focus most development on the urban areas, where both housing needs and accessibility to lower-cost public services are greatest.

**B. Windfall development proposals will be assessed in accordance with the settlement hierarchy below:**

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

| Category           | Retail Hierarchy Position / Role | Settlements Included                                       | Role   | Policy Implementation   |
|--------------------|----------------------------------|--|--|---|
| Urban areas - City | First (city centre)              | Wider Worcester Area (excluding Worcester Technology Park) | Worcester is the administrative centre of the county and provides the greatest range of services. It is the main employment destination for people from Malvern Hills and Wychavon. The city is a sub-regional | The city will continue to fulfil its role, accommodating the largest amount of employment, housing and retail development. To support implementation in an effective and sustainable manner, significant investment is required in infrastructure. Allocation policies SWDP 43, 44 and 45 are of particular relevance. In principle |

| Category                  | Retail Hierarchy Position / Role | Settlements Included                           | Role  | Policy Implementation  |
|---------------------------|----------------------------------|--|---|--|
|                           |                                  |  | focus for strategic employment, housing and retail development.   | support for infill development within the administrative area subject to the more detailed Plan policies.  |
| Urban areas - Main Towns  | Second                           | Droitwich Spa, Evesham, Malvern                | These towns provide a comprehensive range of local services and employment opportunities for their residents and the rural hinterland. The towns will continue to be the focus of balanced growth in Malvern Hills and Wychavon.                    | Housing development and the necessary associated infrastructure delivered through urban extensions, other allocations and infill development within defined development boundaries. Also significant focus upon supporting employment. Relevant allocation policies are SWDP 48-53 and 56.   |
| Urban Areas - Other Towns | Third                            | Pershore, Tenbury Wells, Upton - upon - Severn | These are less than a third of the size of the main towns, with fewer high-level services. Nonetheless Pershore, Tenbury Wells and Upton - upon - Severn provide a range of services and employment opportunities and act as local service centres. | New development is limited in Tenbury Wells and Upton-upon-Severn due to the extent of the floodplains surrounding these towns. Pershore is a larger settlement with more available suitable land, part of which is allocated for an urban extension. Provision will need to be made to meet necessary local infrastructure requirements. Relevant allocation policies are SWDP 46, 47, 57 and |

| Category        | Retail Hierarchy Position / Role | Settlements Included         | Role   | Policy Implementation   |
|-----------------|----------------------------------|------------------------------|--|---|
|                 |                                  |                              |  | 58. Infill development within the defined development boundaries is acceptable in principle subject to the more detailed Plan policies.   |
| Rural Areas (1) | Fourth                           | Category 1, 2 and 3 villages | These villages provide varying ranges of local services and facilities. However, the larger settlements generally tend to provide the greatest range. Their role is predominately aimed at meeting locally identified housing and employment needs. They are, therefore, suited to accommodate market and affordable housing needs alongside limited employment for local needs. | A number of housing sites of an appropriate scale are allocated in Category 1, 2 and 3 villages to address the need for housing and support local services. Rural employment opportunities of an appropriate scale are also encouraged. Directly relevant policies include: SWDP 12 and 16 together with allocation policy SWDP 59. Infill development within the defined development boundaries is acceptable in principle subject to the more detailed Plan policies. |
| Rural Areas (2) | Fifth                            | Lower category villages      | These villages tend to be very small and at best offer one or two local services. Their  | Infill development within the defined development boundaries is acceptable in principle subject to the more   |

| Category | Retail Hierarchy Position / Role | Settlements Included | Role  | Policy Implementation  |
|----------|----------------------------------|----------------------|---|--|
|          |                                  |                      | role in providing additional future development is limited. | detailed Plan policies. Small scale employment development and rural exception sites are acceptable in principle, as set out in Policies SWDP 12 and 16. |

- C. The open countryside is defined as land beyond any development boundary<sup>(2)</sup>. In the open countryside, development will be strictly controlled and will be limited to dwellings for rural workers (see policy SWDP 19), employment development in rural areas (see SWDP 12), rural exception sites (see SWDP 16), buildings for agriculture and forestry, replacement dwellings (see SWDP 18), house extensions, replacement buildings and renewable energy projects (see policy SWDP 27) and development specifically permitted by other SWDP policies.<sup>(3)</sup>
- D. Development proposals should ensure the retention of the open character of the Significant Gaps.
- E. The West Midlands Green Belt will be maintained and development proposed within the Green Belt will be considered in accordance with national policy as set out in the Framework. Development at the Major Developed Sites (listed in Table 3 below) will be limited to within their site boundaries as set out on the Policies Map and will be restricted to limited infilling and the redevelopment of previously developed land. Development proposals within a Major Developed Site boundary should not have any greater impact on the openness of the Green Belt and the purposes of including land within it than the existing development.

**Table 3 Major Developed Sites within the Green Belt<sup>(4)</sup>**

|                           |   |
|---------------------------|---|
| Hartlebury Trading Estate | Major Developed Site restricted to limited infilling and the redevelopment of previously developed land within the identified site boundary for employment uses only. |
|---------------------------|---|

2 Worcester's 'development boundary' is defined as its administrative boundary and the outer boundaries of the urban extensions with the exception of Worcester Technology Park (SWDP 45/6). The boundary to sites allocated for development outside and adjoining an existing settlement boundary will form the basis of an extension to the existing development boundary as set out on the Policies Map. Where a housing allocation is not coterminous with the development boundary, it will not be included in the boundary.

3 See, for example, policies SWDP 8, 10, 17, 20, 34, 35, 36, 41 & 42.

4 The table identifies those sites that are designated as Major Developed Sites in the Green Belt (note: these are neither allocations nor intended as sites proposed for major redevelopment). This table should be read in conjunction with the Policies Map, which identifies the boundaries of each Major Developed Site.

|                       |   |
|-----------------------|---|
| Potter Group – Site 7 | Major Developed Site restricted to limited infilling and the redevelopment of previously developed land within the identified site boundary for employment uses only.                                   |
| Hindlip Park          | Major Developed Site restricted to limited infilling and the redevelopment of previously developed land within the identified site boundary for emergency and civil resilience services provision only. |
| Sixways               | Major Developed Site restricted to limited infilling and the redevelopment of previously developed land within the identified site boundary for employment and leisure uses only.                       |

- F. Development proposals should be of an appropriate scale and type with regard to the size of the settlement, local landscape character (see SWDP 25), location and the availability of infrastructure.**
- G. Encouragement is given to the redevelopment of brownfield sites. The biodiversity interest of brownfield sites will also be considered.**
- H. The SWDP is supportive of development proposals that are promoted through neighbourhood planning mechanisms, where these proposals do not compromise the delivery of the plan's strategic policies and proposals.**
- I. As required by the Duty to Co-Operate<sup>(5)</sup>, due consideration will be given, including through a review of the SWDP where appropriate, to the housing needs of other local planning authorities<sup>(6)</sup> in circumstances when it has been clearly established through the local plan process that those needs must be met through provision in the SWDP area.**
- J. The following three Sub Areas are identified to support the implementation of SWDP 2, including policy set out in SWDP 3:**
- **Wider Worcester Area**
  - **Malvern Hills (Excluding Wider Worcester Area) Sub Area**
  - **Wychavon (excluding Wider Worcester Area) Sub Area**

### Reasoned Justification

1. The development strategy is driven by the SWDP Vision and associated objectives. It brings together land use, development and infrastructure considerations that flow from

<sup>5</sup> Section 110, Localism Act (2011) relating to unmet need.

<sup>6</sup> Cheltenham Borough, Gloucester City and Tewkesbury Borough Councils are preparing a Joint Core Strategy (JCS). Land at Mitton (Wychavon District) and the Mythe (Malvern Hills District) were not included as strategic allocations in the Submission Version of the JCS (November 2014). The South Worcestershire Councils will, however, continue to monitor progress on the examination of the JCS.



the economic, environmental and social characteristics of the area. The Sustainability Appraisal (SA) demonstrates that the proposed development strategy will help deliver the SA objectives.

2. The urban areas, in particular Worcester and the main towns, have the greatest housing needs and are locations where the cost of public service delivery is relatively low. In order to deliver the social objectives of sustainable development, some growth is directed to those rural settlements (Category 1, 2 and 3 villages) that enjoy a reasonable range of local services.



3. The villages and hamlets across south Worcestershire are characterised by close-knit communities that in many places retain links with the traditional rural economy, as well as providing a range of services. The specific role of each settlement in the hierarchy is based on a detailed assessment of the services and facilities that are available, as set out in the Village Facilities and Rural Transport Study.
4. The high quality of the open countryside is an important planning attribute of the area. Sites beyond development boundaries generally are 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 proposals which are supportive of more specific SWDP policies, e.g. SWDP 12 – Employment in Rural Areas, SWDP 16 – Rural Exception Sites, SWDP 18 – Replacement Dwellings in the Open Countryside, SWDP 19 – Dwellings for Rural Workers, SWDP 27 – Renewable and Low Carbon Energy.

5. Maintaining the identity and integrity of individual settlements is an important issue for local communities. This is achieved by the West Midlands Green Belt designation to the north and north-east of Worcester within Wychavon, as shown on the Policies Map. Green Belts serve five purposes (set out in the Framework), which are: 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; and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. Locally, the Green Belt continues to serve all the purposes of national policy and the boundaries are considered to be strong and enduring. 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.
6. The Major Developed Sites (MDS) within the Green Belt all have a lengthy planning history with respect to employment and leisure development. They are predominantly brownfield and are likely to continue to be the subject of further development proposals. In order to help inform investment decisions therefore, applications for employment / leisure development within the defined MDS boundary will be supported subject to more detailed Plan policies, e.g. SWDP 25 – Landscape Character. This is consistent with the Framework (paragraph 89 refers).
7. The re-use of Previously Developed Land (PDL) is consistent with the principles of sustainable development. To prioritise PDL sites however, is not supported by the Framework. For the Plan therefore, the fact that a site is Greenfield does not count against it, rather in assessing development proposals on PDL sites, the fact that they are PDL will be a plus in the consideration of the planning balance.
8. There are a number of Significant Gaps shown on the Policies Map. The purpose of maintaining these gaps, which either serve as a buffer or visual break between rural settlements and adjacent urban areas or protect the character and setting of settlements, is to provide additional protection to open land that may be subject to development pressures. The designation helps to maintain a clear separation between smaller settlements and urban areas in order to retain their individual identity. Acceptable development proposals in such areas may include the reuse of rural buildings, agricultural and forestry-related development, playing fields, other open land uses and minor extensions to existing dwellings.
9. As a spatial plan, the SWDP sets out strategic policy that relates to places, unconstrained by administrative boundaries. SWDP 2 therefore identifies three separate Sub Areas that are mutually exclusive and together cover the whole plan area. The Sub Areas are:
  - the Wider Worcester Area (WWA) – comprising Worcester City plus the urban extensions directly abutting the administrative area of the City;
  - the Malvern Hills (Excluding WWA) Sub Area – comprising that part of Malvern Hills district outside of the Wider Worcester Area;
  - the Wychavon (Excluding WWA) Sub Area – comprising that part of Wychavon district outside of the Wider Worcester Area.

10. The Sub Areas are the SWDP response to two strategic issues:
- Worcester City's built up area is tightly constrained inside its boundaries. There is insufficient space in the City's administrative area to meet all its needs for development, especially housing. This is the driver for the concept of the Wider Worcester Area (WWA) enabling Worcester as a sub regional centre to grow beyond the City boundary. A share of Worcester's housing and employment need is redirected to the Worcester urban extensions so that need is met on sites just outside and abutting its boundary, in both Malvern Hills and Wychavon.
  - Because of natural and environmental constraints, Malvern Hills district has limited ability to accept new development. The Plan therefore proposes that part if its housing need which cannot be met in the Malvern Hills (Excluding WWA) Sub Area be redirected in the first instance to the Wider Worcester Area, at the Worcester urban extensions.



11. These arrangements are entirely in line with the approach suggested in the Framework paragraph 179 to deal with situations where development requirements cannot wholly be met within an LPA's own area. SWDP 3 sets out further policy to implement this approach.
12. The retail hierarchy set out in SWDP 2 is a strategic policy tool to help maintain the position of the main competing centres in South Worcestershire relative to other nearby centres, as evidenced by national ranking<sup>(7)</sup>. Supported by SWDP 9 and SWDP 10 it

7 Suite of Town Centre and Retail Studies for Worcester City, Malvern Hills and Wychavon. September 2007 (updated in 2010), DPDS Consulting.



helps to retain each centre's market share of expenditure by reducing expenditure lost to centres outside the plan area. Evidence of the relative retail strength, vitality and viability of the main competing centres supports the retail hierarchy structure in SWDP 2. It demonstrates that Worcester city centre's position in the national ranking is well above that of Evesham, Malvern and Droitwich Spa. This justifies Worcester's first position in the local retail hierarchy, as might be expected from its historic county town role and its size. Of its nearest competing centres, only Birmingham and Cheltenham are ranked higher. Worcester's sub-regional role has long been recognised, most recently in the former Worcestershire Structure Plan, and in evidence about its position amongst centres with the highest comparison goods turnover in the West Midlands. Concentration of new retail development in or closely related to the city centre is important for achieving the critical mass of retail floorspace necessary to attract investment consistent with its hierarchy position. Evesham is next in terms of national ranking whilst Malvern and Droitwich Spa are on a lower ranking but the two are similar. These three towns are grouped in the second position of the local hierarchy. They serve their residents and communities in surrounding rural areas.

13. The Other Towns' centres at Pershore, Tenbury and Upton-upon Severn are smaller and are not in the national ranking of main competing centres. They are grouped in the third position in the local hierarchy, functioning as local service centres. Centres in Category 1, 2 and 3 villages are smaller and are in the fourth position in the hierarchy, based on evidence from the Village Facilities and Rural Transport Survey 2012 about the local services they provide. Villages in the countryside with limited retail facilities are in fifth position.
14. The implementation of SWDP 2 is essential to achieving sustainable development and the delivery of economic prosperity.

## SWDP 3: Employment, Housing and Retail Provision Requirement and Delivery



- A. The South Worcestershire Councils (SWC) will plan, monitor and manage the delivery of housing, employment land and retail floorspace from 2006 to 2030, in accordance with Tables 4a, 4b(i), 4b(ii), 4c and 4d and the site allocations set out in SWDP 43 to SWDP 59.
- B. Employment land provision for about 280ha will be made during the plan period, comprising the area subtotals, which are separate and non-transferable, set out in Table 4a.

**Table 4a: EMPLOYMENT LAND PROVISION 2006-2030**

| EMPLOYMENT LAND PROVISION 2006-2030        | SUB-AREA TOTALS (ha) |
|--|----------------------|
| Wider Worcester Area (WWA)* <sup>(8)</sup> | 120                  |
| Malvern Hills (excluding WWA)              | 40                   |
| Wychavon (excluding WWA)                   | 120                  |
| <b>South Worcestershire TOTAL *</b>        | <b>280</b>           |
| <i>*of which Worcester City</i>            | 80                   |



- C. Housing provision will be made for about 28,400 dwellings (net) during the plan period, comprising the area subtotals, which are separate and non-transferable and comprise the related market housing and affordable housing provision sub-totals, as set out in Table 4b(i). The annual requirement rates in Table 4b(ii) will apply when monitoring delivery of the area sub-total targets set out in Table 4b(i), and when calculating the five-year supply requirement for the purposes of Framework paragraph 47.**

**Table 4b(i): HOUSING PROVISION 2006-2030 (net number of dwellings)**

| SUB AREA                      | AREA  | AREA SUBTOTAL# | Market Housing | Affordable Housing <sup>(9)</sup> |
|-------------------------------|---|----------------|----------------|-----------------------------------|
| Wider Worcester Area (WWA)    | Wider Worcester Area                                | 12,150         | 8,350          | 3,800                             |
|                               | Wider Worcester Area (Worcester City)               | 6,800          | 5,100          | 1,700                             |
|                               | Wider Worcester Area (Malvern Hills and Wychavon*#) | 5,350          | 3,250          | 2,100                             |
| Malvern Hills (excluding WWA) | Malvern Hills (excluding WWA)                       | 5,650          | 3,950          | 1,700                             |
| Wychavon (excluding WWA)      | Wychavon (excluding WWA)                            | 10,600         | 7,300          | 3,300                             |
|                               | <b>South Worcestershire</b>                         | <b>28,400</b>  | <b>19,600</b>  | <b>8,800</b>                      |

**Notes to Table 4b(i)**

Figures may not sum due to rounding.

\* Located within the district(s) of Malvern Hills District and Wychavon District

# For monitoring purposes the target (market housing and affordable housing) for that part of WWA within Malvern Hills District is 4,450 and the target for that part of WWA within Wychavon District is 900.

**Table 4b(ii): HOUSING PROVISION – ANNUAL REQUIREMENTS (net number of dwellings)**

| AREA                                  | AREA SUBTOTAL | ANNUAL REQUIREMENT     |           |           |
|---------------------------------------|---------------|------------------------|-----------|-----------|
|                                       |               | 2006-2015              | 2015-2018 | 2018-2030 |
| Wider Worcester Area (Worcester City) | 6,800         | 283                    | 371       | 261       |
| Wider Worcester Area (Malvern Hills)  | 4,450         | 0                      | 0         | 371       |
| Wider Worcester Area (Wychavon)       | 900           | 56 (2014/15 only)      | 56        | 56        |
| Malvern Hills (excluding WWA)         | 5,650         | 235                    | 308       | 217       |
| Wychavon (excluding WWA)              | 10,600        | 442                    | 578       | 407       |
| South Worcestershire                  | 28,400        | 960 (1,016 in 2014/15) | 1,314     | 1,314     |

**Note to Table 4b(ii)**

Figures may not sum due to rounding.

- D. Retail provision will be made for about 50,000 square metres (net floorspace) during the plan period.**

**Table 4c: RETAIL REQUIREMENTS 2013-2031 (net floorspace sq.m.)**

|                               | Convenience | Comparison | Total  |
|-------------------------------|-------------|------------|--------|
| Wider Worcester Area (WWA)*   | 0           | 30,726     | 30,726 |
| Malvern Hills (excluding WWA) | 669         | 6,786      | 7,455  |
| Wychavon (excluding WWA)      | 0           | 1,326      | 1,326  |
| South Worcestershire          | 669         | 38,838     | 39,507 |
| *of which Worcester City      | 0           | 26,726     | 26,726 |

- E. The supply of employment land, housing and retail floorspace to meet the provision requirements is set out in Table 4d.**

**TABLE 4d: TOTAL OVERALL PROVISION 2006-2030**

|  | Employment<br>land (ha) | Homes <sup>K</sup> | Retail floorspace<br>(sq.m. net) |                 |
|--|-------------------------|--------------------|----------------------------------|-----------------|
| <b>SUPPLY COMPONENTS</b>                                     |                         |                    |                                  |                 |
| <b>Wider Worcester Area</b>                                  |                         |                    | <b>Food</b>                      | <b>Non-Food</b> |
| Completions <sup>A</sup>                                     | 9                       | 3,066 <sup>L</sup> | 5,111                            | 10,085          |
| Commitments <sup>B</sup>                                     | 35.4                    | 1,866 <sup>M</sup> | 1,273                            | 8,197           |
| Windfall Allowance <sup>C</sup>                              | N/A                     | 644                | N/A                              | N/A             |
| Urban Capacity Allocations <sup>D</sup>                      | 34.76                   | 1,800              | 0                                | 22,000          |
| Urban Extensions <sup>E, F</sup>                             | 41                      |                    | 3,000                            | 1,000           |
| Urban Extensions (Worcester City) <sup>E, F</sup>            |                         | 80                 |                                  |                 |
| Urban Extensions (Malvern Hills District) <sup>E, F, G</sup> |                         | 4,502              |                                  |                 |
| Urban Extensions (Wychavon District) <sup>E, F</sup>         |                         | 385                |                                  |                 |
| <b>SUPPLY Subtotal</b>                                       | <b>120.16</b>           | <b>12,343</b>      | <b>9,384</b>                     | <b>41,282</b>   |
|  |                         |                    |                                  |                 |
| <b>Malvern Hills (excluding WWA)</b>                         |                         |                    |                                  |                 |
| Completions <sup>A</sup>                                     | 10.84                   | 1,944              | 0                                | 0               |
| Commitments <sup>B</sup>                                     | 10.76                   | 1,579              | 880                              | 88              |
| Windfall Allowance <sup>C</sup>                              | N/A                     | 372                | N/A                              | N/A             |
| Urban Capacity Allocations                                   | 9                       | 659                | 1,011                            | 3,724           |
| Urban Extensions   | 10                      | 800                | 0                                | 0               |
| Village Allocations <sup>H</sup>                             | 0                       | 346                | 0                                | 0               |
| Tenbury Wells Allocations                                    | 0                       | 75                 | 0                                | 0               |
| Upton-upon-Severn Allocations                                | 0                       | 0                  | 0                                | 0               |
| <b>SUPPLY Subtotal</b>                                       | <b>40.6</b>             | <b>5,775</b>       | <b>1,891</b>                     | <b>3,812</b>    |
|  |                         |                    |                                  |                 |

## SWDP 3: Employment, Housing and Retail Provision Requirement and Delivery

|  | Employment land (ha) | Homes <sup>K</sup> | Retail floorspace (sq.m. net) |               |
|--|----------------------|--------------------|-------------------------------|---------------|
| <b>Wychavon (excluding WWA)</b>  |                      |                    |                               |               |
| <b>Completions<sup>A</sup></b>   | <b>32.38</b>         | <b>3,613</b>       | <b>2,616</b>                  | <b>4,212</b>  |
| <b>Commitments<sup>B</sup></b>   | <b>52.88</b>         | <b>4,639</b>       | <b>2,468</b>                  | <b>3,338</b>  |
| <b>Windfall Allowance<sup>C</sup></b>  | <b>N/A</b>           | <b>876</b>         | <b>N/A</b>                    | <b>N/A</b>    |
| <b>Urban Capacity Allocations</b>  | <b>0</b>             | <b>630</b>         | <b>500</b>                    | <b>750</b>    |
| <b>Urban Extensions</b>  | <b>33.5</b>          | <b>709</b>         | <b>0</b>                      | <b>0</b>      |
| <b>Village Allocations<sup>H</sup></b>   | <b>0</b>             | <b>604</b>         | <b>0</b>                      | <b>0</b>      |
| <b>Major Rural Employment Allocations (Throckmorton Airfield<sup>I</sup> and Interbrook, Pinvin<sup>J</sup>)</b> | <b>14.45</b>         | <b>N/A</b>         | <b>N/A</b>                    | <b>N/A</b>    |
| <b>Major Developed Sites intensification (land equivalent)</b>   | <b>7</b>             | <b>N/A</b>         | <b>N/A</b>                    | <b>N/A</b>    |
| <b>SUPPLY Subtotal</b>   | <b>140.21</b>        | <b>11,071</b>      | <b>5,584</b>                  | <b>8,300</b>  |
|  |                      |                    |                               |               |
| <b>South Worcestershire</b>  | <b>300.97</b>        | <b>29,189</b>      | <b>16,859</b>                 | <b>53,394</b> |
| <b>TOTAL SUPPLY</b>  |                      |                    |                               |               |

### Notes to Table 4d

<sup>A.</sup> Total number of dwellings (net) completed 1 April 2006 - 31 March 2015.

Total amount of employment space completed 1 April 2006 - 31 March 2011.

Total amount of retail floorspace (net) completed 1 April 2006 - 31 March 2013.

<sup>B.</sup> Total number / amount of homes / employment space with planning permission. In Wychavon this includes 201 park homes at Leedons caravan park, Broadway. A discount of 5% for planning permissions not being implemented has been applied to all outstanding housing commitments (excluding dwellings under construction).

Dwelling commitments are as at 31 March 2015.

Employment commitments are as at 31 March 2011.

Retail commitments are as at 31 March 2013.

<sup>C</sup> Windfall is unallocated housing development. The annual windfall rate allowances for 2017 - 2026 and for 2026 - 2030 respectively are:

- Worcester 63 and 42 pa. (This applies to Worcester City, there are no windfalls forecast in the WWA urban extensions.)
- Malvern Hills (ExWWA) Sub Area 35 and 23 pa.
- Wychavon (ExWWA) Sub Area 82 and 55 pa.

To avoid double counting with the completion of small windfall commitments existing at 2015, the allowance for small, non-garden windfall completions is for the period 2018/19 to 2029/30. In addition, this allowance is reduced further by discounting the supply of small site allocations (5 to 9 dwellings) that could otherwise be windfalls forecast for completion 2018/19 to 2030.

<sup>D</sup> These allocations are all within the Worcester City administrative area and are set out in policies SWDP 43 - 44.

<sup>E</sup> These allocations are beyond the Worcester City administrative area, except for approximately 80 dwellings on site SWDP 45/1. The Urban Extensions are set out in SWDP 45.

<sup>F</sup> The retail floorspace for Worcester urban extensions excludes small shops proposed in SWDP45/4.

<sup>G</sup> 180 dwellings within the site allocation SWDP45/1 are anticipated to be completed after the end of the Plan period. These are additional to the 4,502 dwellings supply identified within the Wider Worcester Area (Malvern Hills) to 2030.

<sup>H</sup> Village allocations are set out in policy SWDP 59.

<sup>I</sup> Policies Map reference SWDP3/1.

<sup>J</sup> Policies Map reference SWDP3/2.

<sup>K</sup> The completions and commitments supply totals include dwellings on SWDP site allocations that were completed by the end of March 2015 or committed at that date. To avoid double counting, the totals in the allocations supply categories exclude those completions and commitments on SWDP allocations.

<sup>L</sup> Completions in the Wider Worcester Area (March 2015) comprised: 3,046 in WWA (Worcester City) Area; 20 in WWA (Wychavon) Area; and 0 in WWA (Malvern Hills) Area.

<sup>M</sup> Commitments in the Wider Worcester Area (March 2015) comprised: 1,383 in WWA (Worcester City) Area; 483 in WWA (Wychavon) Area; and 0 in WWA (Malvern Hills) Area.

- F. Worcester's growth beyond its administrative boundary will be delivered on the sites allocated by Policy SWDP 45 and not elsewhere within Malvern Hills District or Wychavon District.**
- G. The delivery and availability of housing land will be monitored annually. Any necessary adjustments will be made in order to deliver the overall south Worcestershire housing target and maintain a rolling 5 year supply of deliverable housing land consistent with the area sub-totals set out in SWDP 3 D Tables 4b(i) and 4b(ii).**

### Reasoned Justification

1. The main focus of the SWDP is to provide development that supports the area's economic prosperity. The principal mechanisms to achieve this include making provision for:
  - a. The right amount and type of land for employment uses in locations where business will thrive and be more resilient to the twin challenges of global competition and moving towards a low-carbon economy.
  - b. Sufficient housing provision that enables more of the labour force to be housed locally and provides the right mix to meet the wide range of housing needs.
  - c. Retail development that is more resilient to changing retail behaviour and challenges to the traditional high street, and that supports the vitality and viability of both town centres and town centre uses in south Worcestershire.
  - d. Infrastructure that supports communities housing the labour force and facilitates the movement of labour, goods and materials through alignment of the phasing of development and supporting infrastructure; this will include provision of facilities supporting training and skills.

### Housing

#### Housing Provision Targets

2. The SWDP's locally derived total housing provision targets in SWDP 3 Table 4b(i) are consistent with the recommendations of the Inspector for the SWDP Examination on the objective assessment of housing need (OAHN). Those recommendations identified the scale of the need for housing over the plan period for each of the three districts in South Worcestershire, informed by robust, credible evidence. The Addendum to the Housing Background Paper Update (2015) sets out the evidence providing the detailed justification of the planned scale and distribution of housing development, and the alignment of housing, jobs and the labour force<sup>(10)</sup>.

<sup>10</sup> This includes evidence in the report 'SWDP Objective Assessment of Housing Need' January 2014 (Amion Consulting Ltd / Edge Analytics Ltd) that was tested at the SWDP Examination.



## SWDP 3: Employment, Housing and Retail Provision Requirement and Delivery

3. SWDP 3 plans for growth of about 28,400 dwellings in South Worcestershire for the plan period 2006 to 2030. This policy target is in line with the conclusions and recommendations of the Inspector for the SWDP Examination. The rounded South Worcestershire housing provision target of about 28,400 reflects the overall housing need of 28,370 dwellings established through the OAHN.
4. The OAHN is based on the evidence, being the mid point between the average of housing growth forecasts from two suites of jobs-led sensitivity scenarios (SENS2 and SENS3). These use a trend-based demographic growth scenario modified to take account of additional in-migration resulting from forecast employment growth. The scenarios of housing growth identified the scale of housing that the population is likely to need over the plan period. The housing growth forecasts underpinning those scenarios were informed by up to date national household and population projections. Taking full account of a range of up to date and representative job forecasts, the jobs led scenarios forecast population, household and housing growth consistent with delivering sufficient labour force to meet jobs growth, allowing for unemployment and commuting. The housing growth forecasts also took vacancies and second homes into account. The OAHN had regard to information about the local housing market and other market signals.

### Sub-Area and Area Housing Provision Targets

5. SWDP 3 sets out spatial Sub Area and Area policies for housing targets and supply. The area sub-totals in Table 4b(i) provide these housing provision targets based on Sub Areas and Areas. Added together the area sub-totals match the 28,400 dwellings target for the plan period. Three Sub Areas are defined in SWDP 2. The matching Sub Area housing supply figures are set out in SWDP3 Table 4d. The Wider Worcester Area is a Sub Area which is sub-divided into the Worcester City Area, and the Malvern Hills and Wychavon Area, where each area has a policy housing target. The latter is further divided for monitoring purposes with separate targets for the area within Malvern Hills and the area within Wychavon.
6. The total OAHN for South Worcestershire is matched by the SWDP3 Table 4b(i) total housing requirement target. Policy SWDP 3 provides targets for Sub Areas and Areas, not total District targets. The Sub Area and Area targets in Table 4b(i) therefore differ from the individual District need figures provided by the OAHN<sup>(11)</sup>. Through joint working and co-operation the Plan has redirected unmet need within parts of the plan area to other parts of South Worcestershire. The SWDP is a joint plan that has been positively prepared because it has addressed the following 'larger than local' cross-boundary issues:
  - a. Worcester City's built up area is tightly constrained inside its administrative boundary. There is insufficient available, suitable land in the City to meet all its development needs, especially housing. The target for the City of 6,800 dwellings is based on the forecast supply of housing including future deliverable and developable sites in the City to 2030. At 6,800 the policy requirement target for

11 The Housing Background Paper Addendum update 2015 provides justification and analysis of the Sub Areas' provision and supply.

## SWDP 3: Employment, Housing and Retail Provision Requirement and Delivery

Wider Worcester Area (Worcester City) is below the need for 9,830 dwellings in Worcester City identified in the OAHN.

- b. Because of natural and environmental constraints, Malvern Hills (Excluding WWA) Sub Area has limited ability to accommodate new development. The target of 5,650 is based on the forecast supply of housing including future deliverable and developable sites to 2030 that have been identified within the Sub Area. At 5,650 dwellings, the policy requirement target for the Sub Area is below the need for 8,590 dwellings in Malvern Hills District according to the OAHN.
7. The SWDP resolves both of these cross-boundary issues through the application of the SWDP 2 policy designation of the Wider Worcester Area (WWA) and the redirection of housing provision to the Sub Areas and Areas. Policy SWDP 3 thus accords with the approach set out in Framework paragraph 179 to deal with situations where development requirements cannot wholly be met within an LPA's own area.
8. The Wider Worcester Area enables Worcester as a sub regional centre to grow beyond the administrative boundary. The scale of supply identified within the City (about 6,950 dwellings) comes from completions, commitments, future small windfalls and allocations. Identification of the latter took account of site availability, the viability of delivering affordable housing and infrastructure, and material considerations such as the Green Belt, flood risk, heritage assets, the network of Green Spaces, and the need for employment land. The share of Worcester's need for housing that is unmet in the City (about 3,050 dwellings) and part of its need for employment land (about 41ha) is redirected to the Worcester urban extensions so that need is met in the WWA on sites (SWDP 45) just outside the administrative boundary, in Malvern Hills and Wychavon Districts.
9. The Malvern Hills (Excluding WWA) Sub Area target has been based on supply consistent with a scale of growth in the Sub Area which reflects the need to respect key natural and environmental assets. This also avoids proposing a level of rural dispersal that would be at odds with the SWDP strategy. Other material considerations were taken into account, such as delivering housing and infrastructure in tandem. Redirection of approximately 2,950 dwellings of Malvern Hills' need was necessary because of limited opportunities for urban growth in Malvern Hills District. This is due to constraints on the development of Malvern resulting from proximity to the Malvern Hills AONB and the need to protect the AONB from adverse environmental impacts of extensive, concentrated urban development nearby. In setting and justifying the housing provision targets, the displaced housing provision from the Sub Area has been redirected in the first instance to that part of WWA situated within Malvern Hills District. Approximately 600 dwellings of that unmet need has been redirected to Wychavon (Excluding WWA) Sub Area, to locations with the strongest existing economic linkages. This approach enables the Malvern Hills housing need to be met within the SWDP area. One consequence of this approach is that by accommodating 34% of provision to meet the objectively-assessed need outside the Sub Area it provides the potential to damp down the historic trend of large-scale net in-migration into the Malvern Hills settlements in the Sub Area which has put pressure on that local housing market.

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10. The SWDP addresses the consequences of accommodating the redirected unmet Worcester need and the displaced Malvern Hills need at the Worcester urban extensions, including
  - a. The need to provide employment opportunities at major urban extensions which accommodate most of the redirected and displaced unmet housing need, in order to reduce the need to travel.
  - b. Priority for investment in a package of transport infrastructure and services to enable residents to access employment in Worcester and in Malvern Hills District.
  - c. A meaningful proportion of the affordable housing in the Worcester South and West urban extensions will meet affordable housing need from Malvern Hills.
  - d. The need to co-ordinate services provided by the county and district councils and other providers to support communities in the WWA.

### **Unmet Need from Other Areas outside South Worcestershire**

11. The housing provision targets in Table 4b(i) relate to South Worcestershire needs. Those needs include substantial net in-migration forecast to 2030, including in-migration to achieve the necessary uplift in labour force in the plan area.
12. The targets do not make further provision for external unmet need over and above the forecast migration taken into account in the population forecasts underpinning the OAHN. It has not been clearly established through any other LPA's Local Plan process that external unmet needs from outside South Worcestershire must be met through additional provision in the SWDP area.

### **Annual Requirements**

13. Table 4b(ii) sets out the annual requirements for each Sub Area for the Plan period. This provides the necessary information to inform five year housing supply calculations for each Plan Sub Area and Area. There is a zero annual requirement for WWA (Malvern Hills) in years 2015/16, 2016/17 and 2017/18, reflecting the fact that the urban extensions will only deliver substantial amounts of new housing in that Area from 2018/19 onwards. The higher rates in Worcester City, Malvern Hills (Ex WWA) Sub Area and Wychavon (Ex WWA) Sub Area compensate for that zero rate in those three years. From 2018/19 there are more modest annual requirement rates in those three Sub Areas over the remaining 12 years, thereby maintaining consistency with the relevant area subtotal in Table 4b(i). Multiplying the relevant rate by the number of years and adding the sums together equates to the overall housing provision for each Sub Area and Area. Reasoned Justification Paragraphs 37 to 40 below provide further information on the use of these annual rates for the housing trajectories in Annex E and for five year housing land supply purposes as part of the Housing Implementation Strategy.

### **Duty to Co-operate**

14. The SWC undertook diligent joint working, to identify their requirements through evidence gathering and during plan preparation. The SHMA 2012 and the subsequent SWDP Objective Assessment of Housing Need, January 2014 (Amion / Edge Analytics) involved joint working with neighbouring authorities within Worcestershire to prepare evidence on housing need. Drawing on the latest evidence, the forecast housing need increased and the related housing provision target rose to 28,400. The SWDP Sub Area and Area targets sum to that total. The SWC also co-operated both with adjoining and beyond (e.g. Birmingham) local planning authorities to consider strategic priorities for the delivery of homes, including cross-boundary housing requirements. The evidence base documented the joint working and other activities demonstrating effective co-operation consistent with the Duty to Co-operate legal requirement and the Framework.

### **Affordable Housing Need**

15. Evidence in the Addendum to the Housing Background Paper 2014 (and 2015 update) indicated that the estimated total need for affordable housing in the plan period is at least 8,140 dwellings (comprising 4,509 in Worcester City, 1,456 in Malvern Hills District and 2,176 in Wychavon District). This takes into account SHMA 2012 evidence on need already met in the plan period and the future need to be met being based on:
  - a. 871 completions to 2011.
  - b. Total commitments for 329 as at April 2011 (updated monitoring).
  - c. A requirement for a further 3,785 affordable dwellings to meet the current backlog of need and net newly arising need 2011 – 2016.
  - d. Additional net newly-arising need for 2016 - 2030 in the order of at least 3,155 dwellings.

### **Affordable Housing Supply**

16. The Addendum to the Housing Background Paper Update 2015 provides the audit trail of the objective assessment of the future sources of supply of affordable housing achievable from development. It indicates that if affordable housing delivery relied only on the uplift of development land value, then total potential supply of additional affordable housing from development in the plan period would be up to approximately 9,000 affordable dwellings. This assessment is based on:
  - a. 871 completions 2006 – 2011, plus 1,573 completions 2011 – 2015, plus total commitments (permitted but either under construction or not yet started) for 2,576 dwellings as at April 2015.
  - b. The potential to deliver up to approximately 3,900 affordable dwellings in association with future market housing supply, from which affordable housing can be sought.



## SWDP 3: Employment, Housing and Retail Provision Requirement and Delivery

17. The forecast of up to about 9,000 dwellings total potential supply of additional affordable housing in South Worcestershire was calculated based on policies in the plan, notably:
- a. Policy SWDP 3 Table 4d where the residue of overall housing provision not committed was approximately 12,600 dwellings, including delivery on sites allocated in policies SWDP 43 to 59 which are not yet permitted and forecast future supply from small, non-garden land windfalls.
  - b. Policy SWDP 15's sliding scale of affordable housing to be sought from sites permitted for dwellings in Use Class C3.
  - c. Use Class C2 housing (residential care homes, plus the high-care end of extra-care housing) and 'sui generis' non-self-contained student accommodation are not subject to SWDP 15 and so will not contribute to the supply of affordable dwellings.
  - d. Policy SWDP 15's reference to viability. The uplift in land values achieved through Use Class C3 (market housing provision) is a key opportunity in this plan period to meet much of the residue of unmet affordable housing need, but viability issues constrain the ability of development to meet all of that need, as indicated in the Affordable Housing Economic Viability Study and the Overall Plan Viability Study.



18. The supply from commitments at April 2015 already takes account of contemporaneous viability issues and evidence of local need. The consequence of the Government's changes to regulations allowing developers to renegotiate agreed affordable housing contributions, existing or future, has not been included in the supply forecast as it would

prejudge the negotiations in advance of developers' site and time specific evidence. The joint allocations policy approach within Worcestershire under Home Choice Plus provides a complementary mechanism which assists in maximising the potential to match affordable housing need with the delivery of affordable housing within South Worcestershire.

19. Table 4b(i) sets out the area targets for affordable and market housing. The Housing Background Paper Addendum Update 2015 details the evidence underpinning the affordable housing targets. The plan area target of about 8,800 affordable dwellings could accommodate the forecast total level of potential need, and is a realistic target for delivering affordable housing via the uplift in development value. The potential shortfall forecast in the Wider Worcester Area in the Addendum Update 2015 is expected to be reduced through other, non-development sources of supply as well as through the joint allocations policy approach available, for example, under Home Choice Plus.
20. The potential to add to the affordable housing supply to 2030 includes:
  - a. Changes in tenure within the existing stock, or from sources external to south Worcestershire, which will not require the construction of additional dwellings, including;
    - i. Change in stock in Worcester from market housing to private sector rent that is affordable (the potential for delivering 285 units through the Local Lettings Agency during the plan period is additional to the combined forecast supply of about 3,790 affordable housing units, on which the combined 3,750 target in SWDP 3 for the WWA are based).
    - ii. Registered Social Landlords (RSLs) purchasing existing satisfactory properties and acquiring properties via Mortgage Rescue.
  - b. Affordable housing expected to be delivered through means that are allowed for by policy but which were not fully quantified, so were not counted towards the policy housing provision total in SWDP 3 Table 4d. These would be in addition to both the 28,400 total housing supply and to the forecast of up to about 9,000 affordable housing supply, and would come from:
    - i. Rural exceptions.
    - ii. Neighbourhood Plans and Community Right to Build Orders.
  - c. Other 100% affordable schemes. If built, these would raise the total supply of affordable housing counted towards SWDP 3. The products listed below are relatively new; lack of national or local evidence about actual delivery precludes identifying a specific allowance in Table 4b(i) provision at this time. The following would be additional to the supply forecast in Table 4d:
    - i. RSLs building more "affordable rent" housing without grant funding by raising money on the financial market and using funding generated by affordable rents.



- ii. Local Authority New Build.
- iii. 100% grant funding / affordable housing delivered through a range of mechanisms currently employed; e.g. the Affordable Homes Programme (replacing the National Affordable Housing Programme), Kickstart (HomeBuy Direct and NAHP).

### **Affordable Housing Requirement Targets**

- 21. Table 4b(i) sets out the policy for the scale of affordable housing requirement in the Plan Area, Sub Areas and Areas. These policy targets are based on the scale of potential supply from development (rounded down) to 2030 in those areas. The delivery of those not yet permitted depends on the outcome of negotiations through the development management process. The Housing Background Paper Addendum provides evidence about the ability of forecast supply in Malvern Hills (ExWWA) Sub Area and in Wychavon (ExWWA) Sub Area to accommodate the need for affordable housing arising from Malvern Hills and Wychavon Districts respectively. The need of Worcester is to be met in the WWA in the city and at the Worcester urban extensions but may be accommodated elsewhere in the plan area through the joint allocations policy.
- 22. The market housing provision total in SWDP 3 was calculated by subtracting only the affordable housing target of 8,800 affordable dwellings to be achieved through development value uplift from the 28,400 total, without further deduction for 100% affordable housing schemes. Likewise, the market housing targets in the Sub Areas and Areas in Table 4b(i) were calculated by subtracting the affordable housing target from the overall housing target for each area.
- 23. Monitoring will indicate whether higher or lower levels of affordable housing are delivered. The SWDP Review is the appropriate mechanism to consider whether to amend the housing provision totals and / or the subtotals for market housing and / or affordable housing in the light of evidence about affordable housing delivery.

### **Delivering Development**

- 24. The Housing Implementation Strategy is set out in reasoned justification paragraphs 24 to 47 and is developed from Stronger Community Objectives 1, 2, 3 and policies on housing supply, particularly:
  - SWDP 3 (housing requirement and delivery).
  - SWDP 43 - 59 (site allocations).
  - SWDP 14 (market housing mix).
  - SWDP 15 (affordable housing needs).
- 25. Other housing policies in the SWDP are:
  - SWDP 16 (rural exceptions).

- SWDP 18 (replacement dwellings).
  - SWDP 19 (rural worker dwellings).
  - SWDP 20 (housing to meet the needs of older people).
  - SWDP 42 (residential moorings).
26. Gypsy, traveller and travelling show-people's accommodation needs are additional to the needs identified in SWDP 3. Their needs are addressed through other policies, notably through SWDP 17 – Travellers and Travelling Showpeople Accommodation.

### Sources and Components of Supply

27. The policies in the SWDP enable the implementation strategy to be underpinned by a balance in the components of housing supply. 30% of the provision requirement has been completed and there are commitments for a further 27% (permitted). 7% is met from forecast small non-garden windfalls. The largest component is from site allocations (not built or committed), which contribute 37% to housing provision (25% is in WWA, 7% and 6% respectively in the Malvern Hills (Ex-WWA) and Wychavon (Ex-WWA) Sub Areas). This mix of sources provides a healthy balance between certainty and flexibility. Delivery of housing is not over-reliant on any one category.
28. The Strategic Housing Land Availability Assessment (SHLAA) is updated annually and has informed the assessment and allocation of sites. The Housing Background Paper Addendum Update 2015 and the Development Strategy and Strategic Site Allocations Background Paper (May 2013) provide more detail on the use of this evidence to develop policy.
29. As well as dwellings completed since 1 April 2006, those dwellings under construction or with planning permission but not yet started (the latter discounted by 5% for sites not allocated in SWDP) are part of the supply counted towards housing provision. In addition, new homes will be realised through:
- a. The development of allocation sites identified within SWDP policies SWDP 43 - 59 (site allocations).
  - b. The development of small windfall sites and the change of use of buildings where land and premises are shown to be surplus to the requirements of other land uses.
  - c. The provision of new homes through conversions.
30. Evidence supports the forecast supply of small, non-garden windfalls post-March 2014, consistent with the Framework. Future large windfalls are not forecast and no allowance is made for future large windfalls in supply Table 4d. However, if delivered they will be reported through the monitoring of development.
31. The Framework makes clear that local planning authorities should identify and bring back into residential use empty housing and buildings, in line with local housing and empty homes strategies. No specific allowance for net additional housing supply from bringing empty homes back into use is made for this in SWDP 3. Any future empty homes

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strategy and evidence relating to the means to support delivery may enable a future SWDP review to take this potential supply source into account in line with national guidance.

32. Affordable housing delivered through Neighbourhood Plans and Community Right to Build, and / or funded by financial contributions from small sites, is an unquantifiable source of supply that is additional to the forecast of supply identified in Table 4d. This also applies to rural exception sites. However, if delivered they will be reported through the monitoring of development.
33. Over time other sites may be identified in later Strategic Housing Land Availability Assessment updates. Development of these sites would add to housing supply. However, at this time they are unknown and so are not included in the supply figures set out in Table 4d.

### Spatial Distribution of Supply

34. **Wider Worcester Area** - In order to implement SWDP 3, an urban concentration strategy for the long-term growth of Worcester has been developed. The urban capacity for the city comprises commitments and completions and housing allocations within the administrative boundary of the City plus an allowance for small windfalls. Development within the city boundary can achieve the target of about 6,800 homes in the plan period. Urban concentration will also be achieved through the development of urban extensions immediately adjoining the city boundary in Malvern Hills and Wychavon. Urban extensions are necessary because Worcester cannot meet all its long-term employment and housing needs within its administrative boundary. The scale of urban extension allocations for the Wider Worcester Area outside the City (about 5,400 excluding dwellings forecast for completion after March 2030) combined with forecast supply of about 6,960 within the City, is sufficient to address the target of 12,150 for the Wider Worcester Area. The scale of housing in the Wider Worcester Area supports delivery of strategic objectives in the SWDP. Notably, by delivering sufficient new homes to support economic growth, regeneration, allocating development in locations with good access to local services, maximising transport choice and maximising opportunities to deliver affordable housing. The urban extensions at Worcester provide the capacity to address the unmet housing need of Worcester City and all but about 600 dwellings of the provision displaced from Malvern Hills, which is identified in reasoned justification paragraphs 8 and 9 above.
35. If future monitoring indicates a significant change in circumstances then this would require a review of how the objective of meeting Worcester's needs and unmet needs from Malvern Hills in the Wider Worcester Area would be implemented in detail. This would relate to circumstances impacting on Worcester or Malvern Hills needs or in delivering housing supply to meet needs.
36. **Wychavon and Malvern Hills Districts** - To meet the development needs of Wychavon and Malvern Hills districts, the majority of development is to be focused at the towns of Droitwich Spa, Evesham, Malvern and Pershore. The SHLAA process has identified a number of potential urban capacity sites within these towns. However, brownfield urban capacity is relatively limited; to meet the proposed levels of development, a number of urban extensions are necessary in Droitwich Spa, Evesham, Pershore and Malvern. The remaining development will be accommodated through smaller site allocations within

the development boundaries of the towns as set out in the urban site allocation policies. Smaller allocations in Category 1, 2 and 3 villages provide for local needs in the rural areas, together with completions, commitments and overall windfall forecasts.

### Maintaining a Five-Year Housing Land Supply

37. The expected rate of housing delivery over the plan period is illustrated through a “housing trajectory” (Annex E). There is a trajectory for South Worcestershire and for each Area set out in Table 4b(ii), which illustrates the housing development that has been built since 2006 and the levels of development currently anticipated over the rest of the plan period.
38. The forecast of housing supply is analysed in the housing trajectories in Annex E. This analysis uses a plan - monitor - manage approach to consider whether the plan’s policies can maintain supply. The SWDP analysis is based on the annual provision rates set out in SWDP 3 Table 4b(i); the “monitor” compares past completions against the relevant annual rates; and “manage” considers what has been delivered against the residue of what is left to be delivered. The trajectories demonstrate the ‘front-loading’ of development in the SWDP, without being over-optimistic about delivery rates.
39. The rolling five year housing land supply assessments for all nine trajectories were set out in the evidence accompanying the Housing Background Paper Addendum Update 2015. This demonstrated that there was more than five years of supply in South Worcestershire and all Sub Areas and Areas from April 2015 onwards<sup>(12)</sup>. Five-year housing land supply calculations will be produced annually for each of the Sub Areas and Areas set out in SWDP 3 D Tables 4b(i) and 4b(ii) based on the relevant annual requirement rates set out in that table. Targets are part of the framework of monitoring indicators. Responsibility for undertaking the 5 year land supply calculations is as follows:

| Authority  | Table 4b(ii) Area  |
|--|--|
| Worcester City Council                           | <ul style="list-style-type: none"> <li>Worcester City (the administrative area)</li> </ul>   |
| Malvern Hills District Council                   | <ul style="list-style-type: none"> <li>Malvern Hills (Ex WWA) Sub Area</li> <li>Wider Worcester Area (Malvern Hills) Area</li> </ul> |
| Wychavon District Council                        | <ul style="list-style-type: none"> <li>Wychavon (Ex WWA) Sub Area</li> <li>Wider Worcester Area (Wychavon) Area</li> </ul>           |
| South Worcestershire Councils (Joint Monitoring) | <ul style="list-style-type: none"> <li>South Worcestershire – aggregated</li> </ul>  |

12 From April 2018 in the Wider Worcester Area (Malvern Hills) Area when the urban extensions deliver substantial amounts of new housing in that Area.

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| Authority | Table 4b(ii) Area  |
|-----------|--|
|           | <ul style="list-style-type: none"> <li>South Worcestershire (annualised – for monitoring purposes only)</li> <li>The Wider Worcester Area – aggregated</li> <li>The Wider Worcester Area (Malvern Hills and Wychavon) Area – aggregated</li> </ul> |

40. “Separate and non-transferable housing provision” in the policy means that, subject to the provisions of the Framework paragraph 14, any shortfall identified in the five-year housing land supply against any Area sub total will not be met elsewhere in another Sub Area or Area identified in SWDP 3.
41. Detailed evidence is set out in the Housing Background Paper Addendum Update 2015. That evidence demonstrates how the plan can maintain a ‘rolling’ five-year supply from April 2015 with a buffer (either 5% or 20% as appropriate in line with the Framework) brought forward from the end of the plan period, taking into account the site allocations and other supply components in SWDP 3 Table 4d. It also shows that the housing supply position had improved through completions, commitments and additional capacity in site allocations, particularly since 2012.
42. The evidence demonstrates delivery of the overall Plan Area, Sub Area and Area housing targets to 2030. It also demonstrates the maintenance of the rolling 5 year supply up to March 2025. The forward looking 5 year supply position declines at the end of the plan period but this is because the Framework does not require the SWDP to provide a land bank at the end of 2030<sup>(13)</sup>. The plan review is the correct mechanism for identifying provision targets and supply after 2030.
43. The housing trajectories will be monitored and updated on an annual basis through the Authority Monitoring Reports and also through roll-forward and further reviews of the Strategic Housing Land Availability Assessment (SHLAA). It will assess the 5 year land supply position, including whether there has been past shortfall or surplus in delivery and determine the level of buffer to apply for Framework paragraph 47 purposes. Annual monitoring will include monitoring applicants’ evidence which they use to demonstrate the extent to which their proposed housing development will contribute to the five year deliverable housing land supply. Over time this can be compared to delivery achieved on those developments.

### Flexibility

44. The scale of potential housing supply currently forecast in Table 4d is over 800 dwellings more than the policy requirement. This currently indicates a good level of flexibility, especially as it does not include any allowance for future large windfalls. As expressed,

<sup>13</sup> The lack of annual rate targets and supply post 2030 preclude robust analysis of the future rolling 5 year housing supply position from about 2026.



SWDP 3 does not preclude additional windfalls, small or large, from contributing to housing supply, subject to the SWDP's policies.

### **Contingency Planning**

45. House building rates were higher in the period 1996 – 2006. Subsequently, however, rates of housing delivery in the SWDP were lower, particularly in 2008 - 2011, reflecting the on-going impacts of economic recession and the housing market downturn. Completions however improved in 2011 – 2015, including 866 and 864 dwellings completed in Wychavon in 2013-14 and 2014-15 respectively, which was more than three times the average annual completions in the preceding seven years. It is prudent to ensure the partner authorities are in a position to respond quickly to changing circumstances. Positive planning measures may be required to help bring forward sites for development earlier in the plan period to ensure a five-year supply of sites can be sustained.

### **Risk Assessment of Obstacles and Constraints for Housing Delivery**

46. The SHLAA already provides an assessment of the risk associated with potential constraints to site delivery. Identified risks (for example policy constraints, infrastructure requirements, ownership constraints and / or marketing constraints) are reflected in the potential phasing of development in relation to site delivery. In accordance with good practice guidance, sites are evaluated in terms of suitability, availability and achievability. Sites that are severely constrained and do not offer reasonable development potential do not form part of the overall housing land supply. The SHLAA is a dynamic process and will, through regular monitoring, be reviewed to ensure the most up-to-date and relevant site information is included for each identified site and this is carried through into an updated housing trajectory. The adoption of the SWDP will enable its housing requirement targets to be included in the analysis of the five-year housing land supply for Framework paragraphs 47 and 49 purposes, consistent with National Planning Practice Guidance and case-law.

### **Engaging with House Builders and Stakeholders**

47. House builders, developers and other key stakeholders and interested parties were involved in the development of the SWDP at all preparation stages. Developers, landowners and their agents are actively encouraged to enter into early dialogue with the partner authorities through pre-application discussions on potential housing schemes.

### **Approach to Regular Monitoring and Review**

48. The SWDP includes policy on the monitoring of development and a commitment to a partial or whole Plan review to commence if the Plan is significantly failing to meet its objectives or if the policy context requires a review. Housing delivery will be monitored annually through a framework of monitoring indicators and an annual update and periodic review of the SHLAA. Evidence of a significant departure from the anticipated trajectory or policy would be reported through monitoring and could trigger an earlier review. The SWC will consider what actions to take should the AMR be unable to demonstrate that



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a Sub Area or Area has a continuous five-year supply (plus appropriate buffer) of developable and deliverable housing land. Governance relating to implementation is considered in relation to SWDP 62.

### **Circumstances in which Specific Management Actions may be Taken**

49. Policy 62 sets out the approach to corrective action if there is evidence of a departure from planned growth. In relation to housing, the 2015 - based Housing Trajectories, set out in Annex E, reflect contemporary information from developers and the building industry about anticipated delivery. Whilst the housing trajectories indicate that completions recovered after 2012/13 and will increase substantially after the local plan is adopted, it is considered appropriate to identify a number of specific management actions to help bring sites forward for development in line with, or sooner than the arc currently indicated in the trajectory.
50. A number of actions can potentially encourage sites to be brought forward. For example, these could include active engagement in:
  - a. Working with house builders / landowners, to identify the main causes of supply problems and where appropriate to act on feedback received.
  - b. Production of detailed Planning Briefs and / or area-based Supplementary Planning Documents, to increase certainty for developers on the progression of sites through the planning process.
  - c. Regular meetings with stakeholders about the major urban extensions.
  - d. As part of the preparation of Planning Briefs, indicate different development permutations to accommodate different viability scenarios.
  - e. Pre-application discussions with developers, landowners and their agents to increase certainty in the development management process.
  - f. Sensitive application of policy where issues around scheme viability have been clearly demonstrated.
  - g. Prioritise public sector land.
  - h. Seek public sector intervention and potential funding streams through the Homes and Communities Agency.

## **Employment**

### **Establishing the Conditions for Creating Jobs**

51. Whilst forecasts of economic growth are not as optimistic as those made prior to the recession, the SWDP has made reasonable and appropriate allowance for economic recovery, including housing market recovery. This enables the area to be ready to take advantage of improvements in the economy when they do occur. The economic vision

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and strategy set out in the SWDP provides the context for making provision for employment land development. The distribution of growth is guided by the spatial strategy.



52. The scale of provision in SWDP 3 (Table 4a) is consistent with Framework policy and principles on sustainable development, including the need for the SWDP to drive and support sustainable economic development. The provision requirements are targets, designed to enable the partner authorities to take a positive approach to sustainable new development. The scale of provision enables the SWDP to improve choice and provide essential flexibility, making it ready to respond to improved economic circumstances, consistent with the strategy being economic prosperity-led in order to create the right conditions to generate jobs.
53. The commitment to commence a review of the SWDP in accordance with the conditions set out in Policy SWDP 62 will enable the SWC to respond further to changing circumstances as needed.
54. A comprehensive portfolio of employment land is vital in securing economic prosperity. The forecast supply in Table 4d encompasses completions 2006 to 2011, commitments at 2011 and future supply from site allocations. It also includes the forecast net land equivalent due to intensification at the four Major Developed Sites listed in SWDP 2<sup>(14)</sup>. Future employment land windfalls are not forecast, and no allowance is made for future windfalls in supply Table 4d. However, if delivered they will be reported through the monitoring of development. New employment provision (land and commercial premises) will be located primarily within or adjacent to the main urban areas. In order to meet these needs, this includes the additional job opportunities provided at the urban

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14 Comprising 1 hectare at The Potter Group – Site 7, and 2 hectares at each of the other three Major Developed Sites.

## SWDP 3: Employment, Housing and Retail Provision Requirement and Delivery

extensions, which will help to reduce commuting distances and ensure new workplaces are accessible by a range of travel modes.

55. Employment development at Worcester Technology Park's south and north phases will help to maximise the potential job generation provided by this site, which represents a significant sub-regional employment site within the area. Site-specific information is set out under SWDP45/6. For the purposes of SWDP 3, the area allocated for employment and the area with planning permission for employment at the Worcester Technology Park are within the Wider Worcester Area Sub Area and are counted towards the WWA Sub Area provision target of 120 hectares<sup>(15)</sup> in SWDP3 B Table 4a.
56. The evidence in the Economic Prosperity and Housing Background Papers demonstrates the approach adopted to ensuring the alignment of employment land and housing growth in a plan that proposes an economic prosperity-led planning strategy.
57. The Employment Land Review (Roger Tym, 2011) promoted an approach based on protecting the existing committed supply of readily available sites and encouraging the early provision of the employment land elements of the urban extensions. In the event of the larger urban extension sites not being made available until later in the plan period, there may be a shortfall of employment land in the middle of the plan period. However, the approach to employment land allocations in the Framework allows allocations to be reconsidered if there is evidence that they are unlikely to be delivered. The Framework focuses on the need for flexibility in employment land policies. Annual monitoring will report on the achievement of site delivery and other economic indicators.

### Retail

58. Retailing is part of the wider economy of south Worcestershire and is a contributor to local economic prosperity. Retail sales and related consumer expenditure in the local area are influenced by population and income, the growth in households, consumer confidence, the local retail offer, competition from other destinations and the ability of local centres to retain their market share. SWDP 3 supports the economic strategy's focus on:
  - Sustaining and regenerating south Worcestershire's city and town centres as priority areas for regeneration.
  - Retaining retail spending in south Worcestershire and increasing leisure and tourism spending / income.
59. The scale and distribution of retail floorspace provision in SWDP 3 is consistent with the evidence, notably the DPDS Retail Study Updates (December 2010 and September 2013). These took account of updated retail commitments, sales density, population and expenditure evidence as well as evidence about special forms of trading, so that the forecast growth of retail expenditure per head allows for internet sales. The evidence in the Retail Study update 2013 underpins the uplift in the requirement for comparison retail floorspace, including 30,700 sq.m. for Wider Worcester Area and 6,000 sq.m. in

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15 The footnote to Policy SWDP 2 defines the 'development boundary' for Worcester with respect to the Worcester Technology Park.

Malvern town. The evidence does not support the need to make additional provision for convenience floorspace, except for a small amount in Malvern Hills.

60. The policies on retail development, including site allocations, support the spatial strategy including the sub-regional role of Worcester and the roles and functions of the other centres identified in SWDP 9. Concentrating the sale of comparison goods in the centres has advantages. This will include bulky goods, if the centres can accommodate them. These advantages include:
- a. Greater convenience for shoppers able to buy a range of goods on one multipurpose trip as well as undertaking related activities.
  - b. Support for specialist shops and tourist facilities through joint trips.
  - c. A service for residents, workers and those on low incomes without access to a car.
  - d. An opportunity to enhance local community facilities.
61. If retail development is located in town centres and Worcester city centre, any retail development that exceeds the policy figures, but which is consistent with the role of the centres and benefits the vitality and viability of the centre, would not undermine the spatial strategy. Town centre schemes need to be of sufficient size to achieve viability. Qualitative improvement in the retail offer and environment of centres also helps to make them attractive to residents and visitors and will help them retain their market share.
62. The retail evidence concluded that it is more likely that there will be pressure for retail investment in Worcester than elsewhere in the SWDP area as the economy recovers. SWDP 44 proposes site allocations in Worcester city centre that could accommodate substantially in excess of the floorspace requirement indicated by the retail study. Such growth would be consistent with the city centre's sub-regional role and would also be located in a highly sustainable location for retail development, one accessible by means of sustainable transport. The strength of the city centre lies in its ability to support a wide range of retail uses, from High Street names to small independent shops and markets that help to enhance its character and vibrancy. Being located at the hub of the public transport system, the city centre also provides a sustainable location for other activities such as work, culture, tourism, leisure and relaxation. SWDP 44 provides sufficient flexibility to enable the city centre to be in a position to benefit from economic recovery, respond to landowner / developer ambitions and accommodate unforeseen opportunities in line with Framework requirements.
63. By supporting the city centre and other town centres, planning policy can help to counter the previous trend towards dispersal, car dependence and inequality of access. However, there will be pressures for out-of-centre development; SWDP 10 sets out policy on retail development outside main centres.
64. SWDP 3 Table 4d identifies additional retail floorspace supply that relates to meeting local need in the Worcester South Urban Extension (SWDP45/1) and Worcester West Urban Extension (SWDP45/2). As well as reducing the need to travel to other destinations in Worcester, this should reduce the generation of additional traffic flows across key junctions on the A4440 north of the urban extension.



### SWDP 4: Moving Around South Worcestershire



#### Managing Travel Demand

- A. Proposals must demonstrate that: the layout of development will minimise demand for travel, they offer genuinely sustainable travel choices, they address road safety and they are consistent with the delivery of the Worcestershire Transport Plan objectives.**
- B. Travel Plans will be required for all major developments<sup>(16)</sup>. These must set out measures to reduce the demand for travel by private cars and stimulate cycling, walking and public transport use through agreed targets and monitoring arrangements.**
- C. New development should have regard to the design criteria and principles set out in Manual for Streets, Worcestershire County Council's Local Transport Plan, and Worcestershire County Council's Highways Design Guide.**

<sup>16</sup> For residential uses major is defined as 10 units or more. For all non-residential uses, major is defined as exceeding 1,000sq. m. (net) floorspace. The agreed targets within a Travel Plan will reflect the potential of the proposed use to offer realistic travel choices.



### Providing Alternative Modes of Travel

- D. Priority will be given to improving public and community transport provision, walking and cycling infrastructure during the plan period. In accordance with policy SWDP 7, developments will be expected to contribute to the provision of sustainable transport infrastructure necessary to support them, either through direct investment in facilities or by financial contributions.**
- E. In order to promote more transport choice in rural areas, community transport and innovative transport projects, including those that promote the use of new vehicle technology, will be encouraged in conjunction with new development proposals.**
- F. All town centre development will need to show that the needs of alternative powered vehicles have been considered.**

### Delivering Transport Infrastructure to Support Economic Prosperity

- G. The following transport schemes, as identified within the Worcestershire Local Transport Plan, are the most significant for the successful implementation of the SWDP:**
  - i. Worcester Transport Strategy.**
  - ii. Worcestershire Parkway Station.**
  - iii. Urban transport packages for the towns of Malvern, Tenbury Wells, Upton-upon-Severn, Pershore, Evesham and Droitwich Spa.**
- H. Development proposals will not be permitted if they are likely to prejudice the implementation of the transport schemes set out in clause G, the implementation of identified highway improvements or traffic management schemes, or the operation of existing or proposed public transport facilities.**
- I. Phase 1 of the Worcester Transport Strategy only addresses existing transportation needs at 2010 along with projected background growth in travel demand. The provision of 12,200 dwellings and 120ha of employment land in the Wider Worcester Area up to 2030 will, therefore, require the phased implementation of additional elements of the Worcester Transport Strategy, including:**
  - i. Dualling of the A4440 Southern Link Road between Powick Hams and Whittington, including the Carrington Bridge.**
  - ii. Multi-modal enhancements on all the remaining key radial and orbital transport corridors in Worcester City.**
  - iii. Additional walk and cycle route enhancements.**

- iv. The upgrade of Worcester Shrub Hill station and associated improvements to the local highway network.
  - v. Smarter Choices (Choose How You Move) measures at all new developments<sup>(17)</sup>.
- J. The following sites and corridors, as shown on the Policies Map, will be safeguarded from development that would prejudice future enhancements to the rail network:**
- i. Worcestershire Parkway Station.
  - ii. Cotswold and Malvern Line.
  - iii. Droitwich Spa to Stoke Works.
  - iv. Stratford to Cheltenham Line including the former Chord Lines at Honeybourne Junction.

### Transport Assessment Strategy

- K. Transport Assessments are required for all major developments<sup>(18)</sup> and must be carried out as required by the Local Transport Plan and the following supporting policies and guidance:**
- i. Worcestershire Local Transport Plan 3 Development Control (Transport) policy.
  - ii. Worcestershire Local Transport Plan 3 Requirements for Transport Assessments and Statements.
  - iii. Worcestershire Local Transport Plan 3 Highways Design Guide.

### Implementation

- L. Financial contributions from development towards transport infrastructure will be secured either through the Community Infrastructure Levy charging schedule or developer contributions as appropriate.**

17 Worcestershire County Council [Choose How You Move](#) household surveys 2004 to 2008. Traffic generation increases by approximately 10% without these measures.

18 For residential uses major is defined as 10 units or more. For all non-residential uses, major is defined as exceeding 1,000sq. m. (net) floorspace.

### Reasoned Justification

1. Worcester city centre is the largest destination in terms of the number of 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 within the vicinity of the city.
2. Integrated investment in transport infrastructure, services and Smarter Choices measures (Choose How You Move) across 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 strategic highway network, excellent access to improved regional and inter-city rail services, a convenient and efficient urban passenger transport network and high-quality cycle and walk routes for shorter distance journeys, particularly in urban areas. The SWDP provides the main opportunity for the partner authorities to contribute to the implementation of this network. The Worcestershire Local Transport Plan 3 (as updated) and associated Local Transport Plan policies, IDP and overarching strategies (including the Worcester Transport Strategy) provide the basis on which to develop and deliver this network.
3. The rural nature of most of south Worcestershire means that travel is highly diverse in terms of the origin and destination of trips, although most commuting takes place within south Worcestershire itself. Rural residents are more reliant on the use of cars than those in the urban areas and the needs of the ageing population in rural areas will be increasingly difficult to meet as the numbers of residents without access to personal transport rises. More demand-responsive forms of public and community-based transport, such as community buses, will be required if the needs of these residents are to be met. The SWDP aims to improve transport choice to enhance rural accessibility in the area. Improved access to new technology (such as broadband) may help to reduce rural isolation without increasing travel demand.
4. Worcestershire has a mature economy, with well-established transport networks and connectivity between economic centres already in place. Worcestershire's Local Transport Plan 3 suggests that investment should be focused on enhancing the performance of existing transport networks, particularly where journey times and costs are increasing, through investment in highways and rail 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; unless addressed this will have an even greater impact on the area's future growth and competitiveness.
5. There are a number of important inter-urban routes where peak period congestion is experienced, resulting in journey time unreliability and delay:
  - Malvern – Worcester – M5 Junction 7 (A449 / A4440).
  - Droitwich Spa – Ombersley – Tenbury Wells (A443).

- Evesham – Pershore – Worcester (A44).
  - Worcester – Droitwich Spa – M5 Junction 5 – Bromsgrove (A38).
6. Investment in highways and rail infrastructure and services is required if these routes are to be capable of supporting economic growth. Within Worcester, all the major radial routes are subject to congestion and journey time unreliability, particularly during peak periods. It is vital that the transport infrastructure and services along these routes are improved so that they do not hinder economic performance. This investment must be implemented in conjunction with other measures including Smarter Choices, Travel Plans and improved information and ticketing systems.

### **Sustainable Travel**

7. Traffic congestion is a major cost to the local economy and negatively affects air quality within urban areas. A significant change in travel patterns and travel behaviour is necessary. This will not be achieved unless new homes are accompanied by increased investment in local services, employment opportunities and improvements to walking, cycling and public transport infrastructure, services and information systems.
8. There is a growing 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 SWDP's 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 (SWDP 2), in order to minimise transport movements.
9. Worcestershire County Council has developed Requirements for Transport Assessment<sup>(19)</sup>, which should be taken fully into account in major development proposals. Developers will be required to submit a technical note alongside their application to set out how these requirements have been considered.
10. Actively managed and adequately funded travel plans are essential. Travel plans should be seen as an integral part of the wider implementation of an area's sustainable transport strategy. Plans must be robust and enforceable, to ensure that development is sustainable in terms of its transport requirements. Travel plans will be required for all major developments and should set out targets and monitoring arrangements to ensure sustainable travel patterns are maintained. All travel plans must involve the development of explicit and agreed outcomes linked to an appropriate package of measures. As set out in the Local Transport Plan 3, Worcestershire County Council will commit to using bonds to enforce the delivery of effective travel plans for residential, commercial and industrial development sites.

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19 [Worcestershire Requirements for Transport Assessments and Statements](#), March 2011

### Worcestershire Local Transport Plan 3 (LTP3)

11. This provides the policy and strategy context for major transport projects to enable Worcestershire County Council to bid for additional Government funding. It also provides a context within which developer contributions can be guided.
12. Detailed plans for the implementation of transport infrastructure will come forward during the lifetime of the LTP3 and these will be developed so that the proposals taken forward have a strong business case and thus represent value for money. The LTP3 Scheme Appraisal Framework will guide Worcestershire County Council's capital spending, which includes s.106 funding and grant allocations to optimise value for money.
13. The Worcester Transport Strategy provides the LTP3 with the short, medium and long-term transport strategy for the city. Without increased transport capacity across all modes of transport, Worcester's ability to grow and remain as a key economic centre for the sub-region will be significantly constrained. The full package of schemes within the Worcester Transport Strategy has been split into phases to ensure that appropriate Major Scheme Bid submissions can be prepared, which are compatible in terms of the types of schemes being proposed, the timescales for delivery and in meeting the funding requirements of the Department for Transport.
14. The first phase of the Worcester Transport Strategy, a proportion of which has secured Department for Transport funding, is intended to address some of the existing transport problems in Worcester and comprises the following:
  - a. Junction capacity enhancements on the A4440, Southern Link Road.
  - b. Enhancements to road junctions, passenger transport facilities and information systems, cycling and walking infrastructure along five multi-modal key corridors in Worcester, delivering benefits in terms of congestion traffic flows, journey times, safety and accessibility.
  - c. Upgrades to Worcester Foregate Street and Malvern Link stations.
  - d. Implementation of an Intelligent Transport System Scheme.
  - e. Smarter Choices measures funded from developer contributions and not major scheme bids.
15. The Phase 1 package of measures will not, on its own, be sufficient to support the level of development set out in the SWDP. However, its implementation is essential to allow for the further investment in transport infrastructure and services needed to accommodate the increased travel demand associated with future development proposals. Subsequent phases of the Transport Strategy will include further significant investment in:
  - a. The strategic highway network, including the A4440, A38 and A449, and in the longer term the North West Link Road.
  - b. The local highway network as part of the key approach corridors.

- c. Walk, cycle and passenger transport infrastructure and services along additional key corridors.
  - d. Additional Smarter Choices measures.
  - e. Further enhancements to city centre public realm.
  - f. Worcestershire Parkway Station.
  - g. Shrub Hill station enhancements.
16. Worcestershire Parkway is a Strategic Transport Scheme with benefits that extend well beyond the south Worcestershire area. The poor quality rail service between Worcestershire stations and locations served by the Birmingham - Cheltenham - Gloucester - Bristol and Cardiff main lines is exacerbated by the lack of direct access to cross-country services. The proposed Worcestershire Parkway development will help to address this issue and improve access to national rail services, significantly improving local economic competitiveness. The benefits of the proposed new station include:
- a. Direct access for south Worcestershire residents and businesses to long distance InterCity cross-country rail services, with consequent reductions to journey times and costs.
  - b. Improved accessibility to both United Kingdom and international markets for south Worcestershire businesses.
  - c. Improved access to Worcester – Oxford – London rail services, thus reducing the impact of limited car parking at existing stations, which deters rail use on this route.
  - d. Increasing the attractiveness of rail for journeys to London and the south-east and associated business markets and international transport hubs such as Heathrow and St Pancras.
  - e. Improved interchange between rail journeys on the Great Malvern – Worcester – London line and journeys on the Birmingham – Bristol line.
  - f. Reduced journey times to Birmingham, Bristol and further afield.





17. The LTP3 South Worcestershire Rural package covers the key inter-urban links across all modes of transport. The key corridors include:
- A44 (Oxfordshire) - Evesham - Pershore - Worcester – Herefordshire.
  - A443 / A4133 Tenbury Wells - Worcester (M5 Junctions 5 and 6).
  - A449 / A4440 Herefordshire - Malvern - Worcester (M5 Junction 7).
  - A38 Wychbold (M5 Junction 5) - Droitwich Spa - Worcester – Gloucestershire.
  - A422 Worcester - Alcester – Warwickshire.
18. It will also set out urban transport packages for the main towns in Worcestershire - Malvern, Tenbury Wells, Upton-upon-Severn, Evesham, Pershore and Droitwich Spa, which were defined in more detail during 2012 /13 – 2013 /14. Urban transport packages for the main towns of Malvern, Tenbury Wells, Upton-upon-Severn, Evesham, Pershore and Droitwich Spa will include the following measures:
- Highway – Junction reconfiguration and capacity enhancements.
  - Walk /Cycle – Bridges across rivers and highways to increase walk and cycle mode shares for shorter distance journeys and to encourage modal shift from private car. New/extended routes for walk and cycle accessibility.
  - Rail – Improvements at stations for walk, cycle and passenger transport access to include passenger transport services, new/improved routes from developments to existing station facilities.

- Passenger Transport – Increased services and bus stops to maximise opportunities for modal shift from private car to passenger transport including Real Time information.
  - Parking – Traffic Regulation Orders, Traffic Management and Registered Parking Zones (it is important to note that these have not been costed within the IDP).
19. New developments are expected to contribute significantly towards the funding of the Worcester Transport Strategy and the LTP3 urban and rural packages. This is essential to deliver sustainable growth and is also consistent with the aims of both plans.

### **Delivering Major Transport Schemes across South Worcestershire**

20. The Worcestershire Local Enterprise Partnership has identified the following transport-related priorities:
- a. To deliver the largest sites and related transport infrastructure needed to secure economic growth and a low carbon economy.
  - b. To deliver the right infrastructure for business – improving access from the M5 to the Malvern Hills Science Park and QinetiQ and creating better access for our strategic businesses and their supply chains.
21. 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 LTP 3 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 LTP3 and the Worcester Transport Plan. Development proposals that are likely to prejudice the implementation of identified highway improvements or traffic management schemes, such as those along the A4440 (Southern Link Road) at Worcester, will not be permitted.
22. The SWC and the County Council will need to continue to work in partnership with organisations such as Highways England, Network Rail, the Department for Transport and train operating companies to promote and develop schemes such as Worcestershire Parkway and secure improvements to M5 Junctions 5, 6 and 7.
23. 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 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 partner authorities' aspiration however that the majority of strategic transport infrastructure, services and Smarter Choices measures identified within the Worcester Transport Strategy and south Worcestershire elements of the LTP3 should be committed to in accordance with SWDP 7.

### **Parking Policy**

24. Traffic and parking management measures can improve significantly the efficiency of transport networks, reduce pollution associated with traffic congestion and help to improve air quality. To encourage a high throughput of shoppers and to boost economic activity, Worcestershire LTP3 places an emphasis on working with partners to ensure that parking in city and town centres is biased towards short-stay use. Traditional park and ride facilities with a standalone service exist, for example, at Sixways in Worcester. Long-stay car parking, mainly associated with commuting, will be addressed through the provision of parking hub sites at peripheral locations wherever practicable. Whilst parking hubs may facilitate park and ride, the preferred approach is to focus on the delivery of commercially-operated bus services.
25. 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 partner authorities will work with Worcestershire County Council to develop locally specific parking standards through the LTP3 and Supplementary Planning Documents.

### **Phasing and Implementation of Transport Infrastructure**

26. The funding to deliver transport infrastructure is likely to come from a variety of sources during the plan period. This is addressed in more detail in Annex I. It is anticipated that a funding gap is likely to be identified relating to transport infrastructure. It is clear that without substantial funding contributions from alternative sources, including the private sector, many of the strategic transport schemes that are required to underpin new development in the area will not be deliverable.
27. Annex I of the SWDP considers the funding mechanisms being used to determine how transport infrastructure will be prioritised, phased and implemented. Potential funding sources include:
  - a. Community Infrastructure Levy.
  - b. Other developer contributions.
  - c. New Homes Bonus scheme.
  - d. Sustainable Transport Fund.
  - e. Local Transport Capital Settlement.
28. New development will be incorporated into a co-ordinated infrastructure and service delivery programme agreed with the SWC and Worcestershire County Council, and where relevant to the Strategic Road Network, Highways England. The Infrastructure Delivery Plan provides additional guidance about how this co-ordination will be achieved.
29. Developers will be required to demonstrate that they have given appropriate consideration to the potential impacts of development on the wider and strategic transport network, including that managed by Worcestershire County Council, Highways England and

Network Rail. In particular, the impact on the safe and efficient operation of Junctions 5, 6 and 7 of the M5 and the A46(T) will require detailed consideration as developments come forward within the plan period.

30. The phasing of major highways and sustainable transport improvement schemes has been considered and integrated within the delivery programme as set out in Annex I of this plan and those policies that specify infrastructure requirements. It is acknowledged that it will not be possible to provide all necessary infrastructure prior to new development taking place, due to the limited availability of large-scale funding. However, the majority of strategic infrastructure, listed in Annex I and as identified within the Worcestershire LTP3's Major Scheme bids and linked to the proposed development of large sites, should be committed to prior to the grant of planning permission with agreed phasing plans.



## SWDP 5: Green Infrastructure



**A. Housing development proposals (including mixed-use schemes) are required to contribute towards the provision, maintenance, improvement and connectivity of Green Infrastructure (GI) as follows (subject to financial viability<sup>(20)</sup>):**

- i. For greenfield sites exceeding 1ha (gross) - 40% Green Infrastructure (GI)<sup>(21)</sup>.**
- ii. For greenfield sites of less than 1ha but more than 0.2ha (gross) – 20% Green Infrastructure (GI)<sup>(22)</sup>.**
- iii. For brownfield sites – no specific Green Infrastructure (GI) figure<sup>(23)</sup>.**

20 Provision of Green Infrastructure at a lower level than that required by this policy will need to be justified by a robust viability assessment.

21 Excluding private gardens.

22 Excluding private gardens.

23 Proposals will need to satisfy other SWDP policies, e.g. SWDP 21: Design, SWDP 22: Biodiversity & Geodiversity, SWDP 29: Sustainable Drainage Systems, SWDP 39: Provision for Green Space and Outdoor Community Uses in New Development and in most cases this will necessarily mean parts of the site performing a Green Infrastructure (GI) function.



- B. The precise form and function(s) of GI will depend on local circumstances and the Worcestershire Green Infrastructure Strategy's priorities. Developers should seek to agree these matters with the local planning authority in advance of a planning application. Effective management arrangements should also be clearly set out and secured. Once a planning permission has been implemented, the associated GI will be protected as Green Space (SWDP 38 refers).**
- C. Other than specific site allocations in the development plan, development proposals that would have a detrimental impact on important GI attributes within the areas identified as "protect and enhance" or "protect and restore", as identified on the Environmental Character Areas Map, will not be permitted unless:**
  - i. A robust, independent assessment of community and technical need shows the specific GI typology to be surplus to requirements in that location; and**
  - ii. Replacement of, or investment in, GI of at least equal community and technical benefit is secured.**

### Reasoned Justification

1. The Framework (paragraph 9) recognises that sustainable development requires improvements in the quality of the natural environment. Green Infrastructure can deliver benefits with respect to each of the economic, social and environmental dimensions to sustainable development, e.g.
  - i. helping to mitigate extreme temperatures;
  - ii. flood mitigation;
  - iii. habitat protection and creation;
  - iv. pollution reduction;
  - v. property value enhancement; and
  - vi. stimulating inward investment.

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.

2. When considering GI on brownfield sites no specific figure has been set as such sites can be relatively constrained by development viability. Therefore any GI provision will be as a direct consequence of development proposals having to meet other policy

requirements as necessary in order to make the development acceptable in planning terms, e.g. SWDP 21, SWDP 22, SWDP 29 and SWDP 39.

3. The policy is supportive of the Worcestershire Green Infrastructure Strategy (2013), which in turn is informed by the published Worcestershire Green Infrastructure Framework (2012) and the Worcestershire Landscape Character Assessment (2012). 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. The Worcestershire Green Infrastructure Strategy also shows where and what investment in strategic GI is needed.
4. The GI Environmental Character Areas have been developed for Worcestershire<sup>(24)</sup>. 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:
  1. Protect and enhance
  2. Protect and restore
  3. Restore and create

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

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24 See Chapter 4 of "Planning for a Multifunctional Green Infrastructure Framework in Worcestershire – Green Infrastructure Framework 2" (Worcestershire County Council, Natural England and the Forestry Commission England, July 2012). For individual Environmental Character Areas (ECA) profiles see [www.worcestershire.gov.uk/downloads/download/84/environmental\\_character\\_areas](http://www.worcestershire.gov.uk/downloads/download/84/environmental_character_areas).

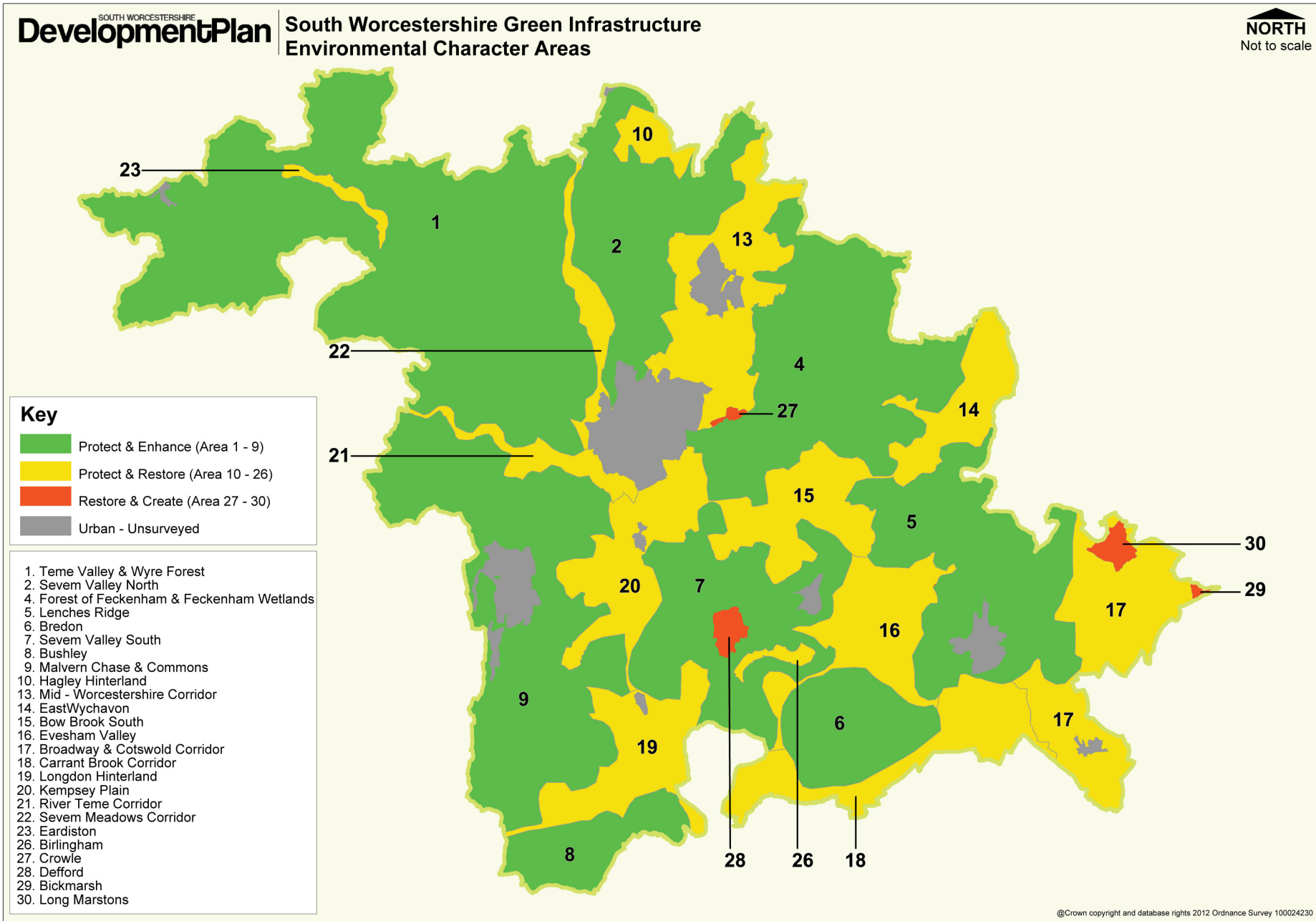


Figure 3 - South Worcestershire Green Infrastructure Environmental Character Areas

## SWDP 6: Historic Environment



- A. Development proposals should conserve and enhance heritage assets, including assets of potential archaeological interest, subject to the provisions of SWDP 24. Their contribution to the character of the landscape or townscape should be protected in order to sustain the historic quality, sense of place, environmental quality and economic vibrancy of south Worcestershire.**
- B. Development proposals will be supported where they conserve and enhance the significance of heritage assets, including their setting. In particular this applies to:**
  - i. Designated heritage assets; i.e. listed buildings, conservation areas, scheduled monuments, registered parks and gardens and registered battlefields, as well as undesignated heritage assets <sup>(25)</sup>.**
  - ii. The historic landscape, including locally distinctive settlement patterns, field systems, woodlands and commons and historic farmsteads and smallholdings.**

25 As identified in extant local lists and heritage assets recorded in Historic Environment Records



- 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 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

1. When considering development proposals Policy SWDP 6 should be read in conjunction with Policy SWDP 24.
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 heritage assets from various periods that are locally significant for their historic, archaeological, architectural, or artistic interest and a variety of building styles and materials. The informed management of this resource will benefit current and future generations, with its importance being recognised in legislation and policy.
3. Prehistoric and Romano-British settlement and ceremonial remains are widely distributed and often extensive in the Severn, Avon and Teme valleys, which also contain important palaeoenvironmental deposits. These are juxtaposed with prehistoric hill forts on the higher ground of the Malvern Hills and Bredon Hill. Some earlier settlements, including the major urban centre of Worcester, continued to develop through the medieval and post-medieval periods. The medieval period saw the development of the main market towns, followed by Malvern during the 19th century. Varying influences and uses include market functions, monastic and Church ownership and the later development of spas.
4. 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, 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.

5. Designed landscapes include parks, both private (e.g. Croome Park) and public (e.g. Priory Park in Malvern, or Lido Park in Droitwich Spa). The Policies Map specifically identifies conservation areas, registered parks and gardens and Scheduled Monuments. Others are identified in local lists (where they are in use) and Historic Environment Records. As well as landscape interest, these heritage assets have significant architectural and archaeological interest and often contain other monuments and memorials.
6. 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. Historic Landscape Characterisation studies<sup>(26)</sup> have been produced for Worcestershire. These provide an evidence base that can be used to inform assessments of local distinctiveness and the heritage value of historic landscapes and their associated heritage assets.

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26 See Worcestershire County Council website:  
<http://www.worcestershire.gov.uk/cms/archaeology/information-and-advice/rural-historic-environment/hlc.aspx>;  
<http://www.worcestershire.gov.uk/cms/pdf/Historic%20Landscape%20Characterisation.pdf>;

## SWDP 7: Infrastructure



- A. The partner authorities will work closely with their partners, especially the County Council, to bring forward the appropriate and proportionate infrastructure that is required in order to deliver the Plan.**
- B. Development will be required to provide or contribute towards the provision of infrastructure needed to support it.**
- C. Where new infrastructure is needed to support new development, the infrastructure must be operational no later than the appropriate phase of development for which it is needed.**

### Reasoned Justification

1. Annex I to this Plan summarises the infrastructure requirements to support the Plan as they were assessed in 2015. Further information on infrastructure requirements is set out in the South Worcestershire Infrastructure Delivery Plan (SWIDP), which is updated regularly. However, Annex I and the SWIDP were not subject to examination of their soundness as part of the examination of the SWDP. For the specific infrastructure

requirements for each allocated site therefore, reference should be made to the site specific policies contained in this Plan, where applicable. In the main, it is the urban extension allocation policies which provide detailed guidance on infrastructure provision.

2. For those allocated sites where the SWDP does not provide detailed policy guidance on infrastructure provision, a specific assessment of infrastructure requirements will need to be made when development proposals come forward. Reference should be made to the SWIDP, which will provide assistance in identifying infrastructure requirements for these sites.
3. The assessment of infrastructure requirements set out in Annex I and the SWIDP has been carried out by the south Worcestershire partner authorities in close consultation with Worcestershire County Council. The County Council is also preparing a strategic and complementary assessment of infrastructure requirements across the whole of Worcestershire. There is also ongoing consultation with the Worcestershire LEP by the County Council and partner authorities in order to secure maximum alignment on the priorities for infrastructure in south Worcestershire. The partner authorities intend to explore a range of funding mechanisms in order to finance appropriate and proportionate infrastructure, and these are set out in more detail in the Infrastructure Delivery Plan.
4. As explained in the Introduction to the SWDP, the partner authorities are committed to securing a close understanding of all the issues relating to infrastructure. With this in mind, the SWIDP sets out the requirements for physical infrastructure, social infrastructure and Green Infrastructure. This is then explained in a section on Spatial Infrastructure, listed by settlement and area. The SWIDP is a “living document” and it will be updated as necessary to support the delivery of the SWDP.
5. The partner authorities intend to introduce co-ordinated Community Infrastructure Levies by summer 2016. Early work on the Community Infrastructure Levies resulted in a viability study being published in early 2013 for the whole of Worcestershire by Worcestershire County Council, working in partnership with all Worcestershire councils (the three partner authorities plus Wyre Forest District Council, Bromsgrove District Council and Redditch Borough Council). For the purposes of clarity, the partner authorities still envisage s.106 contributions (and associated agreements) being required in the post - April 2015 period.

# GENERIC POLICIES

South Worcestershire Development Plan 2016



## ECONOMIC GROWTH

### SWDP 8: Providing the Right Land and Buildings for Jobs



- A. Allocated sites to meet anticipated employment land requirements for B1, B2 and B8 uses are identified in policies SWDP 43-58 inclusive. However, proposals for other uses that clearly demonstrate the potential for job creation will also be welcomed on these sites, provided that they do not undermine or constrain the main purpose of the employment allocation. Proposals for retail and leisure uses on allocated employment sites will be permitted providing they are related in scale and use to the primary employment focus of the site, and would have no significant adverse impact on the vitality and viability of any defined centre (see policy SWDP 10).
- B. Worcester Technology Park (South Phase shown on the Policies Map) will maximise the potential job generation provided by the North Phase. The South Phase will be limited to the use classes specified in policy SWDP45/6.
- C. To support the aims of the Worcestershire Economic Strategy, employment land at the Malvern Technology Centre (QinetiQ), as shown on the Policies Map, will only be released in accordance with policy SWDP 53. This is to ensure the provision of additional incubator and research facilities within acceptably close proximity to the established research and development facilities already concentrated at Malvern, and to maintain capacity within south Worcestershire for future research-based employment.



- D.** Except where they are proposed on sites allocated in the SWDP for office use, major<sup>(27)</sup> office developments will be directed in the first instance to Worcester city centre and then to locations within the town centres of Droitwich Spa, Evesham and Malvern, subject to the requirement of SWDP 2 that the scale of development should be appropriate to the size of the settlement.
- E.** In addition to the sites allocated specifically for employment uses, the provision of employment land and the conversion of existing buildings to support job creation throughout south Worcestershire will be supported providing the development supports an existing business or new enterprise of a scale appropriate to the location.
- F.** Planning permission for the change of use to a non-employment-generating use of premises of over 1,000 sq.m. net floorspace, which are currently or were last used for employment purposes within the B1, B2 and / or B8 use classes<sup>(28)</sup>, will be granted only where:
- i.** It is demonstrated that the continued use of the premises, or their redevelopment for employment use, is not viable, through the provision of:
    - Details of comprehensive marketing of the premises / land, for at least 12 months and appropriate to the prevailing market conditions<sup>(29)</sup>; and
    - A financial appraisal that demonstrates that redevelopment for any employment-generating use is unviable and is unlikely to achieve viability within five years.

and
  - ii.** The proposed use would be compatible with adjacent land uses and not prejudice the amenity, lawful operation, viability or future development of other businesses.
- G.** Proposals for live / work accommodation will be permitted providing:
- i.** The residential use is ancillary with floor space split at least 60% employment and no more than 40% residential.
  - ii.** The residential accommodation contains no more than three bedrooms.
  - iii.** The residential and work spaces are entirely separate with separate entrances and toilet facilities.

27 For all non-residential uses, major is defined as exceeding 1,000sq. m (net) floorspace.

28 More restrictive criteria apply in rural areas – see SWDP12.

29 Further details of the marketing requirements are set out at Annex F.

- iv. **Where viable, affordable housing, in accordance with SWDP 15, is included within the development.**
- v. **All units have access to superfast broadband or equivalent infrastructure.**
- vi. **Proposals for ten or more live / work units include provision for shared business services, i.e. meeting rooms and basic office services.**
- vii. **The proposed use does not involve the sale of goods to visiting members of the public or fall within the A3, A4, A5, B2, C1, or C2 use classes.**

### **Reasoned Justification**

1. Delivering economic prosperity is an objective of the SWDP. The policy reflects the ambition of the partner authorities and the Worcestershire Local Enterprise Partnership to deliver a robust local economy.
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 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.
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 / live-work arrangements, dispersed throughout the rural areas. Home working accounts for over 11% of all employment in south Worcestershire. 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.
4. The technical evidence points to the need to allocate land principally for B1 and B2 uses. The SWDP is not supportive of proposals that would jeopardise the delivery of this but does encourage other employment-generating uses such as leisure and retail.

### **Malvern Hills**

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

### **Wychavon**

6. 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 (Persore) 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.

### **Worcester**

7. Worcester is the county town and 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 for higher-paid jobs.
8. 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.
9. The difference in land values between residential and commercial use is greater within the city; together with the Framework's emphasis on housing delivery and its support for brownfield re-development, this is resulting in the loss of older and cheaper commercial property. This 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.

### **South Worcestershire**

10. The South Worcestershire Employment Land Review (GVA Grimley 2008) predicted that Worcester will benefit from an increase in manufacturing employment, Wychavon will benefit from an increase in warehouse-based employment, and all three south Worcestershire districts will benefit from an increase in commercial service-related employment over the next twenty years.
11. 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. SWDP 34 provides policy guidance on tourism-related developments.

12. The majority of new employment provision in the Plan (land and commercial premises) is within, or adjacent to, the main urban areas, including the proposed urban extensions, 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. More specific guidance on the provision of rural employment space is contained in SWDP 12.
13. 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 is likely to continue and intensify. The continued loss of employment land will clearly harm south Worcestershire's sustainable growth ambitions. The Roger Tym and Partners Employment Land Review in 2011 did not identify a significant number of commercial premises or sites that were unsuitable for continued employment use. Annex F 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 SWDP sets out both positive policies and employment land and retail allocations to address the economic and property-related issues listed above.
14. Business activity and its associated development follow economic cycles that are shorter than this plan period. It will be necessary, therefore, to undertake regular reviews of the evidence base used to support the planning policies that promote the economic success of the plan area; this will ensure they remain robust and appropriate in often rapidly changing economic circumstances.
15. 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. 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.



## SWDP 9: Creating and Sustaining Vibrant Centres



- A. New retail, leisure and tourism development that contributes to achieving a high-quality sustainable network of urban and rural settlements will be promoted and supported. Retail and other town centre development should be of a scale appropriate to its location.**
- B. Measures to secure the vitality and viability of the City Centre and Town Centres as defined on the Policies Map (Worcester, Droitwich Spa, Evesham, Great Malvern, Pershore, Tenbury Wells and Upton-upon-Severn) will be set out in Supplementary Planning Documents, Neighbourhood Plans and Local Development Orders as appropriate. These measures will include environmental enhancements and activities that seek to improve the visitor experience.**
- C. Proposals for retail or leisure facilities within the City Centre and Town Centres will need to demonstrate that they are:**



- i. Contributing to a comfortable, safe, attractive and accessible environment.**
- ii. Making full use of the premises, avoiding vacant floors over shops and providing a separate entrance for office or residential use of upper floors, where they are within the reasonable control of the applicant.**

**D. Development proposals linked to the evening and night time economy will be supported provided they:**

- i. Do not result in a clustering of dead frontages during the daytime;**
- ii. Do not on their own, or cumulatively, result in an unacceptable impact on neighbouring uses by reason of disturbance, traffic or safety;**
- iii. Do not on their own, or cumulatively, result in an inappropriate balance of uses.**

### **Reasoned Justification**

1. The Government's fundamental objective for town centres is to promote their vitality. Local planning authorities should, amongst other things:
  - a. Recognise town centres as the heart of their communities and pursue policies to support their viability and vitality.
  - b. Define a network and hierarchy of centres that is resilient to anticipated future economic change.
  - c. Define town centre boundaries based on a clear definition of primary and secondary frontages and set clear policies outlining which uses will be permitted in these locations.
  - d. Allocate a range of suitable town centre sites to match the need for retail, leisure, commercial, office, tourism, cultural and community development in full.
  - e. Establish policies to assist in the consideration of proposals for main town centre uses that cannot be accommodated in or adjacent to town centres.
2. Worcester, being at the top of the retail hierarchy, will be the preferred location for major leisure, office and retail developments and other uses that attract large numbers of people. Other centres are suitable for day-to-day food and non-food shopping, small-scale leisure uses and local service and facility provision.
3. The retail studies prepared by DPDS in 2007 and 2010<sup>(30)</sup> and the retail study update 2013 concluded that:

30 South Worcestershire Town Centres and Retail Strategy (DPDS, September 2007 and December 2010).

- a. No additional food floorspace beyond that already planned will be required before 2031.
  - b. The Wider Worcester Area needs to provide at least 30,726 square metres of additional non-food retail space by 2031.
  - c. Town Centres within Malvern Hills District need to provide at least 6,786 square metres of additional non-food retail space by 2031.
  - d. Only modest additional non-food floor space is required in the wider south Worcestershire area.
4. 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.
5. Major leisure and tourist attractions should be directed to existing 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 SWDP 34 for specific policy guidance on tourist development).
6. To retain the attractiveness of South Worcestershire's 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 SWDP 6 and SWDP 24.
7. Successful centres need a balance of 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.
8. The provision of additional retail development is set out in the individual site allocation policies for the main urban centres (SWDP 43 - SWDP 56).

## SWDP 10: Protection and Promotion of Centres and Local Shops



- A. Retail and leisure development that is appropriate in location and scale, having regard to the hierarchy of centres set out in Table 5 below, will be supported.
- B. Any retail or leisure development proposal of over 1,000 square metres net that is located outside the defined centres listed in Table 5 below must be accompanied by a Retail Impact Assessment.
- C. Planning permission for retail and leisure development outside the centres listed in Table 5 below will not be granted unless the applicant has demonstrated that:
  - i. The sequential test set out in paragraph 24 of the Framework, or any subsequent amended test in national planning policy for the consideration of retail and leisure development, has been satisfied.
  - ii. The scale of development is appropriate to the location.

- iii. The development would have no significant adverse impact on the vitality and viability of a centre.
  - iv. Access by all travel modes and particularly bus, cycle and walking is convenient and safe, taking into account any improvements provided by the development.
- D. Within the Primary Shopping Frontages, as shown on the Policies Map, change of use from retail (use class A1) or the extension of existing non-A1 uses into adjoining A1 premises at ground floor level will not be permitted.**
- E. Within the Secondary Shopping Frontages, as shown on the Policies Map, change of use from retail (use class A1) to non-retail uses in classes A2, A3, A4, A5, D1, D2 will be permitted provided:**
- i. The proposed use will not result in a continuous frontage of two or more non-A1 retail units (units are defined as a shop front width of about 6 metres; larger units will be assessed in terms of unit length).
  - ii. A minimum of 50% of units in each defined Secondary Shopping Frontage are retained in A1 retail use<sup>(31)</sup>.
  - iii. The proposed use will not result in the proportion of units in the street (or part of the street defined as a secondary shopping frontage) in A3, A4 and A5 use exceeding 30%.
  - iv. A shop window will be retained at all times.
  - v. The proposal would not preclude the full use of the premises, avoiding vacant floors over ground floor uses and providing a separate entrance for office, leisure or residential use of upper floors, where they are within the reasonable control of the applicant.
  - vi. Ground floor residential uses do not form part of the proposal.
- F. The following Shopping Centres are shown on the Policies Map:**

**Table 5 – Town, District, Local and Neighbourhood centres**

| <b>City and Town Centres</b>   | <b>District Centres</b>   | <b>Local Centres:</b>  | <b>Neighbourhood Centres:</b>  |
|--|---|--|--|
| <ul style="list-style-type: none"> <li>• Worcester</li> <li>• Great Malvern</li> </ul> | <ul style="list-style-type: none"> <li>• Barnards Green, Malvern</li> </ul> | <ul style="list-style-type: none"> <li>• Davies Road, Evesham</li> </ul> | <ul style="list-style-type: none"> <li>• Hampton, Evesham</li> </ul> |

31 For the purposes of criterion E ii, where both sides of the same street are designated as Secondary Shopping Frontages, each side will be considered separately.

| City and Town Centres  | District Centres  | Local Centres:  | Neighbourhood Centres:   |
|--|---|---|--|
| <ul style="list-style-type: none"> <li>• Droitwich Spa</li> <li>• Evesham</li> <li>• Pershore</li> <li>• Upton - upon - Severn</li> <li>• Tenbury Wells</li> </ul> | <ul style="list-style-type: none"> <li>• Malvern Link, Malvern</li> <li>• Broadway</li> <li>• St John's District Centre, Worcester</li> </ul> | <ul style="list-style-type: none"> <li>• Fairfield, Evesham</li> <li>• Westlands, Droitwich Spa</li> <li>• Witton, Droitwich Spa</li> <li>• Fulbert Road, Pershore</li> <li>• Ankerage Green, Worcester</li> <li>• Barbourne, Worcester</li> <li>• Cranham Drive, Worcester</li> <li>• St Peters', Worcester</li> <li>• Worcester South urban extension (SWDP45/1)</li> </ul> | <ul style="list-style-type: none"> <li>• Cheltenham Road, Evesham</li> <li>• Shrubbery Road, Drakes Broughton</li> <li>• Ambleside Drive, Worcester</li> <li>• Bath Road, Worcester</li> <li>• Brickfields, Worcester</li> <li>• Brindley Road, Worcester</li> <li>• Canada Way, Worcester</li> <li>• Derwent Close, Worcester</li> <li>• Dines Green, Worcester</li> <li>• Kilbury Drive, Worcester</li> <li>• London Road, Worcester</li> <li>• Monarch Drive, Worcester</li> <li>• Northwick, Worcester</li> <li>• Rainbow Hill, Worcester</li> </ul> |



| City and Town Centres | District Centres | Local Centres: | Neighbourhood Centres:   |
|-----------------------|------------------|----------------|--|
|                       |                  |                | <ul style="list-style-type: none"> <li>• Rose Avenue, Worcester</li> <li>• Ronkswood, Worcester</li> <li>• Worcester West urban extension (SWDP45/2)</li> <li>• Malvern North East urban extension (SWDP56)</li> <li>• Droitwich Spa urban extension (SWDP49/1)</li> </ul> |

- G. Within the centres listed in Table 5 above, the conversion of retail floor space outside the Primary and Secondary Shopping Frontages to alternative uses not providing a retail or commercial service will not be permitted unless the equivalent replacement floorspace is provided as part of the development proposal.**
- H. Within the district and local centres listed in Table 5 above, in order to preserve the variety and vitality of local shopping opportunities, the change of use of premises outside the Primary and Secondary Shopping Frontages from A1 to A2, A3, A5, D1 or D2 uses will not be permitted:**
- where it would result in two or more non-A1 retail units in a row; or**
  - where it would result in less than 50% of all units within the centre being in A1 use.**
- I. The change of use of village, neighbourhood and corner shops to non-retailing uses will only be permitted if there is an alternative equivalent facility within safe walking distance<sup>(32)</sup> or evidence is presented that the premises are no longer viable<sup>(33)</sup> for any retail or community use.**

<sup>32</sup> Walking distance is generally considered to be 800m or less.

<sup>33</sup> Where premises have been offered for lease and freehold sale, at realistic rents and prices, with a local property agent for at least 12 months without securing a new tenant, it will be accepted that it has been demonstrated that there is no alternative viable retailing use. Detailed marketing requirements are contained in Annex F.

- J. Planning permission for new village and neighbourhood shops will be granted provided they are of an appropriate scale and it can be demonstrated that they will not have a significant adverse impact on the vitality or viability of any local centre.**
- K. New or expanded farm shops, garden centres or petrol filling stations will be permitted provided:**
  - i. They would not have a significant adverse impact on the viability or vitality of any defined centre or other local shopping facilities.**
  - ii. In the case of farm shops, the proposal would make use of redundant or under-used buildings and the range of goods to be sold is restricted to foodstuffs, plants and rural craft products produced locally.**
  - iii. In the case of garden centres, the site is accessible by walking, cycling and public transport.**
- L. The creation of new, or extensions to existing, garden centres or farm shops in the open countryside and unrelated to a settlement will only be permitted if the proposed development is ancillary to, and on the site of, an existing horticultural business or existing farming operation.**

### **Reasoned Justification**

1. 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. Local shops and other services must be enhanced and past trends that have eroded local facilities reversed if the SWDP's objectives of reducing the causes of climate change, minimising the need to travel and protecting the environment are to be achieved.
2. These key objectives will be achieved by focusing retail development on existing centres in order to strengthen and where necessary regenerate them. Wherever possible, growth should be accommodated by more efficient use of land and buildings within existing centres. This approach will help maintain the historic character of town centres and provides opportunities to minimise the consumption of non-renewable resources by reusing existing buildings and reducing the need to travel to out-of-centre retail parks.
3. The Framework requires local planning authorities to (amongst other things):
  - a. Define a network and hierarchy of centres that is resilient to anticipated future economic change.

- b. Define the extent of centres and primary and secondary shopping frontages.
  - c. Set locally proportionate thresholds for impact assessments and specific local impacts that should be addressed by impact assessments.
4. 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 increase footfall, provide passive surveillance and encourage investment that avoids the decline in the condition of premises.

**SWDP 11: Vale of Evesham Heavy Goods Vehicles Control Zone**

- A. Within the Vale of Evesham Heavy Goods Vehicles Control Zone, as identified on the Policies Map, employment development proposals which would generate additional Heavy Goods Vehicle trips will need to submit a Transport Assessment which shows how the supply and distribution routes proposed relate to the Heavy Good Vehicles Route Network, as identified on the Policies Map.**

**Reasoned Justification**

1. The National Planning Policy Framework makes it clear that policies relating to transport have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives.
2. The Vale of Evesham is an important area for the processing and redistribution of food products. An increasing proportion of fruit and vegetables are imported and consequently the number of Heavy Goods Vehicles (HGV) has also risen. For villages such as Badsey and Bretforton, this increased level of HGV traffic has affected the quality of life of residents through the generation of increased noise, vibration, pollution and other adverse impacts.
3. In order to reduce the impacts of HGV traffic this policy seeks to ensure that the road haulage industry uses, wherever possible, the most appropriate roads, e.g. the A46(T) for HGVs travelling within and through the Vale of Evesham. As such a Travel Assessment (TA) showing the proposed supply and distribution routes will ensure adequate consideration can be given of any HGV traffic impacts resulting from any proposal via the development management process.
4. These HGV traffic issues go beyond the administrative boundary of Wychavon District, in particular into Cotswold District and Stratford-on-Avon District. Those local planning authorities are promoting a similar policy in their Local Plans and the partner authorities will continue to work with them, along with the three Highway Authorities and the Worcestershire Freight Quality Partnership (as identified in the LTP3 Multimodal Freight Policy<sup>(34)</sup>) in the implementation of this policy.

## SWDP 12: Employment in Rural Areas

- A. Where rural areas are referred to in this policy, this means Category 1, 2 and 3 villages, lower category villages and the open countryside, all as defined in SWDP 2.**

### Protection of Existing Employment Sites

- B. To help promote rural regeneration across south Worcestershire, existing employment sites in rural areas that are currently or were last used for B1, B2, B8, tourism, leisure and /or recreation-related purposes will be safeguarded for employment-generating uses during the plan period. Proposals to change the use of such sites to any non-employment-generating purpose will need to demonstrate that the site has been actively marketed for employment, tourism, leisure or recreation purposes for a period of at least 12 months and that it is no longer viable for an employment-generating use. Details of what is required of a marketing exercise are contained in Annex F.**

### Expansion of Existing Employment Sites in Rural Areas

- C. The expansion of existing employment sites in rural areas will be supported where it has been demonstrated that intensification of the existing site is not viable or practical.**

### Farm Diversification

- D. Proposals to diversify farm businesses for employment, tourism, leisure and recreation uses will be permitted providing:**
- i. The proposed new use does not detract from or prejudice the existing agricultural undertaking or its future operation.**
  - ii. The scale 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.**
- E. Where planning permission is required for the residential conversion of a building as part of a farm diversification project, it will only be granted where a marketing exercise<sup>(35)</sup> has shown that employment, tourism, leisure and recreation uses are unviable.**

35 The marketing exercise should follow the requirements set out at Annex F.



### **Reasoned Justification**

1. The Employment Land Review (2011) demonstrates that the rural employment market across south Worcestershire is characterised by bespoke individual property requirements. Small local 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.
2. In addition, employment sites that fall vacant should be actively marketed before their conversion to an alternative use such as residential and the consequent loss of a facility / service providing important local jobs. The timescales and range of the marketing exercise will need to have regard to the nature and scale of the site and buildings and the prevailing economic conditions.
3. 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.

### **Rural Employment Opportunities**

4. 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.
5. This policy should also be read in conjunction with policy SWDP8 E.

## HOUSING

### SWDP 13: 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:**
- i. Housing density;**
  - ii. Reusing previously developed land; and**
  - iii. Making only exceptional use of the Best and Most Versatile Agricultural Land.**

#### **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, 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 larger sites, in response to current and future accessibility and other characteristics of each part of the site. Variations in density across a site should be used to develop different character areas.**
- E. Subject to parts B, C and D above, on sites allocated for housing or for mixed use that includes housing, the following broad indications of appropriate average 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 an average 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 an average 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 an average net density of 30 dwellings / ha.**

- iv. In the allocated urban extensions, densities will be determined through masterplanning and the development management process, subject to the overriding requirement that the number of dwellings indicated in the allocation policy for each urban extension is achieved.
- v. Where urban extensions and other large developments abut open land or sensitive locations such as conservation areas, listed buildings, areas of archaeological interest or ecological / biodiversity value, their design should reflect the sensitivity of those areas. Development densities immediately adjacent to such areas should be adjusted downwards as appropriate to ensure that impact on them is minimised, whilst maintaining the overall average density of the site.

#### **Windfall Sites**

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

#### **Use of Brownfield Land (Previously Developed Land)**

- G. The Plan includes an indicative monitoring target of 40% of housing development in the Plan period to be located on Brownfield Land.

#### **Best and Most Versatile Agricultural Land**

- H. Windfall development proposals which would result in the loss of more than two hectares of Best and Most Versatile (BMV) agricultural land will be required to demonstrate that:
  - i. The proposed development cannot be reasonably accommodated on non-BMV agricultural land; and
  - ii. The benefits of the development significantly outweigh the loss of BMV agricultural land.
- I. In addition, the effect of the loss of BMV agricultural land on farm economics and management will be considered. Where development would fragment farm holdings, planning permission will be granted only where mitigation is possible e.g. the land can be incorporated into surrounding holdings and where there is no severance of agricultural buildings from the land.

## Reasoned Justification

### Residential Density

1. In line with the Framework, the partner authorities have, in this policy, set out their own approach to housing density to reflect local circumstances. 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.
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 however lead to land uses and their occupiers being in closer proximity, which could generate adverse impacts such as noise and disturbance, loss of privacy, additional traffic movements and pressure on parking spaces. Low densities do, however, mean that more land has to be used to deliver the housing needed, putting pressure on valuable and attractive countryside. A balance has to be struck between the two, but setting absolute density targets is not likely to be the most appropriate or effective way of achieving the best quality housing in all locations.
3. Evidence on local housing densities underpins the policy's minimum average net density levels. High levels of accessibility afforded by sites being located close to facilities and services in city and town centres, or near to public transport interchanges and high frequency public transport routes, justify higher densities in those locations. These levels are subject to the density criteria set out in the policy, which ensure the SWDP provides flexibility and responsiveness to local circumstances, including infrastructure capacity to support the development. Site density will be measured in terms of the number of dwellings per hectare, based on the net developable area.
4. 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.
5. The provision of “soft” development edges and open space, landscaping and buffer areas can all be appropriate in helping to preserve the setting of adjacent sensitive locations such as Conservation Areas, Listed Buildings and areas of archaeological importance or biodiversity interest.

### Use of Brownfield / Previously Developed Land

6. Development would not be refused planning permission simply because it is not on brownfield land, but the benefits of developing Brownfield sites will be taken into consideration when determining planning applications, in the context of other policy requirements in the Plan. The SWC will monitor take up of Brownfield land against the target stated in section G above.

7. Consistent with the requirements of the Framework, the policy focuses on the effective use of land by encouraging the reuse of land that has been previously developed, provided that it is not of high environmental value. This is also in line with the requirements of the 2005 UK Sustainable Development Strategy, which identified planning as being at the heart of sustainable development and reflected a desire to see the development of brownfield land before using previously undeveloped sites, as well as increased housing densities on development sites.
8. The effective use and reuse of accessible, available and environmentally acceptable brownfield land should be encouraged consistent with SWDP2 A (iv), 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.
9. The south Worcestershire 2010 Annual Monitoring Report demonstrates that in 2009 - 2010, 82% of new and converted homes and 72% of the total amount and type of completed floorspace were built on Previously Developed Land. This position is likely to change in future years as currently available Brownfield sites are developed. This will increase the pressure on Greenfield sites to meet local housing, employment and service needs, including the main allocated urban extensions.
10. Since June 2010, residential gardens are no longer included in the definition of Previously Developed (Brownfield) Land. For the purposes of five -year supply calculations, windfall development now excludes development on residential gardens.
11. The SWC have used the evidence in the Strategic Housing Land Availability Assessment to identify Brownfield sites to allocate for housing purposes in the SWDP and housing monitoring information to identify completed and committed Brownfield sites. This evidence informed the choice of the 40% target for reuse of Brownfield land for housing. The target is realistic in the context of the amount of available, suitable Brownfield land in the SHLAA.
12. To deliver 40% 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 or developable;
  - b. encourages the effective use and re-use of accessible, available and environmentally acceptable Brownfield land; and
  - c. includes housing development as part of wider regeneration packages for the Worcester Opportunity Zones, where this does not undermine their ability to support local economic prosperity or the vitality and viability of Worcester city centre.
13. The allocated Opportunity Zones in Worcester City 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 (BMV)**

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. It is therefore important to protect the most productive agricultural land, i.e. BMV.
15. In identifying land to meet development needs that cannot be met through urban capacity, the SWC were aware of the need to protect BMV agricultural land. This was balanced against other environmental constraints, in order to meet Plan objectives and remain consistent with the Framework. Agricultural land will be necessarily lost to development, but this policy ensures the loss can be minimised.
16. The Framework (paragraph 112 refers) requires a Local Planning Authority to take into account the economic and other benefits of BMV agricultural land and minimise its loss to development. The Framework does not set out an amount which would constitute a significant loss of BMV agricultural land. Worcestershire has a total area of 174,051 hectares, 17.1% of which comprises Grades 4 and 5 agricultural land and non-agricultural and urban land which is non-BMV; 56% is Grade 3 but the proportion that is Grade 3b land is not quantified. In that context two hectares of BMV land is considered to be an appropriate threshold to further assess proposals. 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-BMV alternatives. The policy sets out the circumstances when development on BMV land 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 BMV land lost elsewhere to development.
17. The loss of BMV agricultural land 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.

**SWDP 14: Market Housing Mix**

- A. All new residential developments of five or more units, having regard to location, site size and scheme viability, should contain a mix of types and sizes of market housing. The mix will be informed by the latest Strategic Housing Market Assessment and / or other local data, for example, Neighbourhood Plans, Parish Surveys, Parish Plans and developers' assessments.**
- B. Worcester and the main / other towns will be the focus for housing to help meet the needs of residents with specific housing requirements, such as people with disabilities. Elsewhere, proposals to help meet these specific needs should demonstrate that the scheme has good access to public transport, healthcare, shopping and other community facilities.**
- C. Permission for the sub-division or multiple occupancy of dwellings within the city boundary or development boundaries, including changes of use to hostels and guest houses, will be granted provided that the property has four or more bedrooms and is no longer suitable for single family occupation. In the case of hostels, the property must be detached.**
- D. An application for change of use to a House in Multiple Occupation (HMO) will only be permitted where it does not lead to, or increase an existing over-concentration of such uses in the local area. The use of Article 4 Directions to control changes of use will be considered.**

## Reasoned Justification

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. Policy SWDP 15 deals separately with the mix, type and tenure of affordable housing. The Framework requires local planning authorities to plan for a mix of housing based on evidence and to identify the size, type, tenure and range of housing that is required. If it is not possible to secure a mix of housing types, in terms of size, scale, density, tenure and cost that reflects the overall need, some households will be forced to satisfy their housing demand and needs beyond the Plan area.
2. House sizes required to address identified needs range from one- to five-bed properties of different types e.g. flats, houses and bungalows. They can also include custom build homes. The 2012 Strategic Housing Market Assessment identifies that the substantial projected growth in one-person households suggests a rising demand for smaller properties, many of which will need to be suitable for people of retirement age. The rise in couple households, a large proportion of which are also made up of older persons, further supports the need to deliver attractive smaller properties in locations with good transport linkages (see SWDP 20: Housing to Meet the Needs of Older People). However, the Strategic Housing Market Assessment reveals that there is also a sustained demand for larger family homes.
3. South Worcestershire's housing needs will be regularly monitored and reassessed through either full or partial updates of the Strategic Housing Market Assessment. Regard should be had to the most up-to-date version of the Assessment to determine the relevant housing needs. Developers' assessments of market housing demand will also be taken into account in the consideration of an appropriate market housing mix, along with specific local needs assessments where these are available.
4. Proposals for housing must take account of identified housing demand and needs in terms of size and type of market dwellings. This will include appropriate provision for all sectors of the community, for example, to meet the needs of older people – covered by SWDP 20. To enable access to essential facilities and services, Worcester and the towns will be the focus for housing to help meet those with specific needs, such as people with disabilities. Elsewhere, proposals may be acceptable if on sites with good access to public transport, healthcare, shopping and other community facilities.
5. 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 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. It will be important to consider each planning application for conversion to a House in Multiple Occupation (HMO) against SWDP 14 in order to protect against the significant loss of large family housing, which itself forms part of the balanced housing mix throughout south Worcestershire<sup>(36)</sup>. Hostels will only be allowed in detached properties because of the increased potential nuisance to amenity arising from party walls.

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36 For the purposes of this policy, dwellings in use as Class C4, mixed C3 / C4 and HMOs in sui generis will be considered to be HMOs.



## SWDP 15: Meeting Affordable Housing Needs



- A. All new residential development<sup>(37)</sup>, including conversions, above the thresholds in SWDP 15 B (and adjacent land, if it is anticipated that it will form part of a larger site) will contribute to the provision of affordable housing<sup>(38)</sup>.**
- B. The number, size, type, tenure and distribution of affordable dwellings to be provided will be subject to negotiation, dependent on recognised local housing need, specific site and location factors and development viability and having regard to the sliding scale approach set out below:**
  - i. On sites of 15 or more dwellings on greenfield land, 40% of the units should be affordable and provided on site.**
  - ii. On sites of 15 or more dwellings on brownfield land within Worcester City and Malvern Hills, 30% of the units should be affordable and provided on site. On sites of 15 or more dwellings on brownfield land within Wychavon, 40% of the units should be affordable and provided on site.**

<sup>37</sup> In this policy, residential development means development within Use Class C3, as defined in the Town and Country Planning (Use Classes) Order 1987, as amended.

<sup>38</sup> The definition of what constitutes affordable housing is given in the Glossary.

- iii. On sites of 10 – 14 dwellings, 30% of units should be affordable and be provided on site.
  - iv. On sites of 5 – 9 dwellings, 20% of units should be affordable and be provided on site.
  - v. On sites of less than 5 dwellings a financial contribution towards local affordable housing provision should be made, based on the cost of providing the equivalent in value to 20% of the units as affordable housing on site.
- 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 (or that the subsidy will be recycled for alternative affordable housing provision)<sup>(39)</sup> and, for sites outside the city or towns, available to meet the needs of local people.
  - E. The final tenure mix of affordable housing on individual sites will be subject to negotiation. Generally the preference will be for social rented, unless for example a contribution from an alternative affordable housing tenure is required to achieve scheme viability or local need has been demonstrated for a different affordable housing tenure.
  - F. On sites where it has been demonstrated that the proportion of affordable housing sought by SWDP 15 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 Local Authority will arrange for them to be independently appraised at the expense of the applicant.
  - G. Further details of the manner in which the policy will be implemented will be set out in an Affordable Housing Supplementary Planning Document.

## Reasoned Justification

1. The delivery of affordable housing is an underlying theme of the Sustainable Community Strategy.
2. The Framework requires local planning authorities to assess objectively the need for market and affordable housing and where there is a need for affordable housing, to set out policies for meeting this need. For the purposes of this policy, affordable housing includes social rented, affordable rented and intermediate housing, such as shared

39 See the definition of affordable housing in the Framework, Annex 2, Glossary



equity and other low-cost homes for sale and intermediate rent. Low-cost market housing is specifically excluded from the definition of affordable housing. The Worcestershire Strategic Housing Market Assessment (February 2012) advises that the waiting list data indicates that the group most frequently requiring affordable housing is family households, followed by single person households. It identifies that current stresses on the housing market include acute affordability issues, particularly in more rural areas, tightening of mortgage finance and rising levels of unemployment and economic inactivity.

3. Evidence in the above report suggested that at 2012 there was an indicative annual requirement of 657 dwellings for south Worcestershire over the next five years, of which approximately 87% would be required for social renting purposes. Grant funding to support social rented housing and indeed other forms of affordable housing has become limited. Therefore, it will be more difficult to deliver an appropriate balance of affordable housing tenures that reflect need, without undermining development viability.
4. The split between social rented, affordable rented and intermediate housing will be dependent upon a number of factors. These will include economic circumstances, site characteristics, development viability, affordability levels prevailing at the time a planning application is made, availability of public subsidy and any other planning objectives that may need to be addressed or funded by the development.
5. Evidence in the Affordable Housing Development Viability Study 2008, and its Property Market Update Report (July 2010) undertaken for the south Worcestershire districts, suggests that affordable housing provision could still be provided at a rate of 40% on larger sites of 15 or more dwellings without undermining development viability. For smaller sites it suggests a simple sliding scale and for sites of less than five units, appropriately judged off-site financial contributions. An overall plan viability study was published in November 2012 (South Worcestershire Development Plan Viability Study) that supported the policy approach but recognised there may be a need for site-specific viability assessment as part of the planning application process. The 2014 Viability Report indicates that the affordable housing provision should be reduced to 30% on brownfield sites in Worcester City and Malvern Hills. Where robustly justified, it may be appropriate for an off-site contribution in lieu of on-site provision, having regard to the significance of the site to the identified local housing need. Whilst it is recognised that market conditions may have an impact upon development viability, it is considered that it should not dictate longer-term strategic policy direction and delivery objectives. Any proposed affordable housing delivery that did not meet policy expectations would therefore need to be assessed on a site-by-site basis and by a fully justified 'open book' development appraisal. Contingent Deferred Obligations may be employed in certain circumstances to allow for changing market conditions. Where a developer has negotiated a lower level of affordable housing for reasons of viability, Contingent Deferred Obligations may be employed to enable more affordable housing to be provided on a site during its construction up to the appropriate maximum requirement in SWDP 15 B.
6. An Affordable Housing Supplementary Planning Document will be produced. It will contain further detailed advice on how the policy will be implemented, 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.

7. 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 SWDP 16).

## SWDP 16: Rural Exception Sites

- A. Affordable housing development will be permitted on small sites beyond, but reasonably adjacent to, the development boundaries<sup>(40)</sup> of villages<sup>(41)</sup> where the following is demonstrated:**
  - i. There is a proven and as yet unmet local need, having regard to the latest Worcestershire Strategic Housing Market Assessment, the Sub-regional Choice-based Letting Scheme and other local data e.g. Neighbourhood Plan, Parish Survey or Parish Plan;**
  - ii. No other suitable and available sites exist within the development boundary of the settlement; and**
  - iii. Secure arrangements exist to ensure the housing will remain affordable and available to meet the continuing needs of local people.**
- B. Where viability for 100% affordable housing provision cannot be achieved, an element of market housing may be included within a rural exception scheme, to provide sufficient cross-subsidy to facilitate the delivery of affordable homes. In such cases, land owners will be required to provide additional supporting evidence in the form of an open book development appraisal for the proposal containing inputs assessed and verified by a chartered surveyor.**
- 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

1. The Framework 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 survey evidence shows that local need exists. This enables small sites to be used specifically for affordable housing in small rural communities that would not normally be considered because, for example, they fall outside local plan development boundaries. Historically, these sites have relied almost wholly on public subsidy and have been promoted by both Malvern Hills and Wychavon District Councils, with the support of Registered Providers. However, in response to difficult economic circumstances, a reduction in social housing funding and the Government's emphasis on localism, a number of local planning authorities are developing more pragmatic rural exception planning policies via their Local Plans to help

40 There are some villages without development boundaries which nonetheless may be appropriate for an exception site in accordance with SWDP 2. In such cases the references in the policy to the development boundary should be understood as meaning the main built-up area of the village.

41 Both Tenbury and Upton-upon-Severn are classified as 'other towns' under SWDP2 but have populations of less than 3,000. It is asserted that both towns are severely constrained by flooding and therefore it may be appropriate to consider proposals for exception sites outside the current settlement boundaries if suitable sites for affordable housing provision cannot be identified within the town.

deliver affordable housing. This includes cross-subsidisation through allowing an element of market housing on exception sites to subsidise the affordable housing provision. This approach is supported by the Framework where it would facilitate the provision of significant additional affordable housing to meet local needs.

2. The Homes and Communities Agency's grant funding has been reduced significantly since 2011. The introduction of Affordable Rent may offer providers the opportunity to utilise the flexibility to charge up to 80% of market rents to maximise financial capacity. This could help to improve the viability of Rural Exception Sites.
3. There may be scope for an element of cross-subsidy from market housing on sites where it can be demonstrated, through a viability assessment, that the provision of 100% affordable housing would not be viable by itself.
4. It should be emphasised that exception sites must meet local needs; in this context, "local need" for the purposes of part A.i. means the parish and adjoining parishes. In terms of occupation of the properties, "local connections" will be defined in the Affordable Housing Supplementary Planning Document.

## SWDP 17: Travellers and Travelling Showpeople



- A. Each Local Planning Authority will identify and update annually a five year supply of deliverable pitches for Travellers and Travelling Showpeople in order to meet the local targets set out in Tables 17a and 17b (subject to subsequent reviews of the GTAA).

**Table 17a: Minimum Requirements for Permanent Traveller Pitches, Travelling Showpeople Plots and Transit Pitches 2014/15 – 2018/19 (source: Worcestershire Gypsy & Traveller Accommodation Assessment, 2014\*)**

| District      | Permanent Traveller Pitches | Permanent Travelling Showpeople Plots | Transit Pitches |
|---------------|-----------------------------|---------------------------------------|-----------------|
| Malvern Hills | 4                           | 0                                     | 3               |
| Worcester     | 0                           | 0                                     | 0               |
| Wychavon      | 31                          | 0                                     | 2               |

### **Note to Table 17a**

\* The need identified in the GTAA in the period to 2018/19 has been amended to reflect the interim examination findings relating to the GTAA – available at <http://www.swdevelopmentplan.org/wp-content/uploads/2013/02/GTAA-Inspectors-interim-findings-20072015.Pdf>



**Table 17b: Longer-Term Requirements for Permanent Traveller Pitches and Travelling Showpeople Plots 2019/20 – 2033/34 (source: Worcestershire Gypsy & Traveller Accommodation Assessment, 2014)**

|               | 2019/20 – 2023/24 |               | 2024/25 – 2028/29 |               | 2029/30 – 2033/34 |               |
|---------------|-------------------|---------------|-------------------|---------------|-------------------|---------------|
|               | Traveller Pitches | Showman Plots | Traveller Pitches | Showman Plots | Traveller Pitches | Showman Plots |
| Malvern Hills | 6                 | 2             | 6                 | 2             | 8                 | 4             |
| Worcester     | 5                 | 0             | 3                 | 0             | 5                 | 0             |
| Wychavon      | 19                | 0             | 23                | 0             | 33                | 0             |
| <b>Total</b>  | <b>30</b>         | <b>2</b>      | <b>32</b>         | <b>2</b>      | <b>46</b>         | <b>4</b>      |

- B. Worcester South (SWDP 45/1) and Worcester West (SWDP 45/2) urban extensions shall each include a Traveller site of up to 10 pitches, to be located within the allocation boundary of the urban extension.**
- C. The South Worcestershire Councils (SWC) will identify additional sites in a Traveller and Travelling Showpeople Site Allocations Development Plan Document (DPD) and assess the suitability of proposals and planning applications (including the intensification or expansion of existing authorised sites where appropriate) against the following criteria:**
- i. Whether the site is within, or on the edge of, a town or Category 1, 2 or 3 settlement.**
  - ii. Whether the site is within an international or national<sup>(42)</sup> planning designation.**
  - iii. Whether the site is outside Flood Zone 1 or vulnerable to surface water flooding.**
  - iv. Whether the site has any significant impact on local plan designations such as Conservation Areas and Significant Gaps, or on sites of ecological or biodiversity interests that cannot be mitigated.**
  - v. Whether any significant visual impact on the landscape can be mitigated.**
  - vi. Whether there is any significant impact on privacy and residential amenity for both site residents and neighbouring properties.**
  - vii. Whether the size of the site and the number of pitches are of an appropriate scale for the location.**

<sup>42</sup> Examples of international designations include Special Protection Areas, Special Areas of Conservation and Ramsar sites. Examples of national designations include Areas of Outstanding Natural Beauty, Green Belts, Sites of Special Scientific Interest, National Nature Reserves.

- viii. **Whether the site has safe and convenient access to the highway network.**
  - ix. **Whether the site is capable of providing adequate on-site services for water supply, mains electricity, waste disposal and foul and surface water drainage.**
  - x. **Whether the site has reasonable access to health services, schools and employment.**
  - xi. **Whether the site complies with good practice on designing Gypsy and Traveller sites.**
- D. Any planning permission will be subject to conditions relating to the number of pitches / plots and restricting occupancy to Traveller or Travelling Showpeople use.**

### Reasoned Justification

1. Planning Policy for Traveller Sites (2015) states that local planning authorities 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 local planning authorities 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.
2. The Worcestershire Gypsy and Traveller Accommodation Assessment (GTAA) published in 2014, identifies the need for additional Traveller pitches, Travelling Showpeople plots and transit pitches in the County in the period between 2014/15 and 2033/34.
3. Within south Worcestershire, the need identified in the GTAA<sup>(43)</sup> in the five years to 2018/19 is set out in Table 17a.
4. The GTAA<sup>(44)</sup> identifies an overall shortfall of 35 permanent Traveller pitches across south Worcestershire in the period to 2018/19 – a need for a minimum of 31 pitches in Wychavon and 4 pitches in Malvern Hills. No additional pitches are required in Worcester.
5. For Travelling Showpeople, the GTAA identifies no overall additional need for plots across south Worcestershire in the period to 2018/19.

43 The need identified in the GTAA in the period to 2018/19 has been amended to reflect the interim examination findings relating to the GTAA – available at <http://www.swdevelopmentplan.org/wp-content/uploads/2013/02/GTAA-Inspectors-interim-findings-20072015.pdf>

44 The need identified in the GTAA in the period to 2018/19 has been amended to reflect the interim examination findings relating to the GTAA – available at <http://www.swdevelopmentplan.org/wp-content/uploads/2013/02/GTAA-Inspectors-interim-findings-20072015.pdf>

6. The GTAA identified a number of vacant pitches (particularly in Wychavon) and opportunities for the intensification or limited expansion of a number of existing sites in Malvern Hills and Wychavon.
7. It is considered that sites for Traveller communities should be provided at the largest and most sustainable urban extensions, i.e. SWDP 45/1 and SWDP 45/2. The precise location of these sites and which of the SWC Traveller accommodation needs they will be assigned to will be identified through the development management process. The sites in the urban extensions will help address the need for pitches in Tables 17a and 17b.
8. 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.
9. The GTAA also recommends that provision be made for a minimum of 5 transit pitches and suggests that the SWC co-operate with a view to providing a shared facility for dealing with future unauthorised encampments.
10. The GTAA indicates a desire amongst Travellers for a mixture of Council / Registered Social Landlord (RSL) managed sites and private sites.
11. The GTAA also identifies the likely longer-term requirement for pitches and plots, covering the period 2019/20 to 2033/34. The longer-term requirements, based on expected household formation rates, are set out in Table 17b. The longer-term requirements make no allowance for turnover on existing sites and are therefore indicative and liable to change in light of future updated turnover rates.
12. The GTAA suggests a need for up to 30 Traveller pitches between 2019/20 to 2023/24, 32 pitches 2024/25 to 2028/29 and 46 pitches 2029/30 to 2033/34, with most of the need arising in Wychavon.
13. For Travelling Showpeople, the GTAA indicates a need for an additional 8 plots in Malvern Hills between 2019/20 and 2033/34.
14. The availability and delivery of Traveller pitches will be kept under review. Each SWC will maintain a rolling five year supply of deliverable pitches sufficient to provide five years' worth of pitches against the targets set out in Tables 17a and 17b (subject to paragraph 11 above).
15. Any proposals and planning applications for Traveller and transit sites will be considered by the relevant local planning authorities against the criteria outlined in SWDP17 C and D.
16. The Good Practice Guide on Designing Gypsy and Traveller Sites (published by DCLG in 2008 and cancelled in 2015) suggested that, where possible, sites should be developed near to housing for the settled community as part of mainstream residential developments. Planning Policy for Traveller Sites also says that new Traveller site development in open countryside that is away from existing settlements should be very strictly limited and that any sites in rural areas should respect the scale of, and not dominate the nearest settled community.

17. Planning Policy for Traveller Sites highlights the importance of good access to health services and schools to ensure that children can attend school on a regular basis. The Good Practice Guide on Designing Gypsy and Traveller Sites also said that it was essential that sites have access to water, electricity, drainage and sanitation.
18. In general, it is anticipated that sites for Travellers and Travelling Showpeople will not be appropriate within international or national designations because the objectives of the designation are likely to be compromised by the development. Sites in these designated areas will not be permitted unless other locations have been considered and dismissed and only then in very special circumstances.

## SWDP 18: 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 is not a caravan, 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 size of the original footprint by more than 30%.**
  - iv. The proposed dwelling is positioned on the footprint of the existing dwelling, unless there are visual, landscape or highway safety or other environmental grounds to justify an alternative location within the existing curtilage.**
  - v. The curtilage of the replacement building is no greater than that of the existing dwelling.**
  - vi. The proposal includes the demolition of the dwelling to be replaced.**
  - vii. Where the existing dwelling has been provided for agricultural purposes, a condition will be attached to ensure that the replacement dwelling can only be occupied by an agricultural worker once it has been built.**

### Reasoned Justification

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 (SWDP 16). This approach is in conformity with national planning policy, which seeks to direct new housing development to sustainable locations, in areas where it will enhance or maintain the vitality of rural communities. However, there is also a need to consider the specific housing requirements of those who work in rural employment, such as agricultural, horticultural and forestry (referred to in SWDP 19) and the replacement of existing dwellings in the countryside.
2. 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. However, the replacement of existing dwellings with much larger properties can affect the character of a rural area, especially in locations where traditional dwellings are smaller.



3. Under the General Permitted Development Order, extensions and external alterations to existing dwellings represent permitted development<sup>(45)</sup> under certain circumstances (up to the physical and locational limits set out in the Order). Thus, in order 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.
4. For the purposes of policy SWDP18 the dwelling to be replaced must have established use rights as a dwelling.
5. Proposals for replacement dwellings will not be permitted if they would conflict with policy SWDP 28.
6. 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. Although there is a desire to retain small homes to allow choice in rural areas, in reality, however 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 as a result of their impact on landscape setting, design and amenity. A percentage approach to any increase in size of the dwelling is considered appropriate in order to reflect the dimensions and plot size of the dwelling that is being replaced, so any increase will be proportionate.

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45 Not requiring planning permission.

## SWDP 19: 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 G 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 net usable floorspace, unless a larger property is robustly justified;**
  - iv. Where practical for its purpose, the dwelling is located close to existing buildings / dwellings, 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 G.**
- C. Temporary or seasonal accommodation requirements to serve rural enterprises will be considered on a case-by-case basis, but will need to demonstrate:**
  - i. that there is a proven business case for the accommodation;**
  - ii. that there is no appropriate accommodation available in nearby settlements; and**
  - iii. that impacts on local services, landscape and amenity are mitigated.**

### Reasoned Justification

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.
2. New development in the countryside is strictly controlled. This has been the case in previous development plans in south Worcestershire and is also set out in national policy.

The Framework (paragraph 55) 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 G.

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.
4. Rural workers' dwellings shall not exceed 150 square metres of net useable floorspace (excluding garaging but including associated offices such as a farm office) unless it can be demonstrated through the submission of financial information that the associated holding can support a larger dwelling (see definition of net useable floorspace in the glossary). Housing for temporary or seasonal workers is an issue that needs to be addressed from time to time; for example, where horticultural enterprises need to employ pickers or packers at different times of the year. This type of activity is important to the rural economy. However, accommodating such workers on or near the site can be difficult in open countryside locations. A solution may be to provide temporary accommodation in the form of mobile homes or caravans, but this is not always appropriate, especially if large numbers of people need to be housed. Each case should be considered on its merits, but with a recognition that such workers can contribute to local enterprises and the local economy.

### SWDP 20: Housing to Meet the Needs of Older People



- A. The provision of housing suitable for the needs of older people will be encouraged on all allocated and windfall sites of five units or more as part of the market housing mix through policy SWDP14 and affordable housing mix through policy SWDP15.**
- B. Where housing for older people falling into Class C2 of the Town and Country Planning (Use Classes) Order 1987 (as amended) is proposed, permission will be granted provided that:**
  - i. There is an evidenced requirement for that type of accommodation;**
  - ii. The scheme has good access to public transport, healthcare, shopping and other community facilities or, where the proposed scheme lacks such access, it can be demonstrated that there would be significant benefits to the local community from the scheme in its proposed location and the scheme would provide on-site services and facilities and tailored transport services to meet the needs of residents; and**
  - iii. Where a mix of use classes C2 and C3 is proposed on a single site, the affordable housing requirements of policy SWDP15, are met in respect of the C3 element.**

### Reasoned Justification

1. The 2011 Census indicates that 19.8% of residents in south Worcestershire are aged 65 and over, compared with an average of 16.4% for England and Wales. South Worcestershire has an ageing population and significant growth is predicted in older households. Older people range from those recently retired to the very elderly, and from those who are active to the very frail. Therefore, a wide range of housing is required to meet the needs of older people. This includes a general need for flats, bungalows and smaller houses, some of which will be built to allow future adaptations to enable people to remain within their homes, to more specialist provision, such as extra-care housing. Most housing sites of five units or more can incorporate homes that can help to meet the general needs of older people. Urban extensions, because they are generally larger, may also be able to provide a wider range of accommodation suitable for older people.
2. It is considered that the specialist housing needs identified for older people (e.g. C2 housing) will be delivered primarily in Worcester and the towns, but also in other sustainable locations with good access to public transport, healthcare shopping and other community facilities. However, it is recognised that where there is a significant benefit to the local community, less sustainable locations may be considered acceptable to help meet an undersupply of specialist housing for older people. This would only be applicable to schemes involving the provision of on-site services and facilities and tailored transport services to meet the needs of residents where a conventional approach to assessing sustainability may be less relevant.
3. The Plan seeks to enable the provision of extra-care housing and supported housing, particularly where the need is informed by population trends in an area.



## ENVIRONMENTAL ENHANCEMENT AND PROTECTION

### SWDP 21: Design



- A. All development will be expected to be of a high design quality. It will need to integrate effectively with its surroundings, in terms of form and function, reinforce local distinctiveness and conserve, and where appropriate, enhance cultural and heritage assets and their settings. New and innovative 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, how the objectives outlined in criterion A have been addressed. They will also need to address the following matters:**
  - 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 character of the area. In particular, development should respond to surrounding buildings and the distinctive features or qualities that contribute to the visual and heritage interest of the townscape, frontages, streets and landscape quality of the local area.

## **iii. The Settings of the City and Towns**

Design proposals should ensure that the prominent views, vistas and skylines of Worcester city and the towns are maintained and safeguarded, particularly where they relate to heritage assets, existing landmark buildings, and 'gateway' sites. Development at the urban edges should respect the rural setting.

## **iv. Neighbouring Amenity**

Development should provide an adequate level of privacy, outlook, sunlight and daylight, and should not be unduly overbearing.

## **v. Settlement Character**

The distinct identity and character of settlements should be safeguarded.

## **vi. Mix of Uses**

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

## **vii. Flexible Design**

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

## **viii. Scale, Height and Massing**

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.

### **ix. Links, Connectivity and Access**

Design and layouts should maximise opportunities for pedestrian and cycle linkages 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.

### **x. Detailed Design and Materials**

The detailing and materials of development should be of high quality and appropriate to its context. Design should have regard to sustainable construction approaches and ensure adaptability to changes in the climate.

### **xi. Appropriate Facilities**

Development should incorporate the required parking facilities and provision for the storage of bicycles. Satisfactory access and provision for the parking, servicing and manoeuvring of vehicles should be provided in accordance with the recognised standards.

### **xii. Landscaping**

Development should provide high quality hard and soft landscaping. The importance of soft landscaping, using appropriate species and incorporating arrangements for long-term management is emphasised.

### **xiii. Public Realm**

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

### **xiv. Creating a Safe and Secure Environment**

Opportunities for creating a safe and secure environment and providing surveillance should be included, principally through the layout and positioning of buildings, spaces and uses. Where appropriate, development should incorporate measures for crime reduction that are consistent with those recommended by the Secured by Design guides. Buildings and their surrounding spaces should incorporate fire safety

**measures and be designed to allow rapid access by the emergency services.**

## **xv. 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 or surroundings. Consent will be granted for outdoor advertisements (including poster hoardings) provided the display will not adversely affect the amenities of the area or impact on public safety.**

## **Reasoned Justification**

1. Design quality is critical to good planning as excellence in design can enhance the quality of people's lives, create a sense of place, improve the attractiveness of a location and create safer places to live and work. Streets, pathways and public open spaces are the 'glue' that binds a place together, making it accessible, attractive and safe and an easy place to move around. Poor 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 and the environment in general.
2. 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.
3. 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.
4. 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. Designs should include energy-efficient methods of heating, lighting and ventilation and, where viable, incorporate the generation of energy from renewable or low carbon sources in accordance with SWDP 27. Support will be given for new residential development that seeks to achieve the New Home Quality Mark.
5. 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 design framework for new development that supports the diverse nature of good design. These will be explained further in a Design Guide Supplementary Planning Document. They



may also be complemented by Neighbourhood Plans, Parish Plans, or Village Design Statements that can provide the "fine grain" local design detail. In accordance with the Framework, it is expected that pre-application discussions should include design-related matters and applicants should employ the 'Building for Life 12' methodology 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. This policy should be read in conjunction with other relevant policies in the SWDP and proposals will be expected to demonstrate that they have been informed by current available guidance<sup>(46)</sup> and evolving best practice.

6. Development proposals are not designed in isolation from their context. Although there are considerable variations in local architectural styles, buildings and urban areas across south Worcestershire can be characterised within the broad typologies to be set out in the South Worcestershire Design 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 masterplanning the urban extensions, the use of design codes will be considered, in accordance with the Framework.
7. In accordance with the Framework, a development will not be acceptable if its design is inappropriate in its context, or if it fails to take any opportunity available to improve the character and quality of an area and the way it functions. This includes ensuring that there is no unacceptable detrimental impact on the amenity of existing or new residents or occupants resulting from the new development. In certain circumstances development proposals may be referred to a local design review panel.
8. It is the intention to ensure that in Worcester city and the towns 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.
9. The use of innovative and 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 and innovative design, 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

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46 South Worcestershire Design Guide SPD Building for Life 12:  
<http://www.designcouncil.org.uk/Documents/Documents/OurWork/CABE/Building%20for%20Life/Building%20for%20Life%2012.pdf>  
 New Home Quality Mark: [www.newhomequalitymark.com](http://www.newhomequalitymark.com)  
 AONB Design  
 Guidance: [http://www.malvernhillsaonb.org.uk/documents/Malvern-Building-Design-Guidance\\_CONSULTATION-DRAFT.pdf](http://www.malvernhillsaonb.org.uk/documents/Malvern-Building-Design-Guidance_CONSULTATION-DRAFT.pdf)  
 Better By Design  
 Manual for Streets: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/3891/pdfmanforstreets.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3891/pdfmanforstreets.pdf)  
 Worcestershire Landscape Character Assessment:  
<http://www.worcestershire.gov.uk/cms/pdf/Landscape%20Character%20Assessment%20Nov%202011.pdf>  
 South Worcestershire Historic Environment Assessment: [http://www.swdevelopmentplan.org/?page\\_id=553](http://www.swdevelopmentplan.org/?page_id=553)



locality. Innovative 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.

10. 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. 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.
11. 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. storage for bicycles.
  - c. easy access to public transport.
12. 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 relevant supplementary planning documents.

## SWDP 22: Biodiversity and Geodiversity



- A. Development which would compromise the favourable condition of a Special Area of Conservation (SAC)<sup>(47)</sup> or other international designations or the favourable conservation status of European or nationally protected<sup>(48)</sup> species or habitats will not be permitted.**
- B. Development likely to have an adverse effect on a Site of Special Scientific Interest (SSSI)<sup>(49)</sup> will not be permitted, except where the benefits of the development at that site 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 SSSIs.**
- C. Development which would result in the loss or deterioration of an Ancient Woodland (AW), a Veteran Tree (VT), or a nationally protected species will not be permitted unless the need for and the benefits of the proposed development in that location clearly outweigh the loss or deterioration.**

47 Sites of international importance are considered invaluable and will be subject to the strongest scrutiny (Includes candidate SACs).

48 To include anything protected in the [Wildlife and Countryside Act \(1981\)](#) and [The Conservation of Habitats and Species Regulations \(2010\)](#)

49 Includes candidate SSSIs.

- D. Development which would compromise the favourable condition or the favourable conservation status of a Grassland Inventory Site (GIS), a Local Wildlife Site (LWS), a Local Geological Site (LGS), an important individual tree or woodland and species or habitats of principal importance recognised in the Biodiversity Action Plan, or listed under Section 41 of the Natural Environment and Rural Communities Act 2006, will only be permitted if the need for and the benefits of the proposed development outweigh the loss.**
- E. Where the policy requirements of B, C or D have been met, full compensatory provision, to include establishment (secured through a legal agreement where appropriate), commensurate with the ecological / geological value of the site will be required. In the first instance this should be through on-site mitigation, the details of which should be agreed with the Local Planning Authority. Off-site mitigation will only be acceptable where on-site mitigation is shown not to be possible.**
- F. Development should, wherever practicable, be designed to enhance biodiversity and geodiversity (including soils) conservation interests as well as conserve on-site biodiversity corridors / networks. Developments should also take opportunities, where practicable, to enhance biodiversity corridors / networks beyond the site boundary.**

### Reasoned Justification

1. Conserving and enhancing the natural environment is one of the Framework's core planning principles and Section 11 sets out how planning policy should achieve this. The Natural Environment and Rural Communities (NERC) Act (2006) requires public bodies to have regard to the purpose of conserving biodiversity. Without an appropriately strong planning policy the recent trend of biodiversity and geodiversity losses will continue. Bringing back or re-creating lost habitats is fraught with technical difficulties and is unproven for many habitat types and so the local planning authority expects protection of important existing features to be the norm in most cases, with re-creation after habitat loss to be considered only where this is not practical. Where habitats are retained, protected, enhanced or created, the local planning authority will require information regarding long-term management so as to ensure that features (and particularly those required in mitigation for harm) can be maintained into the future. This may in some circumstances need to be secured by legal agreement. Without positive action therefore there is real danger, particularly given the likely impacts of Climate Change, that in the long term the ecosystems themselves will begin to fail.
2. The Natural Environment White Paper (2011) estimated that the economic and social importance of the UK natural environment equates to approximately £30 billion per year. Worcestershire is blessed with a rich variety of biodiversity and geodiversity assets, which is 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.



## SWDP 23: The Cotswolds and Malvern Hills Areas of Outstanding Natural Beauty (AONB)



- A. Development that would have a detrimental impact on the natural beauty<sup>(50)</sup> of an AONB (as shown on the Policies Map) will not be permitted.**
- B. Any development proposal within an AONB must conserve and enhance the special qualities of the landscape.**
- C. Development proposals should have regard to the most up-to-date approved AONB Management Plans.**

### Reasoned Justification

1. The Cotswolds and Malvern Hills Areas of Outstanding Natural Beauty are nationally important landscapes which need to be conserved as indicated in the Framework<sup>(51)</sup>.
2. AONBs are designated under the same legislation as National Parks. The Countryside and Rights of Way (CROW) Act (2000) requires a local planning authorities to have regard to the purpose of conserving and enhancing the natural beauty of an AONB. The Act also requires the publication of AONB management plans. For the purposes of this Plan, these are produced by Cotswolds Conservation Board and the Malvern Hills AONB Partnership. The Local Planning Authority will take into account these management plans in their consideration of development proposals in the AONBs.
3. The nature of the topography is such that even small scale development can have a significant visual impact on the principal attributes of an AONB. Although the Plan includes several housing allocations at settlements within the AONBs further non-planned i.e. “windfall” development within the AONBs, particularly on land beyond a development

50 The term “natural beauty” is defined in the [Cotswolds AONB Management Plan](#) as including “landscape, flora and fauna, geological or physiographical features and heritage, including archaeology and settlement character.”

51 NPPF (2012) paragraph 115.

boundary will be rigorously assessed. Any windfall development within settlements will be rigorously assessed against the policies of the Plan and the relevant legislation. For development outwith but affecting an AONB, regard should be had to the purpose of conserving and enhancing its natural beauty.

4. The Strategic Housing Land Availability Assessment demonstrates sufficient potential housing land capacity beyond the AONBs, so it is considered that there is no overriding justification for large-scale unallocated development in these protected landscapes.



## SWDP 24: Management of the Historic Environment



- A. Development proposals affecting heritage assets will be considered in accordance with the Framework, relevant legislation and published national and local guidance.**
- B. Proposals likely to affect the significance of a heritage asset, including the contribution made by its setting, should be accompanied by a description of its significance in sufficient detail to allow the potential impacts to be adequately assessed. Where there is potential for heritage assets with archaeological interest to be affected, this description should be informed by available evidence, desk-based assessment and, where appropriate, field evaluation to establish the significance of known or potential heritage assets.**
- C. The sympathetic and creative reuse and adaptation of historic buildings will be encouraged. Such proposals, and other proposals for enabling development that provide a sustainable future for heritage assets identified as at risk, will be considered in accordance with SWDP 24 A.**
- D. Where a material change to a heritage asset has been agreed, recording and interpretation should be undertaken to document and understand the asset's archaeological, architectural, artistic or historic significance. The scope of the recording should be proportionate to the asset's significance and the**

**impact of the development on the asset. The information and understanding gained should be made publicly available, as a minimum through the relevant Historic Environment Record and where appropriate at the asset itself through on-site interpretation.**

## Reasoned Justification

1. The various elements of the historic environment contribute to making south Worcestershire a desirable place to live and work and attracts tourism and economic investment to the area.
2. Conservation of heritage assets must reflect a sufficient understanding of their significance, including both their setting and their wider context in the landscape / townscape. It is recognised that many heritage assets, in particular archaeological remains, are currently unidentified. Appropriate information, where necessary from field evaluation, is key to well-informed decision-making.
3. 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 relevant local planning authority, 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.
4. 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 Framework and planning practice guidance. This approach contributes towards delivering the national and local policy aim of sustainable development by supporting the principles contained in SWDP 1. It is important that any climate change mitigation / adaptation measures do not cause harm to the significance of heritage assets. Where appropriate, when opportunities for creative, contemporary and innovative architectural design arise, this will be encouraged.
5. Alongside relevant policies and guidance regard should be had to the provisions of relevant legislation, including the Planning (Listed Building and Conservation Areas) Act 1990.



## SWDP 25: Landscape Character



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

- i. That they take into account the latest Landscape Character Assessment<sup>(52)</sup> and its guidelines; and
- ii. That they are appropriate to, and integrate with, the character of the landscape setting; and
- iii. That they conserve, and where appropriate, enhance the primary characteristics defined in character assessments and important features of the Land Cover Parcel, and have taken any available opportunity to enhance the landscape.

**B. A Landscape and Visual Impact Assessment (LVIA)<sup>(53)</sup> will be required for all major development proposals and for other proposals where they are likely to have a detrimental impact upon:**

52 Worcestershire Landscape Character Assessments:

[http://www.worcestershire.gov.uk/info/20014/planning/1006/landscape\\_character\\_assessment](http://www.worcestershire.gov.uk/info/20014/planning/1006/landscape_character_assessment)

53 For non-EIA development, a standalone appraisal may be provided as outlined in section 3.2 of the Guidelines for Landscape and Visual Impact Assessment (Third Edition, 2013) published by the Landscape Institute and the Institute of Environmental Management and Assessment.

- i. A significant landscape attribute;
- ii. An irreplaceable landscape feature; or
- iii. The landscape as a resource.

**The Landscape and Visual Impact Assessment should include proposals to protect and conserve key landscape features and attributes and, where appropriate, enhance landscape quality.**

### Reasoned Justification

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.
2. 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<sup>(54)</sup>. This includes the Landscape Character Assessment Supplementary Guidance published by Worcestershire County Council in August 2012.
3. The role of Landscape and Visual Impact Assessment (LVIA) is to address the effects of development, both on landscape as a resource in its own right and on views and visual amenity<sup>(55)</sup>.
4. LVIA may be carried out either as part of a broader EIA, or as a standalone 'appraisal' of the likely landscape and visual effects of the proposed development. The overall principles and the core steps in the process are the same but there are specific and clearly defined procedures in EIA which LVIA must fit within.
5. As 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.
6. As a standalone 'appraisal' the process is informal and there is more flexibility, but the essence of the approach – specifying the nature of the proposed change or development; describing the existing landscape and the views and visual amenity in the area that may

54 <http://www.worcestershire.gov.uk/cms/landscape-character-assessment.aspx>

55 Guidelines for Landscape and Visual Impact Assessment (Third Edition, 2013) published by the Landscape Institute and the Institute of Environmental Management & Assessment.

be affected; predicting the effects, although not their likely significance; and considering how those effects might be mitigated – still applies.

7. Visual amenity is regarded as ‘the overall pleasantness of the views people enjoy of their surroundings, which provides an attractive visual setting or backdrop for the enjoyment of activities of the people living, working, recreating, visiting or travelling through an area’.
8. SWDP 23 sets out the overarching policy regarding development affecting the Areas of Outstanding Natural Beauty.



## RESOURCE MANAGEMENT

### SWDP 26: Telecommunications and Broadband

#### Broadband

- A. New development should be provided with superfast broadband or alternative solutions where appropriate, e.g. mobile broadband and / or Wi-Fi. Wherever practicable, superfast broadband capacity should be incorporated to agreed industry standards<sup>(56)</sup>. Developers and infrastructure providers<sup>(57)</sup> should seek to facilitate this through early engagement.**

#### Telecommunications Development

- B. When considering telecommunications development proposals, the following factors will be taken into account:**
- i. Operational requirements of the telecommunication networks and the technical limitations of the technology, including any technical constraints on the location of telecommunications apparatus.**
  - ii. The need for the ICNIRP<sup>(58)</sup> Guidelines Guidelines (and / or any other relevant guidance in place at the time of the application) for safe emissions to be met.**
  - iii. The need to avoid interference with existing electrical equipment and air traffic services.**
  - iv. The potential for sharing existing masts, buildings and other structures. Such evidence and justification for any new site should accompany any application made to the local planning authority.**
  - v. The impact of the development on its surroundings with particular regard to the following criteria:**
    - The siting and appearance of the proposed apparatus and associated structures should seek to minimise the impact on the visual amenity, character or appearance of the surrounding area.**
    - If on a building, apparatus and associated structures should be sited and designed in order to seek to minimise impact to the external appearance.**

<sup>56</sup> E.g. PAS 2016:2010: Next Generation Access for New Build Homes guide, or later updates; BT Openreach's Developers Guide to Telecommunications Infrastructure and Installation Issue 8, or later updates – see [https://www.openreach.co.uk/orpg/home/contactus/connectingyourdevelopment/downloads/developers\\_guide.pdf](https://www.openreach.co.uk/orpg/home/contactus/connectingyourdevelopment/downloads/developers_guide.pdf).

<sup>57</sup> Service providers can also include locally constituted groups looking to 'buy in' broadband services.

<sup>58</sup> See Glossary

### Reasoned Justification

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 to the south Worcestershire area will be significant. Increasingly the demand is for superfast broadband using fibre optic technology but there is no legal requirement to provide this facility. Legislation requires that copper wire telephone services are provided to all new development.
2. High quality telecommunications and broadband is also recognised in SWDP 7 on Infrastructure and in the supporting South Worcestershire Infrastructure Delivery Plan (SWIDP).
3. A digitally accessible south Worcestershire will allow people an enhanced freedom of choice about where and how they 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 car-based commuting and a commensurate reduction in carbon outputs and traffic congestion. It also promotes the idea of south Worcestershire as a suitable place for high technology activities and employment to take place.
4. The Government is committed to securing a world-class communication system. Currently, the main barrier to this is the availability of superfast broadband, especially in more rural areas.
5. The Framework (paragraph 43) recognises the role of advanced, high quality communications infrastructure in creating sustainable economic growth. 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.
6. Information from the Worcestershire County Council Research and Intelligence Unit (February 2012)<sup>(59)</sup> identifies a number of locations within the region where broadband “slow spots” are found, as well as areas that are scheduled for superfast broadband. These areas include the Worcester to Droitwich Spa corridor, Malvern and Evesham and their hinterlands.
7. Developments should provide for the physical requirements of communication infrastructure, allowing for future growth in service infrastructure. The provision of superfast broadband is important to support economic growth and in particular employment, educational and social needs across south Worcestershire.
8. Developers will be expected to facilitate the provision of broadband infrastructure as retrofitting can be expensive and delay the installation of IT services. This is important for commercial uses but is also sought by householders and in particular the increasing number of people who wish to work from home.

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59 [http://www.business-central.co.uk/BC/download/downloads/id/21/slow\\_spots.pdf](http://www.business-central.co.uk/BC/download/downloads/id/21/slow_spots.pdf)

9. The delivery of broadband services across the south Worcestershire area at the planning and pre-occupation stages of development will help to ensure that the appropriate service is available to those who need it.
10. Worcestershire County Council's Local Broadband Plan, 'Connecting Worcestershire', was endorsed by the Secretary of State on 30 April 2012. This will help to co-ordinate and deliver the roll-out of network improvements across the region.
11. Development is required to have regard to the latest guidelines of the International Commission for Non-Ionising Radiation Protection. These guidelines are for the protection of humans exposed to electric and magnetic fields in the low-frequency range of the electromagnetic spectrum. They are intended to provide protection against all established adverse health effects.

## SWDP 27: Renewable and Low Carbon Energy

(60)



### Incorporating Renewable and Low Carbon Energy into New Development

- A. To reduce carbon emissions and secure sustainable energy solutions, all new developments over 100 square metres gross or one or more dwellings should incorporate the generation of energy from renewable or low carbon sources equivalent to at least 10% of predicted energy requirements, unless it has been demonstrated that this would make the development unviable.**
- B. Large scale<sup>(61)</sup> development proposals should examine the potential for a decentralised energy and heating network. If practical and viable, a decentralised energy and heating 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 are welcomed and will be considered favourably having regard to the provisions of other relevant policies in the Plan.**

60 This policy should be considered within the context of an “energy hierarchy”, whereby energy demand 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.

61 For the purposes of this policy only, the definition of large scale development is residential developments of 100 or more dwellings or non-residential developments of more than 10,000 square metres.

- D. Proposals for stand-alone wind turbines will only be considered favourably if:**
- i. The site is identified as suitable for wind energy development in a Neighbourhood Plan; 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 local community's backing.**
- E. The South Worcestershire Councils (SWC) will set out associated advice and guidance on the implementation of this policy in a Renewable and Low Carbon Energy Supplementary Planning Document.**

## Reasoned Justification

1. The European Union Renewable Energy Directive (Directive 2009/28/EC) sets an overall target for 20% of the energy consumed in the European Union to come from renewable sources by 2020. This overall target is divided by country, with the UK's target being 15% by 2020.
2. The Climate Change Act (2008) established a legal requirement for the UK to achieve an 80% cut in Carbon Dioxide emissions by 2050, with a 34% cut by 2020. The Planning and Energy Act (2008) allows local planning authorities' policies to impose reasonable requirements for a proportion of energy used in developments to be from renewable and low carbon sources in the locality of the development.
3. The Framework recognises the key role planning plays in supporting the delivery of renewable and low carbon energy. To help increase the use and supply of renewable and low carbon energy, the Framework states (paragraph 97) that local planning authorities should:
  - a. Have a positive strategy to promote energy from renewable and low carbon sources.
  - b. Design policies to maximise renewable and low carbon energy development, while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts.
  - c. Identify opportunities where development can draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.
4. The development of renewable and low carbon energy is a key means of reducing south Worcestershire's carbon dioxide (CO<sub>2</sub>) emissions, promoting energy security for the future and reducing vulnerability to rising fuel costs.



5. Energy can also be recovered from waste management facilities such as Energy from Waste (EfW) and landfill gas. Planning applications relating to waste management facilities are “county matters” and are determined by Worcestershire County Council.
6. Worcestershire County Council’s technical research paper, Planning for Renewable Energy in Worcestershire (January 2009) and the West Midlands Renewable Energy Capacity Study (March 2011), provide the most detailed evidence of opportunities for the development of renewable and low carbon energy in south Worcestershire.
7. The West Midlands Renewable Energy Study identifies on-site micro-generation in new and existing developments as offering the largest opportunity for renewable energy generation in Worcester. On-site micro-generation also provides significant opportunities for Malvern Hills and Wychavon, particularly in proposed new developments.
8. Building Regulations set out minimum levels of carbon compliance to be achieved by all new residential dwellings. These compliance levels require a reduction in carbon dioxide emissions of 25% over 2006 Building Regulation standards. From 2013, this compliance level increased to 44% reduction and from 2016 a zero carbon standard will come into force, representing a 100% reduction from all sources of emissions. The Government has also indicated its desire to achieve zero carbon status in all non-residential buildings by 2019, with an indication that emission reductions should be sought from 2013 onwards, in a similar “stepping stone” approach to emission reduction targets in residential dwellings.
9. Whilst the SWC will rely on the national timetable for introducing standards in carbon dioxide emission reductions from residential and non-residential development, to secure sustainable energy solutions all new development (over 100 square metres or one or more dwellings) will be required to incorporate the generation of energy from renewable or low carbon sources equivalent to at least 10% of predicted energy requirements.
10. The use of on-site sources, off-site sources or a combination of both, can be considered in meeting this requirement. To demonstrate that the renewable and low carbon energy target will be met, planning applications must be accompanied by an energy assessment.
11. All developments to which SWDP27 A applies will be expected to meet the renewable and low carbon energy targets unless it can be demonstrated that:
  - a. a variety of renewable energy sources and generation methods have been assessed and costed; and
  - b. achievement of the target would make the proposal unviable (through submission of an independently assessed financial viability appraisal).
12. Based on existing patterns of heat demand, the West Midlands Renewable Energy Capacity Study also identified opportunities for district heating and CHP plants in Worcester, Pershore, Evesham, Droitwich Spa and Malvern. The development of decentralised heat networks will be encouraged and a decentralised heat network viability assessment should be submitted as part of the application process for large scale developments.

13. The retro-fitting of micro-generation technologies in existing developments will be encouraged, subject to consideration of potential impacts on local planning designations, the historic environment and the residential amenity of the local area.
14. Micro-generation and decentralised energy supplies in new developments will provide only part of the solution to reducing CO<sub>2</sub> emissions and promoting energy security. 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.
15. In June 2015, the Secretary of State for Communities and Local Government set out considerations to be applied to proposed wind energy developments. It made clear that planning permission should only be granted if the site has been identified as suitable for wind energy development in a Local Plan or Neighbourhood Plan and that the planning impacts identified by the affected local community have been fully addressed and the proposal has the local community's backing.
16. 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 large-scale renewable and low carbon energy proposals into south Worcestershire's varied landscapes requires careful consideration. Statutorily protected areas (e.g. AONB) in particular need to be protected from inappropriate development. 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.
17. 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 will also be a relevant issue when determining the acceptability of proposals for large-scale renewable and low carbon energy proposals.
18. 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 CO<sub>2</sub> 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.
19. Community involvement in developing proposals for renewable and low carbon energy schemes is encouraged.

### SWDP 28: Management of Flood Risk



**A. In order to minimise the impacts of and from all forms of flood risk the following is required:**

- i. Other than sites allocated in this Plan all development proposals must clearly demonstrate that the Sequential Test<sup>(62)</sup>, as set out in the latest version of the Strategic Flood Risk Assessment (SFRA), has been applied.
- ii. If the Sequential Test has been satisfied, development proposals, other than those allocated in this Plan, must also satisfy the Exception Test in all applicable situations as set out in the latest version of the SFRA.
- iii. Site specific Flood Risk Assessments (FRAs), informed by the latest version of the SFRA, where:
  - The development proposal is over 1ha in size.
  - The development proposal includes land in Flood Zones 2 and 3 (as defined by the latest Environment Agency mapping).
  - The development proposal (includes Flood Zone 1) affects land where evidence, in particular the SFRA, indicates there are records

62 For residential development proposals the latest published [Strategic Housing Land Availability Assessment](#) clearly shows that there is sufficient low flood risk land on which to meet the housing supply requirements for the plan period to 2030.

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.

## Flood Risk Assessments

**B. All development proposals must adhere to the advice<sup>(63)</sup> in the latest version of the SFRA and will:**

- i. Provide level for level, volume for volume, floodplain compensation where necessary.**
- ii. Ensure no increase in flood risk or harm to third parties.**
- iii. Explore opportunities to reduce flood risk overall, including contributions where appropriate.**
- iv. Ensure development is safe from flooding for its lifetime.**
- v. Ensure development is appropriately flood resistant and resilient.**
- vi. Take into account all forms of flooding.**
- vii. Include appropriate allowances for climate change.**
- viii. Ensure safe access and exits are available for residential development in accordance with DEFRA guidance (table 13.1 from FD2320 – Danger to People for Combinations of Depth and Velocity – see below). 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.**
- ix. Provide an assessment of residual risk.**
- x. Provide satisfactory Evacuation Management Plans, where necessary, including consultation with the Emergency Services and Emergency Planners.**
- xi. Ensure development layouts are informed by drainage strategies incorporating sustainable drainage systems (SuDS), as set out in SWDP 29.**

## Urban areas

**C. SWDP 28 C applies to areas of high flood risk (Flood Zones 3a and 3b) at Worcester, Droitwich Spa, Evesham, Malvern, Tenbury Wells and Upton-upon-Severn and must be adhered to:**

63 The Environment Agency publish Flood Risk Assessment Guidance Notes for Worcestershire. Applicants should also refer to the National Planning Practice Guidance checklist for FRAs.

### i. Floodplain [“Blue Zone”]

**Functional Floodplain** – This is identified as the “Blue Zone” on the Policies Map. The Blue Zone is functional floodplain and development will not be permitted here.

### ii. Floodplain [“Red Zone”]

New development (including extensions) and redevelopment will not be permitted in areas of existing or previously existing floodplain flow [as defined by the Environment Agency] shown as “Red Zone”, or within eight metres of the top of both banks of other watercourses, as shown on the Policies Map. Where options for managed retreat or land swap exist, developers should explore these with the Local Planning Authority.

### iii. Floodplain [“Yellow Zone”]

Redevelopment of existing sites within the floodplain in areas not subject to significant flood flows (as defined by the Environment Agency), shown as “Yellow Zone” on the Policies Map, will be permitted provided:

- It is for less vulnerable or water compatible uses (as defined in Table 2 ‘Flood Risk Vulnerability Classification’ of the National Planning Practice Guide).
- Ground floor levels of all buildings are set above the 1 in 100-year flood level including an allowance for climate change, with an appropriate freeboard to be agreed with the Local Planning Authority and should be flood-free during an extreme flood event.
- Safe access is available for the lifetime of the development and is supported by flood warnings and suitable evacuation plans being in place.
- Car parking is designed to have regard to potential flood depths and hazards and mitigation measures are put in place (no basement car parking shall be permitted).
- There is no impairment to the available flood storage capacity of the floodplain and additional flood storage is created.
- Unnecessary obstructions to flood flow are removed, restoring flood flow pathways.

### Flood Risk and caravans, mobile homes and chalet parks

- D.** Development for caravan, mobile home and chalet parks will not be permitted within the 1% plus climate change (“high risk”) floodplain. 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. Options for the relocation of the existing development to a suitable area of lower flood risk should be considered.

### Protection and enhancement of watercourses

#### E. Planning permission for development will only be granted where:

- i. The natural watercourse profiles are not adversely affected and opportunities 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 (this width may be reduced in exceptional circumstances where agreed by the Local Planning Authority).
- iii. It would not result in the loss of open water features through draining, culverting or enclosure by other means and culverts are opened up wherever possible.

Table 8: DEFRA Guidance Table 13.1 from FD2320<sup>(64)</sup> – Danger to People for Combinations of Depth and Velocity:

| Velocity<br>(m/s) | Depth of flooding (m) |      |      |      |      |      |      |      |      |      |      |      |
|-------------------|-----------------------|------|------|------|------|------|------|------|------|------|------|------|
|                   | 0.05                  | 0.10 | 0.20 | 0.30 | 0.40 | 0.50 | 0.60 | 0.80 | 1.00 | 1.50 | 2.00 | 2.50 |
| 0.00              |                       |      |      |      |      |      |      |      |      |      |      |      |
| 0.10              |                       |      |      |      |      |      |      |      |      |      |      |      |
| 0.25              |                       |      |      |      |      |      |      |      |      |      |      |      |
| 0.50              |                       |      |      |      |      |      |      |      |      |      |      |      |
| 1.00              |                       |      |      |      |      |      |      |      |      |      |      |      |
| 1.50              |                       |      |      |      |      |      |      |      |      |      |      |      |
| 2.00              |                       |      |      |      |      |      |      |      |      |      |      |      |
| 2.50              |                       |      |      |      |      |      |      |      |      |      |      |      |
| 3.00              |                       |      |      |      |      |      |      |      |      |      |      |      |
| 3.50              |                       |      |      |      |      |      |      |      |      |      |      |      |
| 4.00              |                       |      |      |      |      |      |      |      |      |      |      |      |
| 4.50              |                       |      |      |      |      |      |      |      |      |      |      |      |
| 5.00              |                       |      |      |      |      |      |      |      |      |      |      |      |

**Key:**

- Danger for some
- Danger for most
- Danger for all

For Reasoned Justification, see SWDP 30

## SWDP 29: 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 runoff will be managed in a sustainable and co-ordinated way that mimics the natural drainage network.**
  - ii. Manage surface water through Sustainable Drainage Systems (SuDS). SuDS schemes must protect water quality and, wherever practicable, reduce the risk of diffuse pollution by means of treating at source and following the management train approach.**
  - iii. Secure the long-term maintenance of SuDS schemes.**
  - iv. As a minimum, demonstrate that for a Greenfield site, the post-development surface water run-off rate will not increase. Proposals on brownfield land must show a 20% reduction in surface water run-off rates compared with the pre-development situation. A greater reduction in surface water run-off rates may be sought in areas identified, e.g. in a**

**Worcestershire Surface Water Management Plan as having surface water flooding problems. In all cases, development proposals must not increase surface water flood risk beyond the site.**

- v. Prior to the submission of a planning application, consult with Severn Trent Water to ensure appropriate water infrastructure is secured (surface water sewer capacity).**
- vi. Avoid culverting of any watercourses and secure adequate maintenance access. Open up any culverted watercourses unless this will clearly compromise public safety.**
- vii. Demonstrate that the submitted landscaping 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.**
- viii. Demonstrate compliance with the Water Framework Directive, exploring opportunities to help meet its targets.**

- B. 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 (see Table 9 below) available, there is a sustainable drainage solution to suit all sites.**

**For Reasoned Justification, see SWDP 30**

**Table 9: Environment Agency – from Advice Note on the Water Framework Directive for Local Authorities across the Midlands**

| <b>SuDS techniques for generating water quality, environmental and water quantity benefits</b> |                            |                        |         |         |                         |           |              |                  |
|--|----------------------------|------------------------|---------|---------|-------------------------|-----------|--------------|------------------|
| SuDS techniques:   | Water quality improvements | Environmental benefits |         |         | Water quantity benefits |           |              |                  |
|  |                            | Aesthetics             | Amenity | Ecology | Conveyance              | Detention | Infiltration | Water harvesting |
| Water butts, site layout & management  | ◇                          | ◇                      | ◇       | ◇       | ◇                       | ◇         | ◆            | ◇                |
| Permeable pavements  | ◆                          | ◇                      | ◇       | ◇       |                         | ◆         | ◆            | ◇                |
| Filter drain   | ◆                          |                        |         |         | ◆                       | ◆         |              |                  |
| Filter strips  | ◆                          | ◇                      | ◇       | ◇       | ◇                       | ◇         | ◇            |                  |
| Swales   | ◆                          | ◇                      | ◇       | ◇       | ◆                       | ◆         | ◇            |                  |
| Ponds  | ◆                          | ◆                      | ◆       | ◆       |                         | ◆         | ◇            | ◆                |
| Wetlands   | ◆                          | ◆                      | ◆       | ◆       | ◇                       | ◆         |              | ◆                |
| Detention basin  | ◆                          | ◇                      | ◇       | ◇       |                         | ◆         |              |                  |
| Soakaways  | ◆                          |                        |         |         |                         | ◆         | ◆            |                  |
| Infiltration trenches  | ◆                          |                        |         |         | ◇                       | ◆         | ◆            |                  |
| Infiltration basins  | ◆                          | ◇                      | ◇       | ◇       |                         | ◆         | ◆            |                  |
| Green roofs  | ◆                          | ◆                      | ◇       | ◆       |                         | ◆         |              |                  |
| Bio-retention areas  | ◆                          | ◆                      | ◆       | ◆       |                         | ◆         | ◆            |                  |
| Sand filters   | ◆                          |                        |         |         |                         | ◆         | ◇            |                  |
| Silt removal devices   | ◆                          |                        |         |         |                         |           |              |                  |
| Pipes, subsurface storage  | ◇                          |                        |         |         | ◆                       | ◆         |              |                  |

Key:  
 ◆ Significant potential benefits  
 ◇ Some potential benefits subject to design.

(Source: adapted from the [CIRIA SuDS Manual](#), Table 1.7 and the [Peterborough City Council draft Flood and Water Management SPD](#)).



## SWDP 30: Water Resources, Efficiency and Treatment

- A. All development proposals must demonstrate<sup>(65)</sup> that there are or will be adequate water supply and water treatment facilities in place to serve the whole development. 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 should consider the hierarchy of drainage options set out in the National Planning Practice Guidance<sup>(66)</sup>.**
- C. For housing proposals, it must be demonstrated that the daily non-recycled<sup>(67)</sup> water use per person will not exceed 110 litres per day.**
- D. For business / commercial proposals up to 1 April 2016, it must be demonstrated that the water use meets the British Research Establishment Environmental Assessment Methodology (BREEAM) “very good” standard. Beyond 1 April 2016 the BREEAM “excellent” standard must be achieved.**
- E. Proposals that would result in an unacceptable risk to the quality and / or quantity of a water body or water bodies will not be permitted.**

### Reasoned Justification

1. Policies SWDP 28, 29 and 30 are central to the South Worcestershire Councils' (SWC) response to the Framework, which advocates that local plans incorporate strategies to mitigate and adapt to climate change, in line with the objectives and provisions of the Climate Change Act 2008 over the longer term. This includes factors such as flood risk, water supply and changes to biodiversity.
2. Without effective local planning and risk management, the consequences of climate change may also have a significant detrimental impact on budgets and service delivery. It may also compromise the Government's ability to meet the statutory requirements under the Climate Change Act 2008.
3. Local planning authorities have a general responsibility not to compromise the achievement of United Kingdom compliance with the Water Framework Directive (WFD<sup>(68)</sup>) (Directive 2000/60/EC). More specifically, the SWDP has to take into account the River Severn Basin Management Plan, which in itself is a requirement of the WFD. All surface water bodies need to achieve “good ecological status” by 2015. 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

65 Confirmation from Severn Trent Water is required.

66 Water Supply, Wastewater and Water Quality, sub-section 2, paragraph 20.

67 Mains water supply.

68 [Introduction to Water Framework Directive; Details of Water Framework Directive in England](#)



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 South Worcestershire Water Cycle Study 2010 and its Addendum Reports 2012 and 2014) is secured, 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.

4. The 2006 Natural Environment and Rural Communities (NERC) Act imposes a duty on local planning authorities to have regard to conserving biodiversity in carrying out all of their functions.
5. Recent flooding and storm events, most notably in July 2007, caused a significant amount of damage to property and service infrastructure. Many communities suffered psychological stress. 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 SWDP sets out robust policies that provide protection of floodplains from inappropriate development and which minimise the impacts of future flooding and storm events. For the urban areas, where flooding is likely to have the greatest impact on buildings and local communities, the SFRA maps out three zones for which the associated restrictive policy on development will help minimise flood risk within and beyond the zones.
6. 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.
7. There are many areas that are served by small, localised waste water 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.
8. The South Worcestershire Water Cycle Study (2010, 2012, 2014) looks at the level of planned growth and the ability of the infrastructure (i.e. water supply and waste water treatment) to accommodate it without adversely affecting 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.
9. The effective management of water is considered critical in the pursuit of sustainable development and communities. It reduces the impact flooding can have on the community, maintains water quality and quantity and helps to enhance local amenity / property value and biodiversity through the provision of Green Infrastructure. Effective water management also reduces the movement of water and sewage, thereby reducing energy requirements. Development proposals incorporating grey water recycling will therefore

be supported and opportunities for the retrofitting of water efficiency measures will be encouraged.

10. In implementing this suite of policies, i.e. SWDP 29, 30 and 31, the SWC will liaise and work with the EA, STW and the South Worcestershire Land Drainage Partnership (as the Lead Local Flood Authority).

### SWDP 31: Pollution and Land Instability

- A. Development proposals must be designed in order to avoid any significant adverse impacts from pollution, including cumulative ones, on any of the following:**
- Human health and wellbeing.
  - Biodiversity.
  - The water environment.
  - The effective operation of neighbouring land uses.
  - An Air Quality Management Area (AQMA)<sup>(69)</sup>.
- B. Development proposals will not be permitted where the land is contaminated<sup>(70)</sup> or unstable and not capable of appropriate<sup>(71)</sup> remediation without compromising development viability or the delivery of sustainable development.**

#### Reasoned Justification

1. The Framework<sup>(72)</sup> clearly sets out, in broad terms, that pollution and land instability are material planning considerations.
2. Pollution can and does have detrimental impacts on the environment and human health. In the absence of a robust plan policy, both the quality of life of local residents and the ecology of the area would be compromised.
3. Pollution can take many forms, e.g. chemical, dust, light, noise, fumes, smell, vibration, all of which can have detrimental impacts on the environment and the quality of life.

69 The countywide Worcestershire Air Quality Action Plan (September 2013) includes maps of the AQMA in the plan area and is available at <http://www.worcsregservices.gov.uk/media/486190/Final-AQAP-Whole-Doc-v23b-adopted.pdf>

70 As defined under [Part IIA of the Environmental Protection Act 1990](#).

71 For the proposed land use.

72 The Framework, paragraph 109, 120, 121 and 124.

## SWDP 32: Minerals

- A. Proposed development in Minerals Consultation Areas (as shown on the Policies Map) will be required<sup>(73)</sup> to assess the scope for minerals extraction before development takes place. Planning permission will not be granted for non-mineral development that would lead to the unnecessary sterilization of mineral resources within a Minerals Safeguarding Area (MSA) unless:**
  - a. The applicant can demonstrate that the mineral concerned is no longer of any value or potential value; or**
  - b. The mineral can be extracted satisfactorily prior to the development taking place; or**
  - c. The development is of a temporary nature and can be completed and the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed.**
- B. Developers will be encouraged to recycle and reuse construction waste on-site and use substitute or secondary and recycled minerals within development.**

### Reasoned Justification

1. Minerals extraction is an important part of south Worcestershire's economy and an adequate supply of minerals is necessary to provide for new housing, other built development and infrastructure.
2. The broad extent of mineral resources that occur in south Worcestershire are shown on the Minerals Consultation Areas layer of the SWDP interactive Policies map<sup>(74)</sup>.
3. Worcestershire County Council is the Minerals Planning Authority for Worcestershire. It is responsible for minerals planning for the whole of Worcestershire. At present, minerals policy and proposals for Worcestershire are set out in the policies of the Minerals Local Plan (1997) that were "saved" by the Secretary of State in September 2007. The "saved" minerals policies (which will be replaced by the revised Worcestershire Minerals Local Plan ) form part of the overall Development Plan for south Worcestershire.
4. The County Council has a duty to determine planning applications for new minerals development in accordance with the Development Plan (including all parts of the SWDP), unless there are material planning considerations that would indicate otherwise.

73 Excluding 'exempt development', namely householder applications; development already allocated in the Local Plan; infilling in existing built-up areas.

74 [SWDP Interactive Policies Map - minerals consultation areas](#)

### **Minerals Safeguarding**

5. The Framework indicates that local planning authorities should define Minerals Consultation Areas (based on Minerals Safeguarding Areas) and should take account of the contribution that substitute or secondary and recycled materials can make to the supply of materials.
6. Minerals are a finite, natural resource and can only be worked where they are found. It is therefore important to make best use of them to secure their long-term conservation.
7. Minerals are a cross-boundary issue that invokes the Duty to Co-operate.
8. Minerals Safeguarding Areas (MSAs) are areas designated by the Minerals Planning Authority that cover known deposits of minerals that are desired to be safeguarded from unnecessary sterilisation by non-mineral development. MCAs, based on MSAs, are where consultation is required with Worcestershire County Council as Minerals Planning Authority on development proposals that have the potential to sterilise the minerals interests of the site.
9. The Policies Map shows the boundaries of the existing MSAs, based on the Proposals Map in the adopted Herefordshire and Worcestershire Minerals Local Plan. These boundaries may be changed during the preparation of the Worcestershire Minerals Local Plan.
10. The Local Planning Authority will consult the County Council on any planning application received for non-minerals development which falls within the boundary of a MSA.
11. The identification of a MSA 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.
12. Current best practice on safeguarding is provided by the document 'Mineral Safeguarding in England: Good Practice Advice' (BGS, 2011).
13. The revised Minerals Local Plan will include policies relating to the safeguarding of existing, planned and potential transport links to quarries, wharfage, handling and processing facilities.

### **Secondary and Recycled Aggregates**

14. To sustain economic growth without increasing the use of land-won aggregates, it is vital that the contribution of secondary and recycled materials used in construction projects is increased. On site recycling and reuse of construction materials will therefore be encouraged, having regard to the environmental implications of any proposed operations and their overall acceptability. The use of substitute or secondary and recycled materials in development will also be encouraged.
15. The revised Minerals Local Plan will include policies relating to existing, planned and potential sites for concrete batching, the manufacture of coated materials, and the handling, processing and distribution of substitute, recycled and secondary aggregate material.



**Legacy of Minerals Extraction**

16. In the Malvern Hills there is a mining legacy from the surface extraction / quarrying of building stone. The management of stability issues relating to the long-abandoned quarries is not a matter for the SWDP.
17. There is an area of known carboniferous formations to the north and west of Abberley. The Framework states that permission should not be given for the extraction of coal unless the proposal is environmentally acceptable or can be made so by planning conditions or obligations or it provides national, local or community benefits that clearly outweigh the likely impacts. Any planning application for coal extraction would be determined by Worcestershire County Council as the Mineral Planning Authority.
18. There are land stability issues in some parts of the SWDP area, for example as a legacy of salt working in Droitwich Spa and past coal mining activities in the northern part of Malvern Hills District. The Framework makes it clear that to prevent unacceptable risks from land instability, planning policies should ensure that new development is appropriate for its location. Where a site is affected by land stability issues, responsibility for securing a safe development rests with the landowner and developer.
19. Where development is proposed in areas with a known legacy of minerals extraction, the developer will be expected to assess the site for ground contamination, ground stability and mining hazards and submit appropriate mitigation reports in support of their planning application.

## SWDP 33: Waste

- A. Proposals for new development should incorporate adequate facilities into the design to allow occupiers to separate and store waste for recycling and recovery unless existing provision is adequate.**

### Reasoned Justification

1. National Planning Policy for Waste (October 2014) sets out national waste planning policies. It should be read in conjunction with the Framework, the Waste Management Plan for England and National Policy Statements for Waste Water and Hazardous Waste, or any successor documents.
2. Planning applications relating to the use of land (and buildings) for the purposes of waste management will be determined by Worcestershire County Council. The Waste Core Strategy, adopted by the County Council, is complementary to the SWDP and forms part of the development plan.
3. To minimise waste and pollution and reduce the impact of waste on Climate Change the south Worcestershire authorities expect future developments to support the waste management hierarchy. The waste hierarchy gives top priority to preventing waste in the first place. Where waste is generated, priority is to reuse, then recycle, then other forms of recovery such as energy recovery and last of all disposal (for example landfill).
4. To ensure waste is dealt with at as high a level as possible on the waste hierarchy, and to protect amenities and prevent pollution, the waste implications of all new development must be considered.
5. To safeguard existing or permitted waste management facilities the SWC will consult Worcestershire County Council on any planning applications within 250m of such a site, in accordance with the Waste Core Strategy. Maps showing existing waste management facilities with a 250m buffer are shown on the Worcestershire County Council's website<sup>(75)</sup>.
6. The Waste Core Strategy requires that on-site facilities for separating or storing waste should be adequate to meet the needs of occupiers of any proposed new development.
7. On smaller sites, provision might include collection points for segregated waste. On larger sites, particularly where significant areas of new housing or employment land are proposed, waste storage facilities will almost always be needed and provision might also include on-site treatment facilities such as community composting, anaerobic digestion forming part of a district heating system or, in the case of industrial operations, the management of specific wastes produced on site.
8. Specifications for the minimum standards for the type and scale of facilities and vehicular manoeuvrability needed for new residential, commercial and mixed-use developments

<sup>75</sup> <http://gis.worcestershire.gov.uk/website/WasteCoreStrategy/>

will be informed by the ADEPT report 'Making Space for Waste' (June 2010)<sup>(76)</sup>. All applications will be assessed against this guidance.

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76 [http://www.lgcplus.com/Journals/3/Files/2010/7/14/ADEPTMakingspaceforwaste\\_000.pdf](http://www.lgcplus.com/Journals/3/Files/2010/7/14/ADEPTMakingspaceforwaste_000.pdf)

## TOURISM AND LEISURE

### SWDP 34: Tourist Development



- A. Proposals for the expansion and development of the tourism potential of south Worcestershire (excluding visitor accommodation – see SWDP 35) will be permitted where the following criteria are met:**
- i. The development is compatible with the physical character of the area.**
  - ii. The significance of heritage assets and their setting is conserved and, where appropriate, enhanced.**
  - iii. The public enjoyment and understanding of the historic and natural environment is promoted.**
  - iv. Where schemes are proposed on greenfield land, consideration has been given to the availability of alternative brownfield sites.**

- v. Appropriate provision is made for access and vehicular parking facilities (including coach parks, where appropriate).**
- vi. The site is readily and safely accessible by means of transport other than the private car.**

### Reasoned Justification

1. South Worcestershire relies heavily on tourism and leisure and it is an important element within the overall economy of the area. Along with Worcester, the towns and villages - with their rich history and the acknowledged high landscape quality - make south Worcestershire a key destination within the Midlands for short breaks and for overseas visitors.
2. Tourism, both nationally and locally, is an expanding part of the economy. At a national level, tourism expenditure in the UK is estimated to be at £85bn, employing 1.4 million people directly<sup>(77)</sup>. 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<sup>(78)</sup>.
3. For Worcester, the main towns and larger villages, there are important links between economic vitality and support for conservation of the built and natural environment. Tourism provides uses for historic buildings, supports greater diversity within central shopping areas and improves the viability of a range of sporting and cultural events. Within the rural context, the Framework requires local authorities to support sustainable rural tourism and leisure developments that benefit rural businesses and communities.
4. 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.

77 DCMS (2010) [Winning: A Tourism Strategy for 2012](#)

78 Worcestershire Destination Management Plan 2012 - 2015.



## SWDP 35: Visitor Accommodation

(79)

- A. Planning permission for new<sup>(80)</sup> visitor accommodation within development boundaries will be permitted where:**
  - i. It is of an appropriate type and scale for the location or building; and**
  - ii. There is no adverse impact on neighbouring amenity.**
- B. Planning permission for new<sup>(81)</sup> visitor accommodation outside a development boundary will be permitted where:**
  - i. Ai and Aii of this policy are satisfied; and**
  - ii. It forms part of a farm 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 re-uses a redundant rural 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

1. Visitor accommodation can take a wide variety of forms, including hotels, bed and breakfast, guest houses, self catering (i.e. holiday let) and group accommodation such as youth hostels.
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.

79 Includes hotels, guest houses, bed and breakfast accommodation and holiday lets.

80 Includes change of use and extensions.

81 Includes change of use and extensions.

3. The size and scale of new hotels should be relative to the size of the host settlement. It is recognised that the Framework requires local authorities to support tourism in rural areas and the countryside. South Worcestershire offers numerous “destination” hotels and visitor accommodation in villages and locations in the open countryside and the policy looks to support these businesses.
4. 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 guesthouses 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.
5. 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 and Malvern Hills Areas of Outstanding Natural Beauty will be subject to additional screening to ensure that any development, either by itself or cumulatively, will not have an adverse effect on the character of the area.
6. 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.

### SWDP 36: Static and Touring Caravans, Chalets and Camping Sites



- A. Proposals for new sites, and proposed extensions or improvements to existing static and touring caravan, chalet (including ‘log cabins’) and camping sites, will be permitted where:**
- i. The site is not within Flood Zones 2 or 3, and**
  - ii. The site is visually unobtrusive and well-screened from important local vantage points, environmentally sensitive locations and public highways, and**
  - iii. Appropriate landscaping is provided within the site and around its boundaries, and**
  - iv. The development is of a design, form and scale that is well-related to its setting and does not exceed the capacity of the area to accommodate the proposal, having regard in particular to landscape and infrastructure considerations, and**
  - v. The vehicular traffic generated by the proposal can be safely accommodated on the local highway network, and**
  - vi. The proposal makes adequate provision for foul drainage, water supply and utilities and for sewage pump-out and waste disposal.**

**Reasoned Justification**

1. Caravanning and camping sites are popular leisure destinations and they 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, pubs 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.
2. Proposals are likely to minimise the impact of future uses and development on the landscape through the utilisation of careful siting and comprehensive landscaping. It is also important that there should be no adverse effect on the surrounding environment, wildlife, agricultural uses or sites of archaeological and historic interest.
3. The proposed number of pitches will be an important consideration in assessing the impact of proposals. Accordingly, small sites are likely to be viewed more favourably than large sites. Small sites are defined as no more than 10 pitches / units.
4. 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 public transport, public footpaths and cycle routes will be considered when dealing with planning applications.
5. 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 within the Areas of Outstanding Natural Beauty.
6. It is also important that the sites are well-screened all year round in order to minimise the impact on the landscape. Where the landscaping does not achieve this the site will need to be cleared during the winter months.



### SWDP 37: Built Community Facilities



- A. The provision of new community facilities<sup>(82)</sup> or the enhancement of existing facilities will be permitted, particularly where the proposals have resulted from neighbourhood planning, subject to satisfying the sequential test in the Framework where applicable. Applicants will be required to consider whether the combining or rationalisation of existing facilities would be more appropriate than the provision of a new facility.**
- B. Any proposal that would result in the loss of a site or building currently or last used as a community facility will only be permitted if the following criteria are met:**

82 Community facilities comprise specific buildings (and associated land) for a range of uses, including: -

- Health facilities.
- Emergency services i.e. ambulance, police, fire.
- Educational establishments such as schools and colleges.
- Community centres, village halls.
- Leisure and cultural facilities.
- Public houses.
- Places of worship.
- Libraries.
- Built sports facilities
- Cinemas / theatres.
- Formal sports pitches / courts.



- i. An alternative community facility which meets local needs to at least the same extent is, or will be, provided in an equally or more accessible 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 not needed for any other community facility; or**
- iii. In the case of commercial community facilities, it has been demonstrated that it would not be economically or operationally viable to retain the facility for community use; or**
- iv. In the case of non-commercial community facilities, the use is no longer operationally viable; or**
- v. The 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, etc.) and it has been marketed in accordance with Annex F (Marketing Requirements).**
- vi. 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.**
- vii. Applicants proposing to re-develop or convert a community facility should consult the appropriate community prior to the submission of a planning application.**

### **Reasoned Justification**

1. This policy is consistent with the Framework (paragraph 28) and provides more detail. Alongside national planning policies, the South Worcestershire Sports Facilities Framework (2010) and the emerging Community Buildings Strategy clearly set out the need for new community facilities to service the anticipated level of housing growth.
2. 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 its 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 suitability of proposals for alternative forms of use.
3. 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 alternative

facilities further afield. Under certain circumstances it may be more appropriate to look to combining or rationalising facilities in a locality rather than replicate through a new proposal. In situations where a facility may be redundant a robust assessment should have taken place, as appropriate.

4. In the case of any proposals that would result in the loss of a community facility, a satisfactory assessment should be undertaken (using recognised national methodology, e.g. Sport England), that proves there is an excess of similar provision in the appropriate catchment area for that particular facility and the site or building is not needed for any other community service / use.
5. When applying these tests to specific proposals, the Local Planning Authority will 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.
6. 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 SWDP9 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.

**SWDP 38: Green Space**

- A. Green Space, as identified on the Policies Map<sup>(83)</sup>, includes a range of private<sup>(84)</sup> and public open spaces and associated community facilities.**
- B. Development of Green Space will not be permitted unless the following exceptional circumstances are demonstrated:**
- i. The proposal is for a community / recreational use that does not compromise the essential quality and character of the Green Space; or**
  - ii. An assessment of community and technical need (using recognised national methodology where appropriate) clearly demonstrates that the Green Space is surplus to requirements; or**
  - iii. Alternative / replacement Green Space of at least equivalent value to the community has been secured in a suitable location<sup>(85)</sup>.**
- C. This policy should be read in conjunction with policies SWDP 5, 22, 29 & 39 as any new Green Infrastructure secured under these policies will be designated and protected as Green Space.**

83 The policy also applies to new Green Spaces secured through planning permissions which will then be included on the interactive Policies Map.

84 The Green Space designation does not prejudice a householder's permitted development rights.

85 A suitable location will be dependent upon need and the type of facility being proposed.

### Reasoned Justification

1. Well-designed, attractive and functional open space is an essential component for a high quality of life. It contributes positively to biodiversity, health and the character of an area and can also help to mitigate the impacts of extreme temperatures and flash flooding.
2. The Framework (paragraphs 114, 117) 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 well-being. Green Space for recreation and sport can also deliver a number of Green Infrastructure objectives, often simultaneously.
3. There is a wide range of types of open space across south Worcestershire; for example, playing fields, recreation grounds, allotments, cemeteries, parks and amenity green space. They are all part of and contribute to the Green Infrastructure within and outwith settlements. Other open spaces have high ecological or landscape value and are protected elsewhere in the Plan, e.g. SWDP 22 – Biodiversity & Geodiversity and SWDP 23 – The Cotswolds and Malvern Hills Areas of Outstanding Natural Beauty.
4. SWDP 38 aims to protect open spaces identified on the Policies Map, together with numerous incidental open spaces too small to include but that nonetheless contribute to the quality and character of their local areas. These small local spaces are often valued and used heavily by local communities and are therefore worthy of policy protection. Whilst most open spaces are publicly accessible, some are in private ownership, although they nonetheless perform valuable functions such as contributing to biodiversity, the character of the area and providing a sense of openness and space.



### SWDP 39: Provision for Green Space and Outdoor Community Uses in New Development



- A. Development proposals exceeding 5 dwellings should make provision for Green Space and outdoor community uses as set out in Table 10, together with secure arrangements for its long-term management and on-going maintenance. Enhancing accessibility to these open spaces, e.g. through improvements to the Rights of Way Network, is strongly encouraged. The total amount of Green Space will be within the overall quantum of Green Infrastructure required by SWDP 5. In addition to Table 10, the precise amount, form and type of outdoor community use will be informed by local evidence, e.g. Parish and Town Plans, Neighbourhood Plans, Village Design Statements.

**Table 10: Standards of Provision**

| Typology   | Malvern Hills         | Worcester (within its administrative boundary) | Wychavon |
|--|-----------------------|--|----------|
|  | ha / 1,000 population |  |          |
| Amenity (including informal pitches) and semi-natural greenspace | 2.00                  | 1.11   | 1.03     |
| Equipped play space  | 0.04                  | 0.61   | 0.09     |



| Typology                | Malvern Hills                 | Worcester (within its administrative boundary) | Wychavon                      |
|-------------------------|-------------------------------|--|-------------------------------|
|                         | ha / 1,000 population         |  |                               |
| Cemeteries, churchyards | 0.41                          | No set standard                                | No set standard               |
| Civic space             | 0.03                          | 0.03   | 0.03                          |
| Allotments              | 0.14                          | 0.4  | 0.39                          |
| Formal pitches etc.     | No set standard (see C below) | No set standard (see C below)                  | No set standard (see C below) |
| <b>Total</b>            | <b>2.62</b>                   | <b>2.15</b>                                    | <b>1.54</b>                   |

**B.** In cases where it will be impractical and inappropriate to deliver all the open space typologies on site, developer contributions towards off-site provision will be sought and secured through a legal agreement. For large scale proposals, in particular the urban extensions, most of the typologies must be delivered on site. In all cases the developer will be required to secure the long-term maintenance / management arrangements for all Green Space / outdoor community uses both on and off-site.

**C.** Requirements for new and improved formal sports pitches will be assessed on a case by case basis using the most up-to-date available evidence.

**D.** On-site provision of Green Space will have regard to the following accessibility standards:

#### **Children's Play Space (safe walking distances to dwellings)**

- i. Local Area for Play (LAP) – within 100m.
- ii. Local Equipped Area for Play (LEAP) – within 400m.
- iii. Neighbourhood Equipped Area for Play (NEAP) – within 1km.

#### **Playing Pitches**

- i. Within 1.2km of all dwellings or within 20 minutes drive time in rural areas.

**Reasoned Justification**

1. The Framework advocates improving the conditions in which people live and take their leisure. A high quality built environment, including the spaces within it, plays an important social role in the delivery of sustainable development. The Framework also requires local planning authorities to plan positively for the provision of community facilities and spaces.
2. It is considered that the provision of new functional open space is necessary in order to achieve active, healthy and integrated communities. The type and size of the residential proposal will also be a factor in determining the make-up of the various community use typologies. Over-provision in any single typology does not negate the need to provide for the other typologies.
3. The open space studies, including Worcester City Council PPG17 Report (July 2006), Malvern Hills Open Space, Sport and Recreation Study – Assessment Report (December 2007) and Wychavon District Council: Open Space and Recreation Report (November 2006) identifies the shortfall in various types of open space and community use provision. This policy should at the very least help ensure that the situation does not worsen.
4. In line with national guidance, the SWC have commissioned and published an emerging revised Playing Pitch Strategy (Neil Allen Associates, 2015) to inform the preparation of policies relating to formal playing pitch provision. This Strategy includes an Action Plan, which will be reviewed at regular intervals with the relevant partners.
5. This strategy identifies quantitative and qualitative deficits in playing pitches and will be used to inform either the necessary level of developer contribution to be made towards new, or upgrading existing provision to meet demand created through new residential development, as informed by the Developer Contributions SPD or, for the necessity to provide on-site pitches as identified in various Plan allocation policies.

## SWDP 40: Waterfronts



- A. The waterfront locations at Droitwich Spa, Evesham, Pershore, Tenbury Wells, Upton-upon-Severn and Worcester 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 waterway 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.**

### Reasoned Justification

1. The valleys of the Rivers 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 opportunities 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 river frontages within the

urban areas and, on a wider scale, to improve access along south Worcestershire's waterways.

2. Waterways also play an important role in providing and enhancing wildlife habitats and Green Infrastructure, as well as offering opportunities for their protection through the adoption of appropriate management strategies. Conversely, inappropriate waterfront-based development can harm the natural environment.
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.
4. The aim of this policy is to ensure that development proposals are appropriate in their use and design and establish a relationship with the waterway. Mixed use developments are more likely to increase the vitality of waterside locations and facilitate better access to centres.
5. In developing schemes, regard should be had to the Worcester City Centre Masterplan and other guidance provided by the relevant local authority for river / canal frontages, e.g. in Wychavon, the Evesham Riverside Framework, or the Droitwich Canals Supplementary Planning Guidance.



### SWDP 41: 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 of the waterway or, in cases of emergency, prevent safe access or egress from 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 mooring and boating facilities.**
  - iv. They make provision for public access on foot and bicycle.**
  - v. The provision of access, servicing and car parking would not adversely affect amenity, particularly that of the waterway.**



**vi. 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 the landscape and provision for safe access.**

**vii. 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, v and vii above.**

### **Reasoned Justification**

1. A marina is an area that generally contains a large number 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 bringing economic benefits to the locality.
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.
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 the function, where existing land-based facilities are located in 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.
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.
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.

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 that are covered by the criteria in SWDP 42.

**SWDP 42: 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 conservation interest of the waterway, e.g. on tow pathways.**
  - 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

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.
2. The acceptability of proposals for such moorings will depend on site circumstances and whether they comply with other policies in the SWDP, in particular the criteria set out in SWDP 41. Some boats have on-board services and facilities (e.g. waste pump-out, water) and therefore it may not always be necessary to provide these at every new mooring site.
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.
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. Canal and River Trust, Avon Navigation Trust and the views of the Environment Agency and Natural England.

# ALLOCATION POLICIES

South Worcestershire Development Plan 2016



### ALLOCATIONS POLICIES

Policies SWDP 43 to 59 inclusive set out details of the sites that are allocated for development by the SWDP. Each policy covers a different settlement, site or area of South Worcestershire. Where appropriate, the policies also set out specific requirements that apply to development proposals on individual sites or in individual settlements or areas. As well as those specific requirements, the relevant provisions of other SWDP policies apply to development proposals on the allocated sites.

## WORCESTER CITY

### SWDP 43: Worcester City

- A. Within Worcester City, the following sites, as shown on the Policies Map, are allocated for the uses identified in Tables 11, 12, 13 and 14. They should be developed in accordance with the criteria identified in respect of each site and all general policy requirements, including any necessary developer contributions.**

#### 1. Housing

**Table 11: Sites for Housing**

| Policy Reference         | Site  | Indicative No. of Dwellings | Site area (ha) |
|--------------------------|---|-----------------------------|----------------|
| SWDP43/1                 | Land south of Leopard Hill                  | 100                         | 3.29           |
| SWDP43/2                 | Gregory's Bank Industrial Estate            | 169                         | 4.44           |
| SWDP43/3                 | Ribble Close and gas holder site            | 40                          | 1.2            |
| SWDP43/4 <sup>(86)</sup> | Old Northwick Farm                          | 54                          | 2.59           |
| SWDP43/6                 | Land at Albert Road                         | 20                          | 1.04           |
| SWDP43/7 <sup>(87)</sup> | Sansome Walk Swimming Pool                  | 33                          | 0.80           |
| SWDP43/8 <sup>(88)</sup> | Grasmere Drive / Ullswater Close            | 18                          | 0.43           |
| SWDP43/9                 | Old Brewery Service Station, Barbourne Road | 12                          | 0.14           |
| SWDP43/10                | Dudley Close (north of Dines Green)         | 8                           | 0.12           |
| SWDP43/12                | Brookthorpe Close                           | 10                          | 0.16           |

86 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.

87 Site access may be achieved from the existing vehicular access from Chestnut Street and a new vehicular access from Sansome Walk.

88 The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.

| Policy Reference                        | Site  | Indicative No. of Dwellings | Site area (ha) |
|---|---|-----------------------------|----------------|
| <b>SWDP43/19</b>                        | <b>Blackpole Road</b>                           | <b>115</b>                  | <b>3.22</b>    |
| <b>SWDP43/25</b>                        | <b>School of Art and Design, Barbourne Road</b> | <b>60</b>                   | <b>0.70</b>    |
| <b>SWDP43/a<sup>(89)&amp;(90)</sup></b> | <b>73-77 Bromwich Road</b>                      | <b>11</b>                   | <b>0.14</b>    |
| <b>SWDP43/b<sup>(91)</sup></b>          | <b>Martley Road</b>                             | <b>18</b>                   | <b>0.37</b>    |
| <b>SWDP43/c<sup>(92)</sup></b>          | <b>Malvern Gate, Bromwich Road</b>              | <b>45</b>                   | <b>1.28</b>    |
| <b>SWDP43/d<sup>(93)&amp;(94)</sup></b> | <b>Land at Ambrose Close</b>                    | <b>24</b>                   | <b>1.17</b>    |
| <b>SWDP43/e<sup>(95)&amp;(96)</sup></b> | <b>Land at Hopton Street</b>                    | <b>30</b>                   | <b>1.59</b>    |
| <b>SWDP43/f<sup>(97)&amp;(98)</sup></b> | <b>County Council Offices, Sherwood Lane</b>    | <b>15</b>                   | <b>0.50</b>    |
| <b>SWDP43/g<sup>(99)</sup></b>          | <b>County Council Offices, Bilford Road</b>     | <b>15</b>                   | <b>0.67</b>    |

- 89 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.
- 90 The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.
- 91 The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.
- 92 The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.
- 93 The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.
- 94 To include about 50% Green Space for open space, habitat improvement and links to the Green Space network.
- 95 The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.
- 96 To include about 50% Green Space for open space, habitat improvement and links to the Green Space network.
- 97 The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.
- 98 To include about 50% Green Space for open space, habitat improvement and links to the Green Space network.
- 99 To include about 50% Green Space for open space, habitat improvement and links to the Green Space network.

| Policy Reference                                | Site  | Indicative No. of Dwellings | Site area (ha) |
|---|---|-----------------------------|----------------|
| <b>SWDP43/h<sup>(100)&amp;(101)</sup></b>       | <b>Laugherne Garage, Bransford Road</b>         | <b>10</b>                   | <b>0.44</b>    |
| <b>SWDP43/i<sup>(102)&amp;(103)</sup></b>       | <b>Former Crown Packaging, Main site</b>        | <b>190</b>                  | <b>8.06</b>    |
| <b>SWDP43/j<sup>(104)</sup></b>                 | <b>Former Crown Packaging, Woodside Offices</b> | <b>40</b>                   | <b>0.95</b>    |
| <b>SWDP43/k<sup>(105)&amp;(106)</sup></b>       | <b>Land off Bromyard Terrace</b>                | <b>20</b>                   | <b>0.15</b>    |
| <b>SWDP43/l<sup>(107)</sup></b>                 | <b>Land at Battenhall Road</b>                  | <b>20</b>                   | <b>2.9</b>     |
| <b>SWDP43/m</b>                                 | <b>Club House, Tolladine Golf Course</b>        | <b>9</b>                    | <b>0.5</b>     |
| <b>SWDP43/n<sup>(108)</sup></b>                 | <b>Land at Earl's Court Farm</b>                | <b>13</b>                   | <b>0.32</b>    |
| <b>SWDP43/p<sup>(109)</sup></b>                 | <b>Land at Langdale Drive</b>                   | <b>6</b>                    | <b>0.39</b>    |
| <b>SWDP43/q<sup>(110),(111)&amp;(112)</sup></b> | <b>Zig Zag site, St John's</b>                  | <b>10</b>                   | <b>0.05</b>    |

- 100 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.
- 101 The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.
- 102 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.
- 103 Development to: retain the onsite woodland in the eastern part of the site; include buffers to mitigate impact of adjoining uses, including the railway.
- 104 To take full account of heritage assets.
- 105 The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.
- 106 Development should have regard to adjacent listed buildings, their setting and significant assets and characteristics such as surviving burgage plot boundaries in this part of the St John's Conservation Area.
- 107 The housing to be on the eastern part of the site, as shown on the Policies Map, partly abutting existing housing west of Battenhall Rise, with access from Battenhall Road. To include about 40% Green Space mitigation as biodiversity provision on-site, including retention and maintenance of unimproved grassland, and retaining the link between existing habitat on land east of the site adjoining Battenhall Road / Battenhall Rise and the wider network of Green Spaces.
- 108 The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.
- 109 To include about 50% Green Space for open space, habitat improvement and links to the Green Space network.
- 110 The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.
- 111 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.
- 112 Retaining commercial uses on the ground floor frontage.

| Policy Reference          | Site  | Indicative No. of Dwellings | Site area (ha) |
|---------------------------|---|-----------------------------|----------------|
| SWDP43/s <sup>(113)</sup> | Rose Avenue                                   | 8                           | 0.18           |
| SWDP43/t                  | Commandery Coach Depot, Tolladine Road        | 7                           | 0.07           |
| SWDP43/u <sup>(114)</sup> | Royal Worcester Porcelain, gap site           | 8                           | 0.15           |
| SWDP43v                   | Brickfields Road                              | 10                          | 0.14           |
| SWDP43w                   | 23-24 Foregate Street                         | 10                          | 0.10           |
| SWDP43x                   | Former Christian Meeting Room, Diglis Lane    | 17                          | 0.29           |
| SWDP43y                   | Land at White Ladies Close                    | 37                          | 0.21           |
| SWDP43z                   | Former Faithful Overalls Site, Eastbank Drive | 38                          | 0.35           |

## 2. Mixed Uses

Table 12: Sites for Mixed Use Development

| Policy Reference | Site  | Uses   | Indicative       |                 |                      |
|------------------|---|--|------------------|-----------------|----------------------|
|                  |   |  | No. of Dwellings | Employment (ha) | Site area gross (ha) |
| SWDP43/14        | Former Ronkswood Hospital                   | Care home, care village and residential                                    | 181              | 0               | 7.31                 |
| SWDP43/15        | Worcester Woods Business Park, Newtown Road | B1, B2 employment, care home, car / motorbike showroom, hospital expansion | 0                | 11              | 11.37                |

113 Design to include sympathetic frontage and retention of forecourt parking, together with re-provision of the existing play equipment either within the development or nearby.

114 To take full account of heritage assets. Any development proposal should conserve and enhance the setting of the Bone Mill (grade II\* listed) building and be accompanied by a desk based archaeological assessment, and where necessary a field based survey by an appropriate qualified professional.



| Policy Reference                             | Site  | Uses  | Indicative       |                 |                      |
|--|---|---|------------------|-----------------|----------------------|
|  |   |   | No. of Dwellings | Employment (ha) | Site area gross (ha) |
| <b>SWDP43/16</b>                             | <b>Government buildings, Whittington Road</b> | <b>B1 office and residential</b>  | <b>120</b>       | <b>4</b>        | <b>7.56</b>          |
| <b>SWDP43/18<sup>(115)</sup> &amp; (116)</b> | <b>University Park</b>                        | <b>University campus, health and well-being campus (medical centre / care home / close care and extra care housing), business uses, including business innovation centre, research and development.</b> | <b>100</b>       | <b>11</b>       | <b>15.18</b>         |
| <b>SWDP43/20<sup>(117)</sup></b>             | <b>Land at Nunnery Way</b>                    | <b>Mixed use B1, B2, B8 employment, vehicle showrooms, public house and restaurant</b>  | <b>0</b>         | <b>8</b>        | <b>8.26</b>          |
| <b>SWDP43/21</b>                             | <b>Land adjacent to The Masonic Hall</b>      | <b>Mixed use C3 housing (30 units) and C2 accommodation</b>   | <b>30</b>        | <b>0</b>        | <b>0.96</b>          |

- 115 The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.
- 116 Site area excludes the reservoir and landscaped area to the south which is included within the 18.62 Ha granted planning permission ( P11K0588 - Outline).
- 117 Planning Permission P08Q0652 for a football stadium and enabling development was approved on 27 April 2012 and will not lapse until the 27 April 2019. This approved development includes land within the proposed area of significant gap between the M5 and the area of easement for the overhead high voltage electricity transmission lines. Planning permission for the mixed use listed in the policy was granted on 1 June 2015.

| Policy Reference                   | Site                                    | Uses                                     | Indicative       |                 |                      |
|------------------------------------|---|--|------------------|-----------------|----------------------|
|                                    |   |  | No. of Dwellings | Employment (ha) | Site area gross (ha) |
|                                    |   | (20 units) development                   |                  |                 |                      |
| SWDP43/r <sup>(118)</sup> & (119)  | The Bridge Inn, Lowesmoor Terrace       | Replacement public house and residential | 9                | 0               | 0.10                 |
| SWDP43/aa <sup>(120)</sup> & (121) | Lowesmoor Wharf                         | Commercial and residential               | 100              | 0               | 1.14                 |
| SWDP43/ab                          | Holy Trinity Church, Lichfield Avenue   | Faith building and residential           | 12               | 0               | 0.28                 |
| SWDP43/ac <sup>(122)</sup>         | Cavalier Public House, St George's Lane | Replacement public house and residential | 11               | 0               | 0.11                 |

### 3. Employment

Table 13: Sites for Employment

| Policy Reference | Site  | Employment (ha) | Site area (ha) |
|------------------|---|-----------------|----------------|
| SWDP43/22        | Midland Road                                      | 1               | 1.25           |
| SWDP43/23        | Land south of Warndon Wood (B1; phased post-2019) | 6.95 / 5 net    | 6.95           |

118 To take full account of heritage assets.

119 Retaining commercial uses on the ground floor frontage.

120 To take full account of heritage assets. The detailed development proposals for this site should have regard and reflect the importance of the locally listed canal office building and that this building should be given a pivotal role in the formulation of a site masterplan.

121 To retain existing commercial uses compatible with residential development facilitating relocation of less compatible on-site commercial uses to appropriate premises within the City. To provide appropriate enhancement of the Conservation Area and habitats, and improvement of the canal basin.

122 To take full account of heritage assets.

#### 4. Other Uses

**Table 14: Sites for Other Development**

| Policy Reference                             | Site  | Indicative          |                 |                        |
|--|---|---------------------|-----------------|------------------------|
|  |   | Number of Dwellings | Other Uses (ha) | Site area (gross) (ha) |
| <b>SWDP43/24</b>                             | <b>Perdiswell (leisure uses)</b>  | <b>0</b>            | <b>18.05</b>    | <b>18.05</b>           |
| <b>SWDP43/29<sup>(123)</sup> &amp; (124)</b> | <b>Chequers Lane / Henwick Road (university-related development with use Class D1 and D2)</b> | <b>0</b>            | <b>0.99</b>     | <b>0.99</b>            |

#### Reasoned Justification

1. SWDP 43 identifies sites to meet growth requirements inside the city boundary.
2. The city of Worcester is the county town for Worcestershire and an important retail, employment, leisure, education and housing centre for the sub-region that includes south Worcestershire. Worcester has been identified as an important growth area capable of acting as a focus for future growth in the south Worcestershire area. The tightly-drawn administrative boundaries of the city mean that there is a limit to the level of growth that can be accommodated within the administrative area. In 2005, a study<sup>(125)</sup> was undertaken to assess the level of growth that could realistically be accommodated within the city area, but that evidence was largely superseded by later evidence gathered through the Retail Study, Employment Land Review, the Housing Needs Studies and Strategic Housing Land Availability Assessment. These, together with the results of plan-making consultations, show support for Worcester maintaining and enhancing its role at the top of the settlement hierarchy, as the county town and city centre and as a centre of wider sub-regional importance. This will be achieved through adopting an approach based on identifying both the amount of growth to be delivered within the city administrative boundary and the growth that cannot be met within the city, but that can instead be met through a series of urban extensions adjoining the city boundary.
3. The intention for Worcester over the plan period is to enable it to support sustained investment in economic development, aligned with successful advances in sustainable

123 The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.

124 Proposed capacity is indicative and the precise numbers 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.

125 The Future Development of the City of Worcester 2011-2021 - Consideration of potential growth options (White Young Green Planning; September 2005)

travel, leading to a thriving city and a vibrant and diverse centre with a strong retail and leisure offer. This builds on:

- a. An approach that generates a high-skill, high value-added, knowledge-based economy.
- b. Recognition of the importance of learning through its Further and Higher Education provision.
- c. The University has produced its strategic plan for 2013-18 in which it sets out its mission statement including the following aspirations:
  - To be an outstanding university at which to be a student;
  - To make a transformational contribution to the positive development of the cultural, social and economic life of the city of Worcester and the wider region.

The University identifies four areas of distinction in its Strategy:

- i. Human health and well being
  - ii. Economy, social and environmental sustainability
  - iii. Children and Young People
  - iv. Arts, culture and heritage
- d. A prestige tourist destination, offering a range of experiences to shoppers, day trippers, holiday-makers and business visitors.
  - e. A reputation for a historic and well-managed city centre.
  - f. An integrated and high quality transport infrastructure.
  - g. A key role in delivering housing growth in south Worcestershire in a sustainable and environmentally sensitive way.
  - h. The provision of a range of services, facilities and employment opportunities that meet sub-regional needs and support the economic growth of south Worcestershire as a whole.
4. As such the city and its surrounding area are the focus of future growth and the preferred location for any nationally or regionally significant developments in south Worcestershire. It is at the centre of the Development Strategy for south Worcestershire and its prosperity will be reflected across the area. However, it is also recognised that the delivery of key infrastructure (see SWDP 62 Implementation, Phasing and Monitoring) is vital if the overall strategy is to be achieved.
  5. The approach taken for development within the city boundary of Worcester has been to identify site allocations in the tables above in the following categories: sites for housing, sites for mixed use development; sites for employment use; and sites for other types of development.

6. SWDP 3 makes provision for approximately 12,150 dwellings and about 120ha of employment land within the Wider Worcester Area. It also provides for a minimum of around 31,200 square metres of non-food retail development for 2013 - 2030. There is an identified need to deliver affordable housing. This will be addressed as part of the provision of the 12,150 dwellings. This figure has been derived from the objective assessment of housing need for the City and part of Malvern Hills need within the Wider Worcester Area. Jobs and appropriate infrastructure will need to be provided to support this housing growth, for which there are significant cost and deliverability implications.
7. An assessment of all non-strategic sites including those put forward through the Strategic Housing Land Availability Assessment and the call for sites in 2014 can be found in the evidence in the SWDP Non-Strategic Housing Allocations background paper and the 2014 site assessments.
8. Evidence demonstrates that the city can accommodate 6,800 dwellings within the administrative boundary, which includes sites allocated by SWDP 43 and SWDP 44. This figure takes account of evidence relating to the green belt, the network of Green Spaces, existing employment sites and the need for sports, health, education and other community facilities - not to mention the aspiration of creating a dynamic, successful, attractive, vibrant, safe and secure city centre – that are essential in creating a sustainable balanced city.
9. Capacity for a further 5,350 dwellings needs to be found on sites outside but adjacent to the city boundary to meet the need of Worcester city and need from Malvern Hills.
10. The Policy SWDP45 site allocations in the Worcester urban extensions, have capacity for about 5,550 dwellings (including 80 within the City administrative boundary). Furthermore, 41 hectares of employment land has been identified within the urban extensions, which are additional to the sites for around 33ha of new employment land identified within Worcester city.
11. The 120ha employment land provision 2006 to 2030 in the Wider Worcester Area includes land for office development. Evidence in the West Midlands Regional Centres study (2006, as updated in 2009) supported a potential requirement of 40,000 to 50,000 square metres of office development in or on the edge of Worcester city centre. This was uplifted to 55,000 square metres to reflect the plan period of 2006 to 2030. SWDP 2 identifies Worcester as an administrative centre. A significant proportion of new office development in Worcester will be 'in-centre' consistent with the Framework policy on offices as a town centre use and with SWDP 8, which directs major office development in the first instance to Worcester city centre. The ability of the city centre and edge-of-centre sites to accommodate office growth is dependent on the area and location of the centre shown on the Policies Map. The extent of the city centre and its ability to accommodate new offices 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. SWDP 44 therefore allocates



Opportunity Zones to provide further opportunity for mixed use development including offices where they cannot be accommodated in the designated city centre.

12. The Significant Gap designation to the east of the city and west of the motorway will be retained as set out in the former Local Plans, except where new urban capacity site allocations within Worcester's administrative boundary are proposed. Housing development will not be permitted given the proximity of the land to the M5, except where allocated by SWDP45/E – Land at Swinesherd Way. Land in the gap west of the A4440 should remain undeveloped, so that it can continue to provide a buffer protecting the character of existing development at Warndon. Land east of the A4440, south of Warndon Woods, can be considered for employment development and is allocated, complementing the proposed Worcester Technology Park to the east of the M5, but development will be required to respect existing assets such as the conservation area, listed buildings and the Local Nature Reserve at Warndon Woods. It will also need to take into account on-site issues such as infrastructure (including easements related to the overhead electricity pylons) and the landform. Up to 5ha net of high-quality B1 employment development will be permitted, which is appropriate to the surroundings of this allocation. Land at Nunnery Way was previously allocated for a community football stadium by the City of Worcester Local Plan. SWDP43 instead allocates the site for employment (B1, B2, B8, vehicle showrooms, public house and restaurant). This change arose as a consequence of insufficient certainty regarding the delivery of development proposals for the relocation of the Worcester City Football Club.

**SWDP 44: Worcester City Centre**

**A. The sites in Table 16 below, as identified on the Policies Map, are allocated for retail-led development:**

**Table 16: Sites Allocated for Retail-Led Development**

| <b>Policy Reference</b>         | <b>Sites</b>  | <b>Site area (ha)</b> |
|---------------------------------|---|-----------------------|
| <b>SWDP44/1<sup>(126)</sup></b> | <b>Cathedral Square:</b> <ul style="list-style-type: none"> <li>To allow for redevelopment, refurbishment, expansion of the existing shopping centre</li> <li>To provide greater connectivity with the Cathedral</li> <li>Protect and enhance the setting of Worcester Cathedral and neighbouring listed buildings</li> </ul> | <b>1.23</b>           |
| <b>SWDP44/2<sup>(127)</sup></b> | <b>Fire Station / CrownGate / Angel Place / The Butts:</b> <ul style="list-style-type: none"> <li>To allow for redevelopment, refurbishment, expansion of the existing shopping centre</li> <li>To provide greater connectivity with the rest of the city centre, the riverside and the University Campus</li> </ul>          | <b>2.85</b>           |
| <b>SWDP44/3<sup>(128)</sup></b> | <b>Trinity House / Cornmarket:</b> <ul style="list-style-type: none"> <li>To allow for redevelopment for retail and other uses with the creation of an important open space, giving improved connections to St Martin's Quarter and Shrub Hill Station</li> </ul>   | <b>0.98</b>           |

<sup>126</sup> The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.

<sup>127</sup> The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.

<sup>128</sup> The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.

**B. In addition the Opportunity Zones in Table 17 below, as identified on the Policies Map, have been identified:**

**Table 17: Opportunity Zones**

| <b>Policy Reference</b>                   | <b>Opportunity Zones</b>   | <b>Site area (ha)</b> |
|---|--|-----------------------|
| <b>SWDP44/4<sup>(129)&amp;(130)</sup></b> | <b>Shrub Hill:</b> <ul style="list-style-type: none"> <li><b>Approximately 750 dwellings – including student accommodation and extra care units</b></li> <li><b>Plus other mixed use / commercial development</b></li> </ul> | <b>19.72</b>          |
| <b>SWDP44/5<sup>(131)</sup></b>           | <b>Blockhouse / Carden Street:</b> <ul style="list-style-type: none"> <li><b>To include approximately 120 dwellings</b></li> </ul>   | <b>3.9</b>            |
| <b>SWDP44/6<sup>(132)&amp;(133)</sup></b> | <b>Cathedral Quarter and Sidbury:</b> <ul style="list-style-type: none"> <li><b>Cultural facilities</b></li> </ul>   | <b>1.91</b>           |

**C. Redevelopment proposals for the Opportunity Zones 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 SWDP objective for new B1 office space in Worcester.**

129 The Opportunity Zone lies east and west of the railway line. About 550 dwellings including student accommodation and residential care housing should be located east of the railway line. Mixed use / commercial development should be developed both east and west of the railway line.

130 The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.

131 The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.

132 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, and safe access and egress will be incorporated.

133 The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.

- 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.**
- viii. **Encourage existing businesses to remain or alternatively provide suitable relocation opportunities.**

**D. Proposals for single uses in an Opportunity Zone will be evaluated for their contribution and effect on the overall mix of uses in the area.**

### **Reasoned Justification**

1. The city centre forms a vital element of the SWDP, as its economic performance is intrinsically linked with the wider success of the city and south Worcestershire. Worcester Alliance, together with Worcester City Council and Worcestershire County Council, published a city centre Masterplan, which provides a framework for development, regeneration and investment up to 2030. The Vision for the city centre is of a dynamic, successful, attractive and vibrant place with a strong economy and recognised by businesses as a desirable place to invest and grow. The Vision is also of a central area where educational achievement is high and an adaptable and proficient workforce can be found. It will also be a place where visitors will be attracted to shop, dine, stay and spend their leisure time. The Masterplan 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. For planning purposes the City Centre is defined as the core Central Shopping Area, the City Centre Masterplan however has considered a much larger area of central Worcester and how this area functions to inform plan-making and planning decisions.
2. An illustrative plan accompanies the city centre Vision and Masterplan, showing those locations where development and intervention can occur. The SWDP provides a mechanism that enables these ideas to take shape. The area covered by the masterplan is identified in Annex H.
3. For the purposes of SWDP 9 and 10, the Worcester central shopping area boundary is the same as the town centre boundary, as shown on the Policies Map for all other

planning policy purposes. The central shopping area is at the heart of the wider area covered by the Masterplan.

4. The evidence and consultation outcomes support directing major retail development to the central shopping area. The strategic significance of the city centre and its retail position in relation to south Worcestershire and beyond is recognised. However, leisure, office, education and cultural uses are key to its long-term success and this is recognised in the city centre Masterplan.

### **Retail-Led Development Allocations**

5. The retail study indicates that it would be appropriate for Worcester to expand its city centre shopping floorspace, to accommodate the needs of the catchment population and to retain its position in the regional retail hierarchy. The following site allocations provide the opportunity to meet this need.

### **Cathedral Square**

6. The opportunity exists to provide additional retail or leisure floor space that is capable of securing anchor tenants to ensure the southern end of the High Street remains as a functional and successful part of the primary shopping area. A scheme to regenerate the cathedral Plaza shopping centre has been approved (P14D0253) and this is expected to be fully implemented by September 2016. To ensure consistency with SWDP 10, the secondary retail frontage to numbers 3 to 8 High Street has been deleted. Other retail frontages are retained as primary and secondary retail frontages, as identified on the Policies Map.
7. The site provides a significant opportunity to create a new high quality public realm and flexible civic space suitable for holding public events and celebrations, works to remodel the roundabout in Cathedral Square commenced in April 2015 and when complete will more than double the car free space in the Square. Future development could maximise the opportunity for new tourist facilities and complement existing ones such as the Cathedral. Such development should not only enhance the setting of the Cathedral, but also make significant improvements to the skyline of the Historic City Conservation Area.
8. Redevelopment should also help reconnect the Cathedral, the Sidbury Opportunity Zone and the riverside with the High Street and provide an additional pedestrian route between the High Street / Cathedral Square and Friar Street. The opportunity to improve circulation through the square for all modes of transport will be delivered by the works currently under way and provide an enhanced public transport interchange.

### **Angel Place / CrownGate / The Butts / Fire Station**

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 primary retail frontage.



10. Redevelopment of the area would provide the opportunity to enhance the role of Angel Place as a market and public square, improve pedestrian linkages throughout the city centre and enhance connectivity of the area with the rest of the city centre, the riverside, The Foregate and the University. A public realm refurbishment scheme was implemented in 2014 and a new market format and operator have rejuvenated the street market in this location.
11. Consistent with SWDP 6, SWDP 21 and SWDP 24, 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.

### **Cornmarket**

12. Cornmarket is seen as an area of opportunity that has the potential to create an impressive gateway development that will attract people to the city centre and improve connectivity on the important 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.
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.

### **Riverside**

14. The riverside is an underused asset for the city and could potentially represent a significant benefit to the city's economy.
15. 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. An improved public realm, increased riverside activity and the creation of flexible civic space could help foster better links between the city and the riverside.
16. 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.

### **Opportunity Zones**

17. Further detail on appropriate uses for opportunity Zones and other specific sites will be provided through masterplans, concept statements and site appraisals.

## Shrub Hill

18. 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.
19. Significant amounts of new or refurbished commercial office space and housing could be developed; city centre developments that are too large for sequentially preferable sites could be accommodated here, thus exploiting the opportunity provided by the canalside location and its proximity to the railway station. A mixed-use development focused around a new canal basin would create a new neighbourhood in the city.
20. It is estimated that, although not residential led, an element of housing development will be included that could deliver approximately 750 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. Smaller-scale neighbourhood leisure and retail outlets, such as local convenience stores and A3, A4 and A5 uses serving the local community, are appropriate subject to impact and design considerations.
21. 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.
22. The existing businesses within the Opportunity Zone should not be lost as they are important elements of the economy of the city. All re-development proposals should afford the opportunity for existing business to remain or relocate to suitable alternative premises.
23. 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.
24. Redevelopment should improve access to Shrub Hill station by all modes and provide a high-quality public transport interchange, while reconnecting the two sides of the railway corridor. Pedestrian connectivity between Shrub Hill Station, the canal, Lowesmoor and St Martin's Quarter can be greatly improved to contribute towards the creation of an identifiable and cohesive regeneration zone. Improvements to the public realm in front of Shrub Hill station will create an attractive first impression of the city to visitors arriving by train.

**Blockhouse / Carden Street**

25. This provides an opportunity to create a network of intimate shared surface streets, which can provide access to a mix of good quality city centre housing (approximately 120 dwellings), smaller business premises and live / work opportunities.
26. Development on the site could improve pedestrian access between the city centre and Fort Royal and help transform City Walls Road into an attractive gateway to the city.
27. The removal of unattractive buildings and structures would enhance the skyline and have a positive impact on the Canal Conservation Area and other heritage assets.

**Cathedral Quarter and Sidbury**

28. 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.
29. There is potential for the development of a cultural quarter on the former Royal Worcester Porcelain site, the redevelopment of King Street car park and the provision of live / work opportunities.
30. 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.
31. 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.

**SWDP 45: Directions for Growth Outside the City Administrative Boundary**

**Worcester urban extensions**

Within the areas identified on the Policies Map, six sustainable, well-designed urban extensions are proposed. These sites will come forward in accordance with the requirements in A – F below.

**A. SWDP45/1 Broomhall Community and Norton Barracks Community (Worcester South urban extension) (247.1ha)<sup>(134)</sup>:**

- i. Delivery of approximately 20ha of employment land and around 2,600 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 A440 Southern Link Road.
- ii. The dwellings will be of mixed size and type in accordance with the requirements of policy SWDP 14, and up to 40% will be affordable housing in accordance with the requirements of policy SWDP 15.
- iii. The diagram for SWDP45/1 below shows the broad distribution of land uses and of various policy requirements, which include 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;
  - local convenience and comparison retailing; and
  - mixed uses comprising modest scale business development (B1 only) and A2 uses, plus A3, A4 and A5 use class development of a scale appropriate to serving the local community.
- iv. The Local Centre should include no more than 2,500 square metres net of retail floorspace and no single convenience store should exceed 2,000 square metres net.
- v. There will be no built development in the parts of the site liable to flooding, as defined in the Strategic Flood Risk Assessment and / or a site specific Flood Risk Assessment.
- vi. New and enhanced sports and social facilities at Norton Barracks.

<sup>134</sup> This is the gross area and it includes land within the development boundary for the rural settlement of Norton Barracks/Brockhill Village ( 27.5 ha) which is not subject to SWDP45/1.

- vii. Subject to A viii and ix below, in the Significant Gap to the south of Norton Barracks, between Norton Road and the M5, only uses that maintain the openness of the land 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 of up to 10 pitches within the urban extension<sup>(135)</sup>.
- x. Contributions to infrastructure, in accordance with SWDP7 C, including education, sporting and recreational facilities, and emergency services infrastructure.
- xi. Measures, including proportionate contributions directly related to the development, to support and safeguard the implementation of relevant schemes set out in the Worcestershire Local Transport Plan 3, 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 two grade-separated pedestrian / cycle crossings; improved accessibility by non-car modes to Worcester city centre, including a potential parking hub close to the A4440, to be agreed in consultation with Worcestershire County Council.
- xii. Safeguarding land on the southern side of the A4440 for the dualling of the road and the provision of the pedestrian and cycle bridges needed to provide sustainable transport links between the development and Worcester city walk and cycle networks.
- xiii. A road network hierarchy and legible road layout within and adjoining the urban extension supporting the functions of the new neighbourhood, including traffic calming measures to safeguard the amenity of the Norton Barracks community.
- xiv. Footpath and cycle networks within the development including safe links to Worcester city, the Local Centre and Norton Barracks.
- xv. The provision of Green Space, including:
  - Play facilities, formal playing pitches and informal recreational facilities such as allotments.
  - A Green Space buffer to the west of Norton Road separating the Broomhall and Norton Barracks communities, of a scale that maintains their individual identities.



- **A Green Space buffer along the whole southern boundary immediately to the north of Broomhall Lane, providing a framework for the built development consistent with local landscape character.**
- **A Green Space buffer to the north of Norton Barracks, between Norton Road and the railway line, designed to overcome visual and noise impacts of business development to the north by separating new and existing uses.**
- **Green Space adjacent to the A4440 (after allowing for dualling or 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. Measures for the protection and enhancement of the significance of Middle Broomhall Farm and other listed buildings and their settings.**

**B. SWDP45/2 Temple Laugherne (Worcester West urban extension) (138.8ha)<sup>(136)</sup>:**

- i. Delivery of approximately 5ha of employment land.**
- ii. Delivery of around 2,150 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 facilitating movements within the site and to / from the City.**
- iii. The dwellings will be of mixed size and type in accordance with the requirements of policy SWDP 14, and up to 40% will be affordable housing in accordance with the requirements of policy SWDP 15.**
- iv. The diagram for SWDP45/2 below shows the broad distribution of land uses and of various policy requirements for the major part of the site.**
- v. Local convenience and comparison retailing within a Neighbourhood Centre; the Neighbourhood Centre should include not more than 1,500 square metres of net retail floorspace and no single convenience store should exceed 1,000 square metres net.**
- vi. A range of community facilities and services, including a two-form entry primary school and community hall.**

<sup>136</sup> The foul drainage from this development is expected to connect to the mains system and be treated at Worcester Bromwich Road sewage treatment works. The 2014 South Worcestershire Water Cycle Study (WCS) Addendum Report has identified that there is limited spare capacity at these works and there could be constraints in the receiving sewerage network. Developers should consider these issues early in the planning process in consultation with Severn Trent Water and have particular regard to the WCS and policies SWDP7 and SWDP30.

- vii. **Provision of a site for Travellers of up to 10 pitches within the urban extension<sup>(137)</sup>.**
- 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 development of Green Space, including:**
  - **A network of open spaces, including play facilities, sporting and informal recreational facilities such as allotments.**
  - **Measures which will deliver both Green Infrastructure and water management objectives.**
- x. **Measures to maintain separation of the urban extension from Crown East and Lower Broadheath.**
- xi. **Contributions to infrastructure, in accordance with SWDP 7C, including education, sporting and recreational facilities, and emergency services infrastructure.**
- xii. **Measures, including proportionate contributions directly related to the development, to support and safeguard the implementation of relevant schemes set out in the Worcestershire Local Transport Plan 3, 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.**
- xiii. **Measures for the protection and enhancement of the Earl's Court Scheduled Monument, listed buildings and their settings.**

**C. SWDP45/3 Kilbury Drive (Worcester East urban extension) (11.97ha)<sup>(138)</sup>:**

- i. **Delivery of around 250 dwellings.**
- ii. **The dwellings will be of mixed size and type in accordance with the requirements of policy SWDP 14, and up to 40% will be affordable housing in accordance with the requirements of policy SWDP 15.**
- iii. **Subject to criterion iv below, 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.**

<sup>137</sup> See also SWDP 17 – Travellers and Travelling Showpeople

<sup>138</sup> 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.

- iv. Only built development for uses compatible with the flood risk vulnerability classification in the 2012 Technical Guidance to the National Planning Policy Framework will be permitted in Flood Risk Zones 2, 3a or 3b.
- v. Contributions to public realm enhancements related to local shopping provision at Baynham Drive.
- vi. Measures to maintain a physical and visual separation from Swinesherd Way, apart from access to the pedestrian crossing.
- vii. A network of open spaces including play facilities, informal open space and allotments.
- viii. The development of Green Space.
- ix. Contributions to infrastructure, in accordance with SWDP 7 C, including transportation, education, sporting and recreational facilities, emergency services infrastructure and village hall.
- x. Measures to improve accessibility by non-car modes to Worcester city centre, local employment areas, schools, Sixth Form College, sports centre, hospital and Worcester Woods Country Park.
- xi. A traffic-calmed central spine road linking Spetchley Road to Whittington Road with appropriate public transport facilities.

**D. SWDP45/4 Gwillam's Farm (Worcester North urban extension) (17.32ha):**

- i. Delivery of around 250 dwellings.
- ii. The dwellings will be of mixed size and type in accordance with the requirements of policy SWDP 14, and up to 40% will be affordable housing in accordance with the requirements of policy SWDP 15.
- iii. Enhanced local shopping provision.
- iv. Measures to maintain a physical and visual separation from Bevere in order to protect the setting of the Conservation Area and preserve the setting of the Listed Buildings.
- v. A network of open spaces including play facilities, informal open space and allotments.
- vi. The development of Green Space.

- vii. Contributions to infrastructure, in accordance with SWDP 7C, including transportation, education, sporting and recreational facilities, and emergency services infrastructure.
- viii. Measures to improve accessibility by non-car modes to Worcester city centre, Bevere, River Severn, local employment areas, schools and leisure centre.

**E. SWDP45/5 Land at Swinesherd Way (18.42ha)<sup>(139)</sup>:**

- i. Delivery of around 300 dwellings.
- ii. The dwellings will be of mixed size and type in accordance with the requirements of policy SWDP 14, and up to 40% will be affordable housing in accordance with the requirements of policy SWDP 15.
- iii. 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.
- iv. Provision of a cycle / pedestrian bridge across the A4440 to connect with Spetchley Road, together with measures to secure safe access to local services at Whittington and employment opportunities provided by SWDP43/23.
- v. Provision of a principal vehicular access on the site frontage to the A4440, together with measures to prevent or limit vehicular use of other accesses to / from the site.
- vi. The development of Green Space, to include open spaces, including equipped play space, which will deliver both Green Infrastructure and water management objectives.
- vii. A comprehensive landscaping scheme and other appropriate measures which achieve a good standard of amenity in the site, taking account of the acoustic environment including traffic noise arising from the A4440 and M5.
- viii. Contributions to infrastructure, in accordance with SWDP 7C, including transportation infrastructure necessary to improve accessibility, in particular by non-car modes; education; sporting, recreational and community facilities; and emergency services infrastructure.

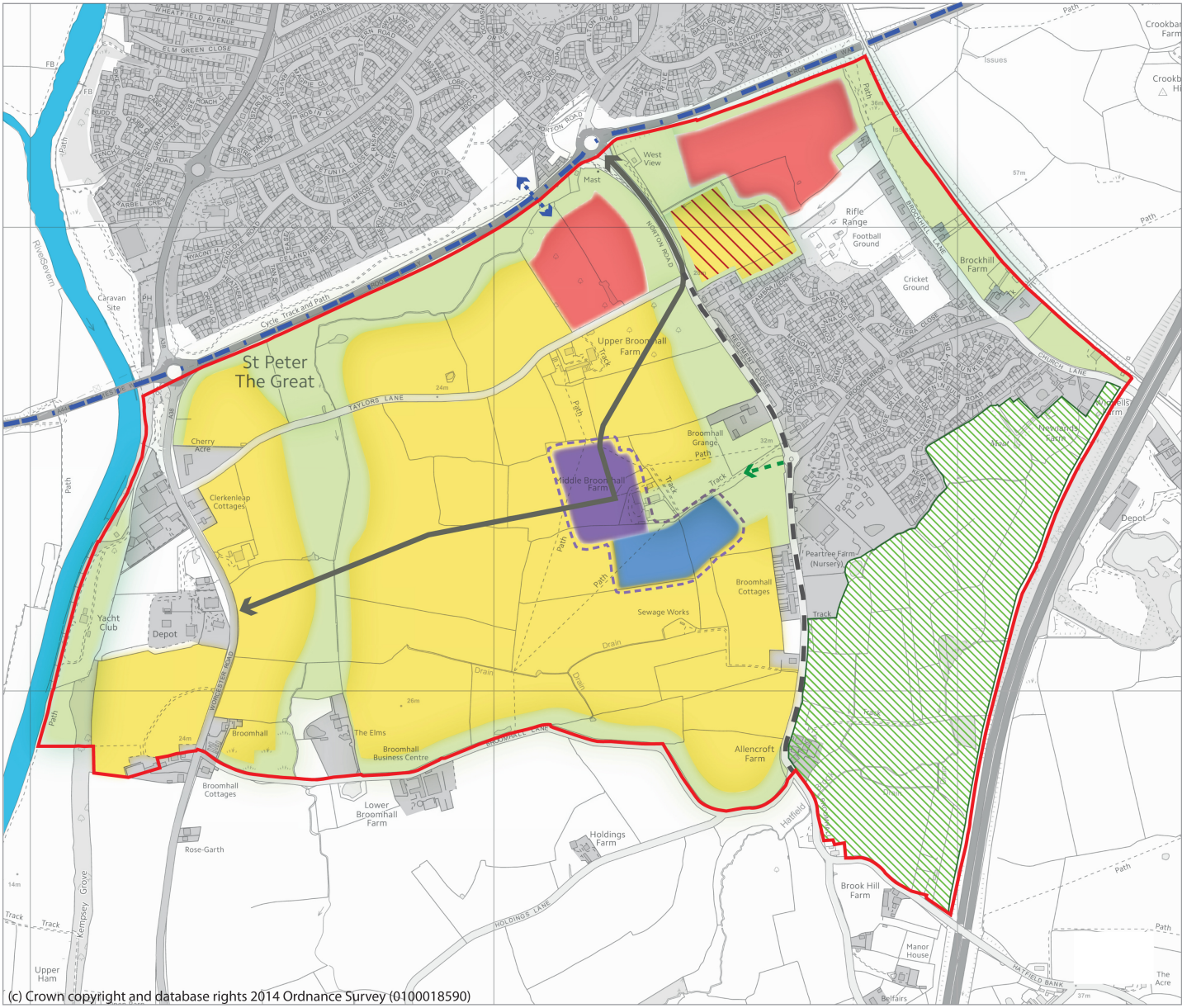
<sup>139</sup> There will be no built development in the parts of the site liable to flooding, as defined in the Strategic Flood Risk Assessment and / or a site specific Flood Risk Assessment.

**F. SWDP45/6 Worcester Technology Park (South Phase) (20.32ha):**

- i. Delivery of a sustainable, well-designed technology park of approximately 16ha (Worcester Technology Park South Phase) for research and development and manufacturing related to environmental and new technologies or associated businesses, to be integrated with the land to the north that already has permission for business uses.**
- ii. Off-site highway works and financial contributions, in accordance with SWDP 7C, necessary to support access to the site.**
- iii. Landscaping that contributes to the provision of Green Space and the setting of existing and altered public routes through the site.**
- iv. Measures to support and safeguard the implementation of relevant schemes set out in the Worcestershire Local Transport Plan 3, 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.**
- v. The safeguarding of pedestrian and cycle access through the allocation through the retention or relocation of public rights of way.**



SWDP 45/1 - Broomhall Community and Norton Barracks Community (Worcester South Urban Extension)



**Key**

**Residential**  
Around 2600 mixed tenure homes

**Commercial/ Employment**

**Mixed Use Area** - comprising residential and employment (B1)

**Local Centre** - Including:

**Mixed Use Area** - Probable uses include:

- Retail space (amount to be determined) including medium scale convenience store and a range of smaller units
- Offices
- Residential
- Health centre
- Multi-purpose community space
- Community offices
- Restaurant / Cafe
- Creche
- Flexible workspace/ Enterprise units
- Landscape maintenance / horticulture facility

**School**

- Two form entry Primary School
- Nursery
- Associated play area and fields

**Significant Gap** - Including:

**Indoor Leisure**

- Flexible sports Hall (use to be confirmed at masterplanning stage)
- Bar/ Social space
- Changing facilities
- Equipment store

**Sports Pitches**

**Local Green Network**

**Residential** - Sufficient to provide surveillance for leisure facilities

**Local Green Network**

**A4440 Enhancements** (See SWDP 7 and Infrastructure Delivery Plan)

**Indicative Grade Separated Pedestrian and Cycle Crossing**

**Primary Access Route**

**Norton Road / Broomhall** (Restricted Access)

**Principal Pedestrian & Cycle Only Access**

**Other Development Requirements**  
(not shown on Plan)

Traveller Accommodation  
(One site of up to 10 pitches)<sup>1</sup>

1. Precise location to be determined through the masterplanning exercise with interested parties.



Diagram 1 – SWDP45/1



## Reasoned Justification

### The Development Strategy

1. When other sources of supply including the urban capacity of the city are taken into account, the evidence underpinning SWDP 3 shows that about 41ha of employment land and about 5,560 dwellings will be required around the urban edge of the city, of which 80 are within the city and the rest within the districts of Malvern Hills and Wychavon.
2. The analysis of the evidence indicates that the best prospect for achieving a sustainable pattern of development is by urban concentration, through the creation of five new urban extensions adjoining Worcester city to accommodate housing and mixed use development. This will enable high-quality design concepts to be pursued via masterplans. Issues to be addressed / incorporated will include:
  - a. Housing of mixed size and tenure.
  - b. Targeted local employment opportunities.
  - c. The provision of additional Green Space.
  - d. Open space, sporting and recreational facilities.
  - e. Educational provision.
  - f. Neighbourhood shopping facilities.
  - g. Infrastructure for the emergency services.
  - h. Community facilities, including primary health care.
3. The five locations are:
  - a. South of Worcester (Broomhall Community and Norton Barracks Community).
  - b. West of Worcester (Temple Laugherne).
  - c. East of Worcester (Kilbury Drive).
  - d. East of Worcester (Swinesherd Way).
  - e. North of Worcester (Gwillam's Farm).
4. The only two areas that could reasonably accommodate large-scale development are located to the south and west of the city. Both will provide the following:
  - a. Economic benefits through the provision of new employment opportunities in line with market demand.
  - b. New housing.



- c. Support to the improvement of links from east to west and particularly to the M5.
  - d. Links into the city through the provision of improved pedestrian / cycle and public transport facilities.
5. A somewhat greater proportion of development will go to the south (20ha of employment development and 2,600 dwellings) than to the west (5ha of employment and 2,150 dwellings).
  6. In addition, the evidence supports the allocation of a sub-regional employment site as a sixth urban extension to meet Worcester's employment needs, to be located to the southeast of Junction 6 of the M5. The city successfully accommodated growth at Warndon Villages in the 1990s. The objective is to use the best examples of that development, together with improvements that have emerged in urban design and green infrastructure planning, to create high quality places to live and work. Four issues play a significant role in defining how and where Worcester should grow to meet its economic and housing growth requirements. These are:

## A. Accessibility and Sustainable Transport

7. Providing access to jobs and essential services is a crucial part of delivering sustainable, economically-led and inclusive communities. Development at locations that can be accessed by means other than the private car and that provide efficient, accessible and attractive links to the city and the key employment, residential, health, education, leisure and transport (interchange) facilities, services and destinations across the city as a whole is essential. In conjunction with improvements to highway infrastructure at key points across the south Worcestershire area, this integrated and multi-modal approach will increase the efficiency of the transport network, help to reduce transport related carbon emissions and can improve the local environment and promote social inclusion.
8. It is vital that areas of growth link into the sustainable transport network and this can be achieved through the principles of sustainable development identified in SWDP 1 and sustainable transport in SWDP 4. This would bring benefits in terms of accessibility, economy, environment, air quality, health and overall quality of life. By allocating development in a number of strategic locations around the city, rather than in a single location, the potential to enhance public transport services via key transport corridors to / from Worcester is maximised. New or improved local public transport (bus) services will be provided to link the new developments with the city centre and key employment, residential, health, education, leisure and transport (interchange) facilities, service and destinations across the city as a whole and also the new housing areas and link to the existing settlements beyond the city. As part of the strategy to reduce congestion on the key arterial corridors into and across the city additional parking hubs could be delivered at or close to the urban extensions providing the opportunity to capture inbound car-borne traffic movement.
9. Every transport component is essential in making the whole strategy work. Worcestershire County Council's transport assessment looked at all aspects of transport including public transport, cycling and walking. This identified:

- a. The impact of the planned development on the capacity and the operation of the Worcester city network and the south Worcestershire strategic transport network as a whole.
- b. The package of transport infrastructure and service enhancement schemes needed to accommodate the travel demand generated by the planned development.
- c. The costs of mitigating transport schemes.

## B. Sustaining and Enhancing the Historic Character and Setting of Worcester

10. Worcester is a county town within a rural setting that is locally distinctive. Retaining important views and defining local character are considered to be very important. Much of the city's distinctive and historic character is maintained through sustaining and enhancing heritage assets such as the conservation areas and listed buildings within its boundaries, as well as promoting Green Space and protecting significant strategic views. In addition, the green belt to the north of Worcester fulfils the green belt purpose set out in the Framework "... **to preserve the setting and special character of historic towns**", as well as preventing the neighbouring towns of Worcester city and Droitwich Spa from merging into one another and checking the unrestricted sprawl of the West Midlands conurbation. Evidence from the Green Belt Review suggests that regardless of the extent to which the city may have to identify further land to meet its development requirements and needs, there would be areas of land outside the built-up areas of the city that should be retained as open land. This will be necessary to avoid the coalescence of villages whose individual identity and separation contribute to the distinctive rural setting of the city. The evidence from the Review demonstrates that the boundaries of the Green Belt at Worcester are robust and defensible.

## C. Nature Conservation

11. The protection of areas with nature conservation value is a key element in ensuring sustainable development. The Framework requires that for local plans to contribute to the natural and local environment, planning policies should "... **minimise impacts on biodiversity and geodiversity**". The focus is on the preservation, restoration and recreation of priority habitats, ecological networks and the protection and recovery of priority species. Worcester's Green Network is well established and valued and the Green Infrastructure Study (2007) that was carried out supports this approach and promotes a similar approach in the development areas. Furthermore, by linking local green network extensions with existing routes, opportunities for walking and cycling will be spread into the wider Worcester area.

## D. Flooding

12. The identification of the urban extensions took full account of information on flood risk and the vulnerability of land uses, informed by the Strategic Flood Risk Assessment (Levels 1 and 2) as updated in 2012 and 2014. The SFRA takes into account sources of flooding and the impacts of climate change. The aim is to direct development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Having applied the sequential test, development has



been steered to areas with the lowest probability of flooding. The search for sites avoided land wholly in the higher flood risk zones. Only small areas of some of the urban extensions have land that has a higher flood risk zone warning. On the basis of the SFRA evidence, the urban extensions are capable of accommodating the development proposed on Flood Risk Zone 1, including the more vulnerable development. Planning applications will need to be accompanied by site-specific flood risk assessments where necessary.

### **Broomhall Community and Norton Barracks Community (SWDP45/1)**

13. In assessing the development to the south, there are some important objectives that need to be fulfilled and these would be an integral part of a comprehensive masterplan. These objectives carry equal weight:
  - a. To create an environment that will be attractive to business investment, including high technology, manufacturing and knowledge-based services.
  - b. To create a sustainable, balanced mix of uses and a distinctive new community at Broomhall, which is self-sufficient in meeting its local needs.
  - c. To create Green Space at a scale and layout that retain the individual identities of the new Broomhall development and the existing Norton Barracks settlement, allow for direct access to local services for pedestrians and cyclists, do not allow vehicular journeys, except where crossed by the Norton Road / Local Centre / A38 link, and function as a biodiversity corridor and recreational space.
  - d. To ensure that the most important views of the Malvern Hills from the east of the site are not impeded by the new development.
  - e. Ensure appropriate measures to retain and enhance the significance of Middle Broomhall Farm listed building and its setting, as well as safeguarding its continued use by its sympathetic inclusion within the community hub as detailed in the masterplan.
  - f. To ensure that appropriate measures are employed to avoid or mitigate water course and surface water flooding and water quality concerns. The existing watercourses will need to be retained in open areas of Green Space and linked to appropriate SuDS techniques.
  - g. 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).
  - h. 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.
  - i. To provide emergency services infrastructure serving the local community.

14. The Plan has extended the Significant Gap (previously the M5 Protection Corridor, Worcester, and Strategic Gap, Wychavon) to the west of the M5 motorway so that land to the east and south-east of Norton Barracks is now subject to SWDP 2 D. In addition, land between Kempsey and the southern limit of the urban extension remains as Significant Gap. To assist in the delivery of a positive strategy towards the historic environment the Civil War battlefield viewing point adjacent to the Ketch roundabout/A38 will be retained and enhanced. Care will be needed in the treatment of the edges of the development area. In order to help minimise the impact on the Norton Barracks community, the Worcester South extension must include well-designed green buffer areas and set out a clear road hierarchy, with the road beyond any commercial development being traffic-calmed particularly in the vicinity of Norton Barracks. The road network within the urban extension will need to provide a route through to the Neighbourhood Centre from Norton Road roundabout and the A38.

### **Temple Laugherne (SWDP45/2)**

15. The development to the west of Worcester would relate closely to the existing city, but certain important objectives would need to be achieved. These are:
  - a. Provision for modern high technology and knowledge-based services, including links to the University of Worcester and the opportunity to provide business start-up units.
  - b. Create a sustainable, balanced mix of uses that will be an extension to the existing city area.
  - c. Maintain a Significant Gap that provides physical and visual separation between the development and the surrounding villages of Crown East and Lower Broadheath so that their unique characters and the setting of the city are both protected.
  - d. Ensure that the existing views across the area of the skyline of the city are not adversely impacted by the new development.
  - e. Reduce car dependency by enabling efficient public transport, walking and cycling within the development, whilst providing two-way opportunities for access to services within the existing city as well as to the countryside.
  - f. Create a cohesive place that relates to the existing city while recognising the importance of the landscape setting in providing an attractive living environment for a wide range of household types. Managing the transition between urban and rural will be essential in enabling the countryside to flow naturally into the development area from north and west.
  - g. Ensure there is safe and attractive access connecting the urban extension and Dines Green, to ensure enhanced connectivity between existing and new settlements. Two points of vehicular access are needed to serve the site. One of these will need to have direct access to the primary road network west of the city linking to the A4440. The second will need to link to the city road network such that impacts on traffic flows further into the city can be managed.

16. It will be important to ensure there is a smooth transition from the open countryside into the urban area, so the green 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.
17. The protection of the Earl's Court Scheduled Monument and listed buildings and their settings is consistent with SWDP 1, 6 and 24 and section 12 of the Framework.
18. The three smaller urban extensions are Kilbury Drive and Swinesherd Way (to the east) and Gwillam's Farm (to the north). Kilbury Drive and Gwillam's Farm consist of approximately 250 dwellings each, while Swinesherd Way will provide around 300.

### **Kilbury Drive (SWDP45/3)**

19. This site is located to the east of the city on land between Kilbury Drive and Swinesherd Way. It is well linked to the city and has good access to local facilities. To be sustainable the development of this site would need to meet the following objectives:
  - a. The creation of a sustainable and distinctive extension to the urban area, providing an attractive living environment for a variety of household types.
  - b. The provision of a biodiversity rich open space, including recreational space, on the sensitive higher ground to the north.
  - c. Reducing car dependency by facilitating efficient public transport, walking and cycling movements within the development, whilst providing opportunities for access to local shops, employment areas, local schools and other services within the city as well as to the countryside.
  - d. Providing appropriate visual and physical treatment to the boundary with Swinesherd Way.
  - e. Ensuring that appropriate measures are employed to mitigate noise and air pollution from the A4440.
  - f. Ensuring that appropriate measures are employed to avoid or mitigate surface water flooding and water quality concerns. The existing watercourse will need to be retained in an open area and linked to an appropriate Sustainable Drainage System.

### **Gwillam's Farm (SWDP45/4)**

20. This site lies immediately to the north of the city boundary, outside and to the west of the Green Belt and relates well to the city. In order to achieve a sustainable development here certain objectives would need to be met. These are:
  - a. The creation of a sustainable and distinctive extension to the urban area without barriers that would hinder integrating new development with the existing urban form.

- b. A high standard of design, ensuring the development makes a positive contribution to the quality of the environment consistent with its gateway location and provides an attractive living environment for a variety of household types.
- c. Retail development, including the existing retail use, must be restricted to a scale appropriate to serving the local community and should not create a new centre or retail destination.
- d. To sustain and enhance the significance of heritage assets including the setting of the Bevere Conservation Area and nearby listed buildings. The sensitive area in the west of the site close to the Bevere Conservation Area will be used for managed planting, open space and recreational provision serving the development, which will create a buffer separating the new development and the listed buildings, with development and landscaping being well-related to the topography of the site and the entrance to the Conservation Area adjacent to South Bevere.
- e. To accommodate existing rights of way within the buffer to the west and on the periphery of the site to the north, providing views of historic assets beyond the site itself.
- f. Reducing car dependency by enabling efficient public transport movements, walking and cycling within the development whilst providing opportunities for access to local shops, employment areas, local schools and other services.

#### **Swinesherd Way (SWDP45/5)**

21. This site lies to the east of Kilbury Drive between Swinesherd Way and the M5, immediately to the north of Whittington. In order for development to be suitably sustainable here the following objectives need to be achieved:
- a. Minimise car dependency by securing bus penetration and safe cycle and walking access by means of a bridge across Swinesherd Way, enabling residents to reach local services and employment opportunities.
  - b. A comprehensive SuDS scheme that deals with surface water flooding.
  - c. No built development beyond Flood Zone 1.
  - d. An agreed landscaping scheme and other measures that will mitigate noise pollution from the A4440 and M5 to acceptable levels.
  - e. Emergency vehicle and cycle / walking access only to Whittington village with the principal vehicular access onto the A4440.
  - f. To create Green Space at a scale and layout that functions as a biodiversity corridor and recreational space.

## **Worcester Technology Park (SWDP45/6)**

22. Although provision has been made for local employment opportunities within the city and the urban extensions, there is evidence to support a 70ha (gross) sub-regional employment site providing opportunities for existing manufacturing companies in the area to consolidate and expand by relocating to this site. The land is located immediately south-east of Junction 6 of the M5, a key gateway to the city. It lies within Wychavon District, but as the site abuts the city boundary it will provide serviced employment land to meet the growth of Worcester.
23. The North Phase of the Technology Park development (previously referred to as Phase 1) is counted as a commitment for SWDP 3 purposes. Within the North Phase, development will occupy up to 140,000 square metres on 27ha (net) next to J6 and could potentially provide for new headquarters, manufacturing, distribution and research and development facilities.
24. SWDP45/6 is the South Phase on the remainder of Worcester Technology Park, providing space for a cluster of other commercial companies, potentially involved in environmental and other high-technology sectors. Within the gross site allocation delineated on the Policies Map, about 16ha (net) is identified for SWDP 3 purposes.
25. The completed development will be designed and landscaped to appear as a single Technology Park and will include public open space, primary highway improvements and an ecological corridor. Two points of access will be provided. The current permission includes access to the Technology Park directly on to Crowle Lane at a point between Crowle Lane / Pershore Lane roundabout and Trotshill Lane. This route provides access to Warndon Villages and the city centre via the Trotshill motorway bridge. Development proposals will be tested through the Worcester Transport Models and the developer will fund any mitigation works, along with improvements to public transport, walking and cycling links.
26. Worcester Technology 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.



## WYCHAVON

### SWDP 46: Pershore

- A. Support will be given for the provision of a new cemetery, within or beyond the Development Boundary, if required by Pershore Town Council.
- B. Development will be restricted along the ridge of Allesborough Hill to protect views into and out of the town.
- C. Within Pershore, the sites in Table 19 below, as identified on the Policies Map, are allocated for development:

Table 19: Pershore Town Sites

| Policy Reference  | Site   | Indicative No. of Dwellings | Site Area (ha) |
|---|--|-----------------------------|----------------|
|   | <b>Mixed Use Allocation</b>                              |                             |                |
| SWDP46/1  | Garage, High Street (mixed use – residential and retail) | 20                          | 0.47           |
|   | <b>Residential Allocations</b>                           |                             |                |
| SWDP46/2  | Former Health Centre, Priest Lane                        | 13                          | 0.18           |
| SWDP46/3  | Garage Court, St Andrew's Road                           | 8                           | 0.19           |
| SWDP46/4  | Garage Court, Abbots Road                                | 13                          | 0.25           |
| SWDP46/5  | Land adjacent Conningsby Drive                           | 7                           | 0.74           |
| SWDP46/6  | Land off Defford Road                                    | 21                          | 1.22           |
| <b>Pershore Allocations Total (excludes urban extensions)</b> |  | <b>82</b>                   | <b>3.05</b>    |

### Reasoned Justification

1. Pershore is identified as an “Other Town” within the Plan’s Settlement Hierarchy (SWDP 2). This means Pershore is an appropriate location to accommodate a proportion of south Worcestershire’s employment and housing growth over the Plan period. In identifying the level and location of growth, particular consideration has been given to:
  - a. Topography and protecting views to and from the town and to and from Pershore Abbey;

- b. The historic settlement pattern and features within the Conservation Area;
- c. The River Avon and its functional floodplain; and
- d. The need for infrastructure improvements at Pinvin crossroads, public transport enhancements and local support for the link road between Wyre Road and the A44 bypass.

In seeking to accommodate further growth, there is an aspiration to secure high quality development and regenerate the town's brownfield sites including the garage at the High Street / King George's Way junction. In the interests of sustainable development, the re-use of Previously Developed Land is seen as a priority for this Plan. New development must be designed to a high quality and integrate into the surrounding landscape / townscape to complement protected areas of open space and Pershore's Conservation Area.

## SWDP 47: Pershore Urban Extension

**Within the areas identified on the Policies Map, two sustainable, well-designed urban extensions are proposed. These sites will come forward in accordance with the requirements in A & B below.**

### **A. SWDP47/1 Land to the North of Pershore (37.4ha)<sup>(140)</sup>**

**On three parcels of land to the west of Station Road, south of Wyre Road and north of the junction of Station Road and Wyre Road, the delivery of approximately 695 new homes to include capacity enhancement of the Pinvin Road junction and, if justified, a new link road between Wyre Road and the A44.**

### **B. SWDP47/2 Land to the North-East of Pershore**

**On land to the north of Wyre Road, an allocation of 5ha of employment land for B1, B2 and B8 uses.**

## Reasoned Justification

1. Pershore is identified as an “Other Town” within the Plan’s Settlement Hierarchy (SWDP 2). This means Pershore is an appropriate location to accommodate a proportion of south Worcestershire’s employment and housing growth over the Plan period. Pershore has a limited availability of suitable land within the defined development boundary, as demonstrated in SWDP 46 Table 19 and the SHLAA. Therefore, urban extensions to the north of the town are proposed, comprising approximately 695 dwellings at Station Road / Wyre Road and 5ha of employment land north of Wyre Road adjacent to the existing established Keytec Business Park. In identifying the level and location of growth particular consideration has been given to:
  - a. Topography and protecting views to and from the town and to and from Pershore Abbey;
  - b. The historic settlement pattern;
  - c. The River Avon and its functional floodplain; and
  - d. The need for infrastructure improvements at Pinvin crossroads, public transport enhancements and local support for the link road between Wyre Road and the A44 bypass.
2. In directing development to the north of the town it is important that infrastructure improvements are secured. These include improvements to the Pinvin crossroads junction and other locations on the A44 (a key link between Pershore and both the M5 and A46

<sup>140</sup> 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.

Trunk Road). The provision of the Northern Link Road from the A44 / Wyre Piddle bypass roundabout to Keytec 7 Business Park has strong local support and may also be delivered<sup>(141)</sup>.

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141    Worcestershire County Council will consider this link road scheme if a suitable business case can be justified and significant private funding is provided - LTP3 SW16.

## SWDP 48: Droitwich Spa

- A. Within the development boundary and the urban extensions opportunities will be taken, where appropriate, to create new accessible green spaces in order to reinforce the town's 'Spa' status.
- B. Opportunities for the regeneration of Westlands will be supported, focusing on the neighbourhood centre, improvements to the public realm and layout.
- C. Development proposals should contribute towards the delivery and enhancement of the Droitwich Diamond Jubilee Walk and take opportunities, where appropriate, to create linkages to this network.
- D. Within Droitwich Spa, the sites in Table 20 below, as identified on the Policies Map, are allocated for development:

Table 20: Sites in Droitwich Spa

| Policy Reference   | Site   | Indicative No. of Dwellings | Site Area (ha) |
|--|--|-----------------------------|----------------|
|  | <b>Residential Allocations</b>   |                             |                |
| SWDP48/1 <sup>(142)</sup>  | Land off Vines Lane  | 100                         | 3.10           |
| SWDP48/2   | Boxing Club, Kidderminster Road  | 10                          | 0.11           |
| SWDP48/3   | Oakham Place   | 6                           | 0.16           |
| SWDP48/4   | Acre Lane  | 20                          | 0.38           |
| SWDP48/5 <sup>(143)</sup>  | Willow Court, Westwood Road  | 10                          | 0.17           |
|  | <b>Mixed Use Allocations</b>   |                             |                |
| SWDP48/6 <sup>(144)</sup>  | Canal Basin (Netherwich) (mixed use – residential, retail and leisure) | 80                          | 1.10           |
| <b>Droitwich Spa Allocations Total (excludes urban extensions)</b> |  | <b>226</b>                  |                |

142 To take full account of heritage assets. The Scheduled Monument that forms part of the site will be protected consistent with Policies SWDP 6 and SWDP 24, and enhanced in a manner to be agreed with the local planning authority and their archaeological advisors consistent with the significance of the heritage asset. To protect and conserve the significance of nearby heritage assets, including their setting, such as Droitwich Conservation Area and the Church of St Augustine.

143 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.

144 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, and safe access and egress will be incorporated.



## Reasoned Justification

### Urban Capacity

1. Droitwich Spa is identified as a “Main Town” within the Settlement Hierarchy (SWDP2), which means that it is an appropriate location to accommodate a proportion of south Worcestershire’s employment and housing growth over the next two decades. In seeking to accommodate this growth, there is an aspiration to build on the legacy of quality developments that exist in the town. Developments must be facilitated in such a manner that they deliver high quality design, public open space and sympathetic integration into the surrounding rural area without impinging upon recognised areas of sensitivity adjacent to the town.
2. In accordance with the strategy and the SWDP focus on employment, strong support is given for the following:
  - a. Safeguarding employment sites.
  - b. Urban focus on tourism opportunities.
  - c. Maintaining the viability and vitality of the town centre.
  - d. Investing in the shopping centre and the existing employment sites.
  - e. Seeking to maximise capacity on current employment sites through inward investment.
3. In identifying appropriate levels of growth for Droitwich Spa, the following constraints have been taken into account:
  - a. Natural barriers including River Salwarpe, Elmbridge Brook, steep slopes and potential impacts on landscape.
  - b. Man-made barriers including the M5, A38 (Roman Way), railway, canal and Green Belt to the north and south of the town.
  - c. Historic settlement pattern and features including listed buildings, town parks, historic gardens and parkland, i.e. Westwood House.
4. With regard to future retail development, where there is evidence of further need this will be addressed through the relevant policies within the SWDP.
5. The broad location for development to meet the requirements of Droitwich Spa has been identified as:
  - a. Within the development boundary - residential development for 226 homes.
6. No further retail allocations are identified within the town, a position supported by evidence from the Retail Study and Employment Land Review. However, a further 10ha of employment land has been allocated to the west of the Stonebridge Cross Business Park (SWDP49/3), in accordance with the economic development strategy. In addition

to this a further 3.5 ha of employment uses have been identified at the Copcut Lane urban extension (SWDP49/1).

7. Through the SHLAA, it has only been possible to identify a limited number of 'brownfield' sites within the town. These are set out in this policy, with the main site delivering 100 homes on an existing employment site off Vines Lane. The location and existing infrastructure on the site raised the issue of on-going viability for employment use and the close proximity to the town centre provides an opportunity to deliver high-quality housing in a sustainable location. The Scheduled Ancient Monument that forms part of the Vines Lane site will be safeguarded.
8. There is an opportunity to consider the mixed use canal side regeneration of the Netherwich Basin (SWDP48/6) alongside the redevelopment of the former Baxenden Chemicals site off Union Lane. This recently released brownfield site has the potential to deliver a residential scheme, which alongside the canal basin allocation, would rejuvenate this area of Droitwich Spa and make safe and attractive links to the adjacent town centre.
9. The remaining sites are smaller but provide opportunities for limited infill as well as delivering opportunities to enhance existing community facilities lost elsewhere to redevelopment, e.g. the Boxing Club and Girl Guides / Scout Hall.

**SWDP 49: Droitwich Spa Urban Extensions**

Within the areas identified on the Policies Map, three sustainable, well-designed urban extensions are proposed. These sites will come forward in accordance with the requirements in A – C below.

**A. SWDP49/1 Copcut Lane**

- i. Provision of approximately 740 new homes (40 ha).
- ii. Provision of 3.5ha of B1 and B2 employment uses.
- iii. A neighbourhood centre incorporating local shops and community facility and emergency services infrastructure.
- iv. Access off the A38 Roman Way, with enhanced public transport, cycle and pedestrian connections to Chawson and the town centre via Chawson Lane.
- v. Development proposals should contribute towards the delivery and enhancement of the Droitwich Diamond Jubilee Walk and take opportunities, where appropriate, to create linkages to this network.
- vi. A landscaping strategy for the southern edge of the site, adjacent to Copcut Lane, to minimise the impact of the development on the countryside beyond.
- vii. A landscaping “buffer” along the edge of the railway line.

**B. SWDP49/2: Yew Tree Hill<sup>(145)</sup>**

- i. Provision of approximately 765 new homes (44 ha).
- ii. Provision of 200 unit care facility (C2 uses).
- iii. A local neighbourhood centre incorporating local shops, food outlets, leisure/entertainment and community facilities. A police post should be provided within this element of the development.
- iv. Upgraded access to A38 at the junction with Pulley Lane and necessary engineering works along the length of Pulley Lane as required to accommodate the level of proposed development.
- v. Enhanced public transport, cycle and pedestrian connections to the town centre via Newland Road and Primsland Way.

<sup>145</sup> 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. Development proposals should contribute towards the delivery and enhancement of the Droitwich Diamond Jubilee Walk and take opportunities, where appropriate, to create linkages to this network.
- vii. A landscape strategy for the southern edge of the site, adjacent to Pulley Lane, to minimise the impact of the development on the countryside.
- viii. The setting of the Salwarpe Conservation Area should be protected, conserved and where possible enhanced through any development proposal.

#### **C. SWDP49/3: Stonebridge Cross Business Park**

- i. Provision of approximately 10ha of B1, B2 and B8 employment land.
- ii. Improved accessibility to the town centre.
- iii. Appropriate landscaping, screening the development from Westwood House and its historic parkland, and the protection of views to / from the nearby public footpath.
- iv. The significance of Westwood House, the Registered Park and Garden, including its setting and key views to and from the asset should be protected and conserved.

### **Reasoned Justification**

#### **SWDP49/1**

1. The land at Copcut Lane is allocated for housing, delivering a mixed-use sustainable urban extension. This will comprise 740 homes of an appropriate mix, size and tenure, along with a local service centre. In order to ensure a supply of sites that will strengthen the local economy and balance the employment locations to the north of the town, the urban extension will include 3.5ha of high quality B1 and B2 employment land.
2. Features of the approved scheme include enhanced open spaces, continued management of the community woodland, retention of the allotments and securing of a link in the Droitwich Diamond Jubilee Walk around the town. Links to the open countryside beyond via the existing public footpath network will also be secured. Any development will be required to respect the setting of the Salwarpe Conservation Area and the location on the rural / urban fringe of the town.
3. Access is to be provided off the A38 and no vehicular access (other than for emergency purposes) will be allowed off Copcut Lane. Pedestrian and cycle access to the town will be provided via Chawson Lane and a regular bus service will link to locations in the town centre.

**SWDP49/2**

4. Land is allocated at Yew Tree Hill to deliver a sustainable urban extension to the south of the town. This will comprise 765 homes of an appropriate mix, size and tenure, along with a local service centre. The latter will provide for a range of retail, leisure and entertainment outlets as well as community facilities to include a police post. In order to help address an identified residential care need over the plan period the site will also deliver a 200 unit care facility (C2 uses).
5. Features of the scheme should include open space and the enhancement of the Droitwich Diamond Jubilee Walk around the edge of the town. Links to the open countryside beyond via the existing public footpath network will be secured. The setting of the higher ground around the water tower should be respected. The location of the urban extension on the rural / urban fringe of the town is acknowledged and the landscape strategy should incorporate enhancement measures to minimise the impact of the development on the open countryside beyond.
6. Vehicular access will be only via Pulley Lane, on to the A38 and the necessary junction and highway upgrades beyond the allocated site boundary will need to form part of any planning application. Public transport and emergency vehicle access, along with cycling and pedestrian links, will be acceptable from Newland Road to Primsland Way and to the town centre beyond. The provision of a timetabled bus service to the town centre should form part of any development to enhance the locations sustainable development credentials.

**SWDP49/3**

7. A further extension of 10ha of employment land has been allocated as an extension of Stonebridge Cross Business Park, which is supportive of the economic development strategy. The sensitivity of the allocation adjacent to Westwood House and its associated parkland (Grade 1 listed, designated historic parkland) is acknowledged and a landscaping planting belt is included within the allocation to provide a landscape buffer.



## SWDP 50: Evesham

- A. Proposals will be supported that facilitate the on-going regeneration of Port Street and the High Street, with a focus on enhancing the historic character of these areas and retaining retail uses at ground floor level.
- B. Proposals that support the regeneration and redevelopment of sites for employment uses at Four Pools Industrial Estate will also be considered favourably.
- C. The historic site of the Battle of Evesham – the Battle Well Field, to the north of Greenhill and its wider setting – will be protected from inappropriate development.
- D. Within Evesham, the sites in Table 21 below, as identified on the Policies Map, are allocated for development:

Table 21: Sites in Evesham

| Policy Reference          | Residential Allocations                                      | Indicative No. of Dwellings | Site Area (ha) |
|---------------------------|--|-----------------------------|----------------|
| SWDP50/2 <sup>(146)</sup> | Employment site, top of Kings Road                           | 100                         | 3.8            |
| SWDP50/3                  | Nursery at Bewdley Lane / Blind Lane                         | 59                          | 2.46           |
| SWDP50/4                  | Land off Davies Road (former leisure centre)                 | 36                          | 1.21           |
| SWDP50/5                  | Land at Offenham Road East                                   | 15                          | 1.88           |
| SWDP50/6                  | Land behind Lichfield Avenue                                 | 20                          | 1.44           |
| SWDP50/7 <sup>(147)</sup> | Land off Abbey Road  | 200                         | 19.78          |
| SWDP50/8                  | Land at Aldington Lodge                                      | 70                          | 3.44           |
|                           | <b>Evesham Allocations Total (excludes urban extensions)</b> | <b>550</b>                  |                |

## SWDP50/7 – Land off Abbey Road, Evesham

- E. Within the area identified on the Policies Map, a sustainable, well-designed development will be delivered which will include:

146 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.

147 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.

- i. Provision of approximately 200 dwellings;**
- ii. The provision of a community orchard reflecting the town's heritage adjacent to or with a clear visual connection to Abbey Road – no residential development will be permitted abutting the site boundary with Abbey Road;**
- iii. The southern and western perimeters of the site should be sensitively designed in order to maintain vistas from within the site to the river with appropriate landscaping;**
- iv. Built development will be set back from Boat Lane to the north and south in order to provide an adequate buffer to protect existing views and the setting of heritage assets;**
- v. Low rise development along the western edge of the site;**
- vi. Abbot Chyryton's Wall, a Scheduled Monument that forms part of the site, will be protected consistent with Policies SWDP 6 and SWDP 24, and enhanced, and the significance of other heritage assets including Evesham Abbey and Evesham Conservation Area will be protected, in a manner to be agreed with the local planning authority and their archaeological advisers consistent with the significance of the heritage asset;**
- vii. Vehicular access will only be permitted off Abbey Road, to ensure impact on the existing road network is mitigated;**
- viii. Extension to the riverside meadows linking Corporation Meadows round to Boat Lane to improve connectivity.**

## **Reasoned Justification**

### **Evesham Urban Capacity**

1. Evesham is identified as a "Main Town" within the Plan's Settlement Hierarchy (SWDP 2), which means that it is an appropriate location to accommodate a proportion of south Worcestershire's employment and housing growth over the Plan period.
2. There is limited land available within the town centre to accommodate Evesham's employment and housing needs through the Plan period and those sites that are available have been identified above.
3. In seeking to accommodate Evesham's needs, the aspiration is to build on the legacy of quality development that already exists in the town. Development must be facilitated

in a manner that delivers high quality design, public open space and full integration into the surrounding rural area without compromising the landscape or townscape.

4. Evidence obtained from the South Worcestershire Joint Core Strategy Issues and Options consultation in 2007 supported a concentration of housing growth in the main towns and also identified the following constraints that needed to be taken into account:
  - a. Natural barriers: the Rivers Avon and Isbourne and their floodplains.
  - b. Man-made barriers: A46(T).
  - c. Historic settlement patterns, conservation areas, listed buildings and scheduled ancient monuments etc.
  - d. Accessibility to services.
5. With regard to future retail development, where evidence demonstrates further need, this will be supported through the relevant policies within the SWDP.
6. The Abbey Lane site is allocated for housing, delivering a sustainable urban extension of approximately 250 homes. Given that the site is extant protected open space and prominent in the landscape, a lower density is considered appropriate for this scheme. The site will be required to provide an orchard that reflects the cultural heritage of the town and to preclude built development from the area adjacent to Abbey Road to maintain its open character. Also, given that this is an important gateway to the town centre, it is important that the site is sensitively designed to protect and enhance its special qualities.

## SWDP 51: Evesham Urban Extensions

Within the areas identified on the Policies Map, three sustainable, well-designed urban extensions are proposed. These sites will come forward in accordance with the requirements in A – C below.

### A. SWDP 51/1 Cheltenham Road, Evesham (22.47ha)

- i. Provision of approximately 500 homes;
- ii. Protection of the Chemtura employment site;
- iii. The southern and western perimeters of the site should be sensitively designed in order to enhance the river environment whilst protecting the Special Wildlife Site (SWS);
- iv. A landscape buffer will be provided to the southern and south-westerly boundaries of the site in order to protect the setting of Evesham and views from the Cotswolds Area of Outstanding Natural Beauty (AONB).

### B. SWDP51/2 South of Pershore Road, Hampton (10.54ha)

- i. Provision of approximately 400 homes;
- ii. The provision of a new pedestrian / cycle bridge across the River Avon from Hampton to the town centre;
- iii. Enhancements to Hampton Ferry infrastructure;
- iv. The provision of a new farm shop.

### C. SWDP51/3 Vale Industrial Park, Evesham<sup>(148)</sup>

- i. Provision of approximately 34ha of B1, B2 and B8 employment land and landscaping;
- ii. Provision of public open space to serve as both a facility for employees and a setting for the development;
- iii. No development will be permitted on the narrow stretch of land designated Flood Zone 2 and 3b unless it is justified by a site-specific flood risk assessment and subject to prior approval of the detailed design by the SWC in consultation with the Environment Agency;

<sup>148</sup> 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, and safe access and egress for all parts of the development will be incorporated.

- iv. **Appropriate boundary treatments that will respect the existing landscape and provide a natural progression into the open countryside whilst sensitively protecting views into and from the site. In particular, views from Longdon Hill need to be protected and the development suitably screened and landscaped from the A46**
- v. **Protection and enhancement of the adjacent Scheduled Monument in a manner to be agreed with the local planning authority and their archaeological advisers consistent with the significance of the heritage asset.**

### **Reasoned Justification**

1. In preparation of the Plan, the evidence indicated that new growth post-2013 would need to be located predominantly outside the current development boundary. This is in order to meet Evesham's employment and housing needs through the Plan period.
2. It is therefore considered necessary to allocate two residential urban extensions (west of Cheltenham Road and south of Pershore Road, Hampton), as well as a further extension of Vale Industrial Park to the south of the A46(T).
3. The Cheltenham Road site is allocated for housing, delivering a sustainable urban extension of approximately 500 homes. As this is an important gateway entrance to Evesham it will be crucial to ensure that the southern and western perimeters of the site are sensitively designed to both protect the Special Wildlife Site and views from the AONB and enhance the river environment and the setting of Evesham.
4. The Pershore Road, Hampton site is allocated for housing, to deliver a sustainable urban extension comprising approximately 400 homes. Due to its location it will also be required to provide a new pedestrian / cycle bridge across the River Avon from Hampton to the town centre and enhancements to Hampton Ferry infrastructure to ensure that future occupiers will be able to benefit from alternative modes of transport other than the car.



## MALVERN HILLS

## SWDP 52: Malvern

A. Within Malvern, the sites in Table 22 below, as identified on the Policies Map, are allocated for development:

Table 22: Malvern Residential Sites

| Policy reference         | Site   | Indicative No. of Dwellings | Site Area (ha) |
|--------------------------|--|-----------------------------|----------------|
| SWDP52/1                 | Walsh's Yard, Poolbrook Common Road            | 5                           | 0.35           |
| SWDP52/2                 | Former BMX Track, off Mayfield Road            | 59                          | 1.95           |
| SWDP52/4                 | Homestead, Halfkey                             | 5                           | 0.26           |
| SWDP52/5                 | Portland House, Church Street                  | 15                          | 0.22           |
| SWDP52/8                 | Lansdowne Crescent (former hospital site)      | 15                          | 0.27           |
| SWDP52d <sup>(149)</sup> | Land at Mill Lane, Poolbrook                   | 63                          | 3.93           |
| SWDP52i                  | Land at Lower Howsell Road (former allotments) | 110                         | 5.51           |
| SWDP52f <sup>(150)</sup> | Pickersleigh Grove (part of Hayslan Fields)    | 44 <sup>(151)</sup>         | 3.29           |
| SWDP52m                  | Former Railway Sidings, Peachfield Road        | 20                          | 0.66           |
| SWDP52s                  | Victoria Road Car Park                         | 21                          | 0.28           |
| SWDP52w                  | Land off Brook Farm Drive, Poolbrook           | 77                          | 4.24           |
| SWDP52y                  | Broadlands Drive, Malvern                      | 33                          | 1.81           |
| SWDP52*                  | Barracks Store, Court Road, Malvern            | 28                          | 0.81           |
|                          | <b>Malvern Allocations Total</b>               | <b>495</b>                  |                |

149 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.

151 44 dwellings is the net total. The gross figure for this site is 92, which includes 48 existing dwellings that are due to be demolished.

150 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.

## Reasoned Justification

1. Malvern's urban capacity on smaller sites within or immediately adjoining the development boundary has been established at approximately 559 dwellings, together with 300 dwellings and 4.5ha of employment land on the Malvern Technology Centre (QinetiQ) site (SWDP 53). In order to meet the amount of development set out in the Development Strategy, an additional 15.1ha of employment land and a strategic site for 800 dwellings, together with associated infrastructure has been allocated outside the development boundary (see separate policies SWDP 54 and SWDP 56).

## Malvern Urban Capacity

2. A detailed site assessment has been undertaken, to understand the capacity of Malvern to accommodate the level of employment and housing development being proposed in accordance with the Development Strategy. The saved Malvern Hills Local Plan (2006) met housing and employment allocations on previously developed land only and on sites within the identified settlement boundary. However, such opportunities are now limited. SWDP 52 identifies those smaller sites within the urban area both within and immediately adjoining the development boundary that will be brought forward for housing development. These are either existing brownfield sites, greenfield sites that are not considered to be essential for retention as public open space or other urban greenspace, as set out in the saved Local Plan and informed by the Malvern Urban Green Space Strategy 2003.
3. Development within the town will be designed to conserve its historic character and protect important views to and from the Malvern Hills. New development will respect the conservation areas in terms of the pattern of existing development, height, scale, form and materials.

**SWDP 53: Malvern Technology Centre (QinetiQ)**

- A. Within the area identified on the Policies Map (26ha), a sustainable mixed-use development of 15.4ha (as identified as Area A on the Diagram for SWDP53 below) will be provided, including:**
- i. At least 4.5ha of B1(b) (or associated uses) employment land.**
  - ii. Provision of approximately 300 dwellings, of which up to 40% will be affordable housing in accordance with the requirements of policy SWDP 15.**
  - iii. Public open space and recreational facilities including children's play facilities and informal open space, linking to green corridors, such as the common land to the south.**
  - iv. Proposals for the development of this site will address:**
    - **vehicular access to the site through existing residential areas;**
    - **existing congestion in the vicinity of the current site entrances; and**
    - **segregation of employment and housing land uses.**
- B. The remaining 10.6ha (as identified as Area B on the Diagram for SWDP53 below) will be safeguarded for B1 use class and associated development.**

**Reasoned Justification**

1. The site at Malvern Technology Centre (QinetiQ) is critical in terms of anchoring high technology industry at Malvern to meet the economic vision for south Worcestershire.
2. Land at the Malvern Technology Centre (QinetiQ) was allocated in the former Malvern Hills Local Plan for B1(b) use. The site is under-utilised, in part due to out-of-date premises that are occupied at a relatively low density. It is considered that these could yield greater job densities, thus helping to deliver greater economic prosperity on a smaller area of land and releasing part of the current site for additional employment uses and housing. The site owners have been pursuing a masterplan in order to rationalise the site.
3. To the north of the Malvern Technology Centre (QinetiQ) is the Malvern Hills Science Park, the potential and continued success of which is important to Malvern's future. The limited space available for future expansion and growth and the need to provide longer-term capacity for new incubator space and grow-on capacity for existing companies seeking to develop their own purpose-built accommodation means that the land needs to be safeguarded for future business use. The partner authorities consider that

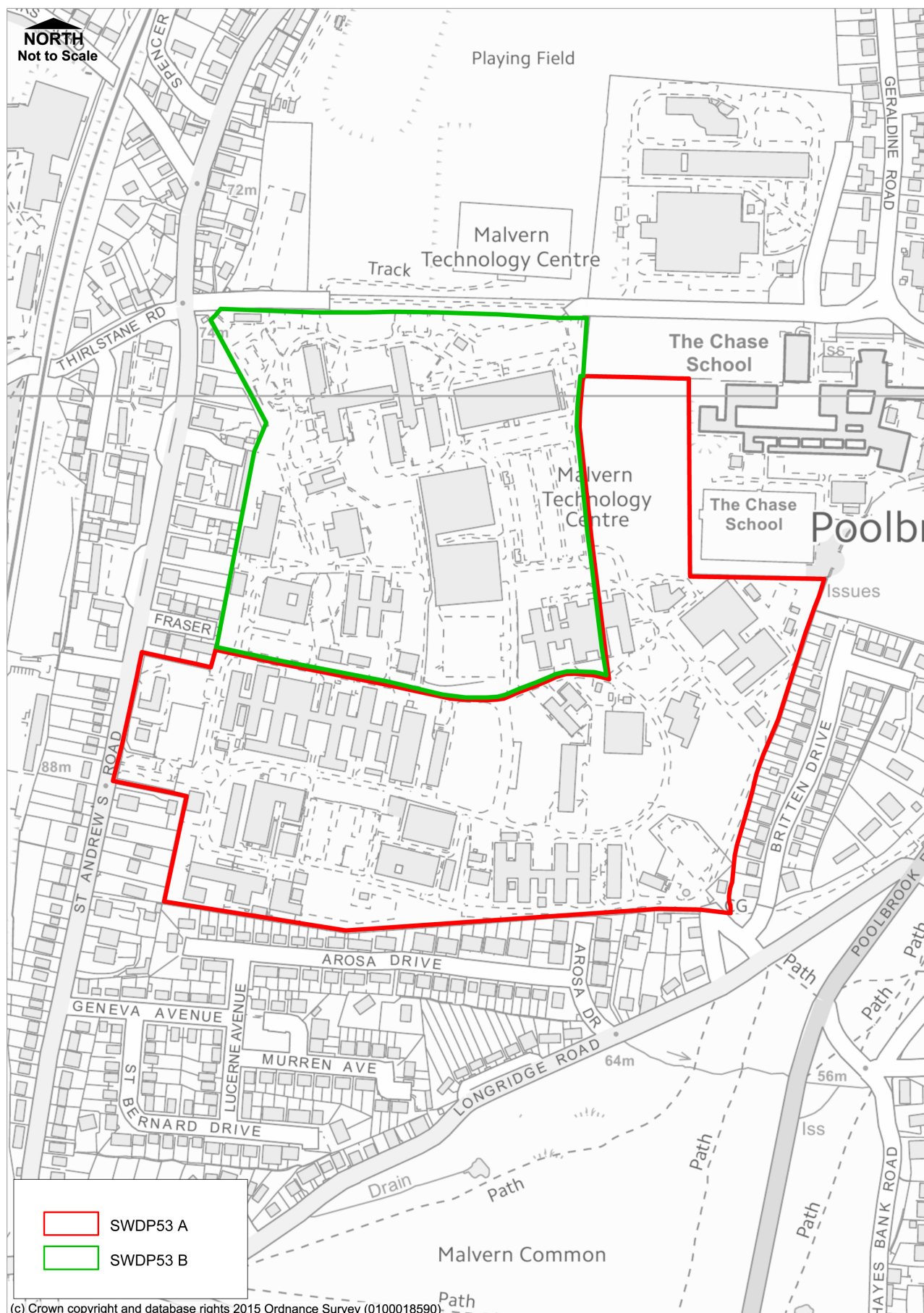
comprehensive consideration of proposals to rationalise the existing Malvern Technology Centre (QinetiQ) site, release surplus land for mixed use development and build on the success of the Malvern Hills Science Park offers a real opportunity to promote a Malvern innovation and technology park in association with the mixed use allocation and enable a comprehensive approach to future access and servicing arrangements to be adopted.

4. The allocation will be considered within the context of the adjacent areas, including the Malvern Hills Science Park to the north. Consideration should be given to enhancing access and connections between the two sites and rationalizing vehicular movements in the area.
5. That part of the allocation to which SWDP53 A relates (as identified on the Diagram for SWDP53 below) will be limited to B1(b) development and associated uses. It is anticipated that it will accommodate “grow on” space for businesses emerging from the adjacent Malvern Hills Science Park, or will provide land for new investment into the area from high technology businesses that complement the work of Malvern Technology Centre (QinetiQ) or the Science Park. It is crucial, therefore, that future development at the site continues to promote inward investment as a necessary part of the research and development focus for south Worcestershire.
6. The site will deliver a new sustainable community within the existing built-up area of Malvern. The development will also deliver the following through the redevelopment of part of the existing Malvern Technology Centre (QinetiQ) employment site:
  - a. 4.5ha of B1(b) employment land.
  - b. Approximately 300 dwellings, based on a mix of housing types.
  - c. Public transport and walking / cycling infrastructure.
  - d. Public Open Space.
7. Objectives and context:
  - a. The continued success of Malvern Hills Science Park in fostering and developing innovation and technology-based companies needs to be recognised and opportunities provided for those businesses to remain in the area and to grow and expand their premises. Additional employment land, mainly based on high technology industry associated with the existing Malvern Technology Centre (QinetiQ) site and Malvern Hills Science Park, needs to be safeguarded. This will be necessary to promote economic prosperity and bolster Malvern’s role within south Worcestershire as a location for high quality, high technology employment. The redevelopment of the proposed employment areas should also enhance potential for the sharing of facilities and facilitate improved pedestrian movement between this area and the Science Park to create a broader-based innovation campus.
  - b. To provide a highly sustainable brownfield site, allowing for more efficient use of the existing Malvern Technology Centre site and providing a mixed-use development that enables people to live near local services and community facilities in Barnards Green and Great Malvern town centre.

- c. Given the relatively constrained nature of the site within a primarily residential area, a comprehensive approach to the redevelopment of the new and retained employment site is required to consider the associated access and traffic issues, in order to minimise any adverse impact from future developments.
- d. To provide sustainable transport choices for walking and cycling to access nearby local facilities such as schools, health facilities and shops. Public transport to and from the site serves Great Malvern and Malvern Link stations as well as the surrounding urban area. A network of footpaths from the site allows access to the existing built up part of Malvern.
- e. To provide a development that is constructed to high design and energy efficiency standards.



### Diagram 3 - SWDP 53 Malvern Technology Centre (QinetiQ)



**SWDP 54: Blackmore Park**

- A. 5.1ha of land at Blackmore Park, as identified on the Policies Map, is allocated for B1, B2 and B8 employment uses.**
- B. Development should take full account of landscape issues and recognise the value of the existing woodland to the south.**

**Reasoned Justification**

1. There are a number of important employment sites within Malvern, with a particular concentration on technology and research at the Malvern Hills Science Park and the Malvern Technology Centre (QinetiQ). The South Worcestershire Employment Land Review (2011) identified the need for further employment land allocations within Malvern to facilitate the area's economic prosperity and job creation throughout the plan period.
2. Blackmore Park is an existing employment site and currently has permission for expansion for employment uses. It is a brownfield site located within 2.4 km of Malvern town centre and the landowners continue to promote and improve it for employment uses. It is proposed through the SWDP that the site is extended onto adjacent land that is part residual brownfield land and part greenfield land.
3. Access to the site and its infrastructure has been substantially improved in recent years. Planning permission was granted for approximately 84,000 square metres of mixed use business space and a 1,800 square metres high-technology workspace unit has now been completed.
4. The Employment Land Review supported the need for an additional 4.5ha of employment land at Blackmore Park. The area to the west of the current employment site that includes some of the existing (brownfield) elements of Blackmore Park. The allocation of 5.1 hectares for employment uses reflects physical features on the ground and establishes logical boundaries to the allocation and provides an important additional location for general employment uses.
5. It is considered that allocating further land for employment uses at this location will help to boost Malvern's employment offer through providing space for local companies. The area may also accommodate other B2 employment uses that would not be appropriately located on the high technology sector land at Malvern Technology Park.
6. The site is located near to the Malvern Hills Area of Outstanding Natural Beauty and landscape issues will be of particular importance. In particular, the edge of any new development will be controlled, to maintain the gap between Blackmore Park and the Three Counties Showground and protect Langdale Wood, an important Special Wildlife Site to the south.

**SWDP 55: Three Counties Showground**

(152)

- A. 38.62 ha of land at the Three Counties Showground is safeguarded for agriculture, horticulture, equestrianism and other countryside-related uses. A masterplan for the site will be developed with the landowners. In particular, account will be taken of the location of the showground within the important landscape setting of the Malvern Hills Area of Outstanding Natural Beauty.**
- B. The development and redevelopment of facilities and infrastructure directly related to the operation of the Three Counties Showground will be permitted where:**
  - i. the use would not be more appropriately located in a town centre (see Policy SWDP 10);**
  - 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 SWDP 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**

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 related to agriculture, horticulture, equestrianism and other countryside pursuits. The site should be retained to allow for continuation of its role as a rural showground and to enhance its tourism and economic role, whilst allowing careful consideration of development in the context of its important landscape setting within the Malvern Hills Area of Outstanding Natural Beauty (see SWDP 23).
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

152 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.

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 Area of Outstanding Natural Beauty landscape in which it is situated. Malvern Hills District Council has worked closely with the Three Counties Agricultural Society towards building a masterplan and vision for the site that will allow for its continued success whilst having regard for its impact on the landscape, local residential amenity, infrastructure and services. 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 SWDP 5.

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.

**SWDP 56: Development at North East Malvern**

- A. Within the area of North-East Malvern, 56.84ha (gross) of land, as identified on the Policies Map, are allocated for a sustainable, well-designed mixed-use urban extension.**
- B. Development within this area will incorporate the following elements:**
  - i. 10ha of employment-generating uses.**
  - ii. 800 dwellings of which up to 40% will be affordable housing in accordance with SWDP 15.**
  - iii. Community infrastructure including a primary school, a community hall, a cemetery and a police post.**
  - iv. Green Infrastructure to provide public open space, including play space, formal playing pitches, informal recreation areas and allotments and to facilitate the physical and visual separation of the development from the settlement of Newland.**
  - v. Facilities for public transport and safe pedestrian and cycle routes linking to local shops, including the Malvern retail park, employment areas, health care, education and Malvern Link Station.**
  - vi. Neighbourhood shopping facilities.**
- C. A comprehensive masterplan will be required for the site and will need to address the following:**
  - i. The potential to enhance the area as a gateway entrance into Malvern along the site's boundary with the A449, by allowing access from the Townsend Way roundabout.**
  - ii. A Green Infrastructure concept plan that achieves the requirements in B iv above.**
  - iii. Mitigation of the impact on the adjacent Newland Conservation Area and on nearby listed buildings and their setting.**
  - iv. The retention of long-distance views to and from the Malvern Hills across parts of the site.**
  - v. Opportunities for connection to and integration with existing and proposed development, for example at the Royal Estates and the former allotments site allocation to the south (SWDP 52i), through appropriate road, footpath and cycle links and through opportunities for regeneration.**



## Reasoned Justification

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

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 SWDP 56 B (iv) there will be some inter-visibility between the new development and Newland village. To the north-west the railway forms a strong physical and visual boundary. To the south, the boundary is the Council Depot and recycling plant.
3. To allow sufficient space for vehicular and cycle access, direct access from the A449 to the south will provide the principal 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.
4. The south-west site boundary lies adjacent to the former allotment site off Lower Howsell Road, now allocated for housing (SWDP52 i). Pedestrian and cycle links between the two sites should be provided to enhance interconnectivity with the wider Malvern area. As an alternative to possible vehicular access to SWDP52i via Lower Howsell Road, consideration could be given to the possibility of vehicular access between the two sites in appropriate circumstances.

## Objectives

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. 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, including a primary school, a community hall, a cemetery and a police post, 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, or access the Park and Ride facility available from Malvern Link Station.

## SWDP 57: Tenbury Wells

- A. Within Tenbury Wells, the sites in Table 23 below, as identified on the Policies Map, are allocated for development:**

**Table 23: Tenbury Wells Allocations**

| Policy Reference                  | Site                            | Indicative No. of Dwellings | Site Area (ha) |
|-----------------------------------|---------------------------------|-----------------------------|----------------|
| SWDP57/1                          | Land opposite Morningside       | 43                          | 2.35           |
| SWDP57/2                          | Land at The Haven, Oldwood Road | 40                          | 1.98           |
| SWDP57a                           | Land at Mistletoe Row           | 44                          | 3.74           |
| SWDP57c                           | Land south of the Oaklands      | 35                          | 1.92           |
| Tenbury Wells Allocations - Total |                                 | 162                         |                |

- B. The continued implementation of the Tenbury Business Park for primarily employment uses is supported, as is the commercial redevelopment of the former cattle market site for town centre retail use, and associated car parking and riverside walk.**

## Reasoned Justification

### Tenbury Wells Urban Capacity

- As the main urban settlement in the north west part of Malvern Hills District, Tenbury Wells will be the focus for a degree of new housing and commercial growth in accordance with SWDP 2. However development at Tenbury Wells is likely to be limited due to flood risk, landscape and access issues. New development will enhance the economic role of the town and contribute in part to meeting affordable housing needs and sustaining enhancing services. A detailed site assessment has been undertaken to inform the capacity of Tenbury Wells to accommodate the housing growth in accordance with the Development Strategy. This policy sets out the sites that will be brought forward to provide for development.

### Town Centre Regeneration Allocation

- Planning permission has recently been granted by Malvern Hills District Council for redevelopment of the former Cattle Market site for a retail store, car parking and riverside walkway. This should enhance the environment of that part of the conservation area, adjacent to the main shopping area and river and provide additional employment opportunities and leisure walks along the river frontage.

## SWDP 58: Upton-upon-Severn Area

- A. In the area around Upton-upon-Severn, the sites in Table 24 below, as identified on the Policies Map, are allocated for development:**

**Table 24: Upton-upon-Severn Allocations**

| Policy Reference                                  | Site                                       | Indicative Number of Dwellings | Site Area (ha) |
|---|--|--------------------------------|----------------|
| SWDP58/1  | Land at Sunny Bank Meadow, Holly Green     | 25                             | 0.97           |
| SWDP58c <sup>(153)</sup>                          | Land off A4104, North East of Upton Marina | 70                             | 2.78           |
| SWDP58d   | Land at Welland Road, Tunnel Hill          | 43                             | 2.12           |
| <b>Upton-upon-Severn Area Allocations - Total</b> |  | <b>138</b>                     |                |

- B. Commercial development at Upton Marina for boating and recreational uses associated with tourism will be supported and encouraged.**

### Reasoned Justification

1. Development at Upton-upon-Severn is likely to be limited due to flood risk and landscape and access issues. The settlements of Holly Green and Tunnel Hill will be the focus for housing and commercial development to serve the needs of these settlements and Upton-upon-Severn, in accordance with SWDP 2.
2. No suitable urban capacity sites within or immediately adjacent to the town have been currently identified for future housing because the whole town is surrounded by the functional floodplain (Zone 3b) and other high risk flood zones (3a) and no suitable and deliverable sites were suggested within or immediately adjacent to the town through the plan making process. Although Tunnel Hill, Holly Green and Ryall are Category 3 settlements, they have strong links with Upton-upon-Severn and it is therefore considered that it would be appropriate for them to accommodate some of the local housing needs identified in the town.
3. Currently, no sites are allocated for employment uses as it is considered that support for the existing commercial and retail economy and scope for further expansion of the marina (in line with current permissions) and associated tourism will help the local jobs market. Policies SWDP 9 and 10 support the town centre retail and commercial uses.

<sup>153</sup> 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. Development 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.

## VILLAGE HIERARCHY ALLOCATIONS

### SWDP 59: New Housing for Villages

- A. The sites listed below in Tables 25, 26 and 27, as identified on the Policies Map, are allocated for development in Category 1, 2 and 3 villages.
- B. In addition to A, housing proposals in all villages will be permitted where they comply with SWDP 2 B and fall into one or more of the following categories:
- Located on land within defined development boundaries, as identified on the Policies Map, where they comply with relevant other Plan policies.
  - Local initiatives including Neighbourhood Plans, Community Right to Build Orders and Neighbourhood Development Orders.
  - Rural Exception Sites (see SWDP 16).

Table 25: Category 1 Village Allocations

| Policy Reference              | Category 1 Village | Location                              | Indicative Number of Dwellings | Site Area (ha) |
|-------------------------------|--------------------|---------------------------------------|--------------------------------|----------------|
| <b>Malvern Hills Villages</b> |                    |                                       |                                |                |
| SWDP59/1                      | Abberley Common    | Land at the Orchard                   | 6                              | 0.85           |
| SWDP59a                       | Abberley Common    | Land at Walshes Farm                  | 15                             | 1.43           |
| SWDP59/2                      | Abberley Common    | Land west of Apostle Oak Cottage      | 14                             | 0.37           |
| SWDP59/3                      | Clifton-upon-Teme  | Land at Hope Lane                     | 30                             | 1.32           |
| SWDP59b                       | Clifton-upon-Teme  | Land at Church House Farm             | 15                             | 2.35           |
| SWDP59/4                      | Great Witley       | Land adjacent to the Primary School   | 27                             | 1.34           |
| SWDP59/5                      | Hallow             | Land north of Orchard Close           | 46                             | 1.55           |
| SWDP59d                       | Hallow             | Land at Braithwaite's Yard, Main Road | 9                              | 0.67           |



## VILLAGE HIERARCHY ALLOCATIONS

| Policy Reference           | Category 1 Village | Location   | Indicative Number of Dwellings | Site Area (ha) |
|----------------------------|--------------------|--|--------------------------------|----------------|
| SWDP59zk                   | Hallow             | Former Royal Oak Public House, Main Road                 | 8                              | 0.18           |
| SWDP59zzi                  | Hallow             | Land south of Greenhill Lane                             | 30                             | 1.67           |
| SWDP59/6                   | Hanley Swan        | Land between the School and Westmere                     | 20                             | 1.44           |
| SWDP59/8                   | Kempsey            | Land adjacent to the Lawns including Bight Farm (Part 1) | 110                            | 4.68           |
| SWDP59/8a                  | Kempsey            | Land adjacent to the Lawns including Bight Farm (Part 2) | 80                             | 1.69           |
| SWDP59e                    | Kempsey            | 123a Main Road   | 9                              | 0.38           |
| SWDP59f <sup>(154)</sup>   | Kempsey            | Land north of Brookend Lane (adjacent to the Limes)      | 116                            | 6.85           |
| SWDP59/9                   | Lower Broadheath   | Land to the north of Bell Lane / south of Martley Road   | 48                             | 2.07           |
| SWDP59/10                  | Lower Broadheath   | Land at Peachley Court Farm, Peachley Lane               | 6                              | 0.22           |
| SWDP59/11                  | Lower Broadheath   | Strand Cottages, Peachley Lane                           | 6                              | 0.62           |
| SWDP59 <sup>*(155)</sup>   | Lower Broadheath   | Land adjacent to Henwick Mill House, Martley Road        | 42                             | 1.54           |
| SWDP59/12                  | Martley            | Land adjacent to the Crown                               | 51                             | 3.08           |
| SWDP59k                    | Martley            | Land adjacent to the Primary School                      | 14                             | 0.77           |
| SWDP59/13 <sup>(156)</sup> | Welland            | Land adjacent to the former Pheasant Inn                 | 10                             | 0.33           |

154 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.

155 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.

156 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.

## VILLAGE HIERARCHY ALLOCATIONS

| Policy Reference                               | Category 1 Village | Location   | Indicative Number of Dwellings | Site Area (ha) |
|--|--------------------|--|--------------------------------|----------------|
| SWDP59I  | Welland            | Land at Lawn Farm, Drake Street                                | 50                             | 9.12           |
| SWDP59ZI                                       | Welland            | Land between the Old Post Office and Church Farm, Drake Street | 30                             | 1.66           |
| <b>Malvern Hills Category 1 Villages Total</b> |                    |  | <b>792</b>                     |                |
| <b>Wychavon Villages</b>                       |                    |  |                                |                |
| SWDP59/14                                      | Badsey             | Land off Banks Road  | 39                             | 1.02           |
| SWDP59x <sup>(157)</sup>                       | Badsey             | Land opposite Horsebridge Avenue                               | 36                             | 1.73           |
| SWDP59/15                                      | Bredon             | Land to the rear of Oak Lane and Station Drive                 | 24                             | 1.44           |
| SWDP59/16                                      | Not used           |  |                                |                |
| SWDP59/17                                      | Broadway           | Land to the east of Kingsdale Court                            | 13                             | 0.37           |
| SWDP59/18                                      | Broadway           | Land west of Leamington Road                                   | 59                             | 2.64           |
| SWDP59/19 <sup>(158)</sup>                     | Broadway           | Land adjacent Station Road <sup>(159)</sup>                    | 65                             | 10.99          |
| SWDP59/20                                      | Hartlebury         | Land west of Worcester Road                                    | 92                             | 3.98           |
| SWDP59/21 <sup>(160)</sup>                     | Honeybourne        | Land between High Street and Weston Road                       | 75                             | 3.95           |
| SWDP59/22                                      | Inkberrow          | Land off Stonepit Lane / Withybed Lane                         | 137                            | 6.73           |
| SWDP59/23                                      | Offenham           | Land off Main Street   | 30                             | 1.24           |

157 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.

159 Within the area identified on the Policies Map a sustainable, well-designed, mixed-use site is sought. This will incorporate community facilities, new car and coach parking, enhancement and protection of the existing nature reserve, land exchange with the football club and housing of up to 65 homes to the south eastern edge of the site.

158 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.

160 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.

# VILLAGE HIERARCHY ALLOCATIONS

| Policy Reference                   | Category 1 Village | Location                                    | Indicative Number of Dwellings | Site Area (ha) |
|------------------------------------|--------------------|---|--------------------------------|----------------|
| SWDP59/24                          | Offenham           | Laurels Avenue                              | 19                             | 0.95           |
| SWDP59x                            | Offenham           | Land between Leasowes Road and Laurels Road | 50                             | 1.78           |
| SWDP59/25                          | Ombersley          | The Racks                                   | 34                             | 1.08           |
| SWDP59/26                          | Ombersley          | Land north of Woodhall Lane                 | 25                             | 2.03           |
| SWDP59/27                          | Wychbold           | Crown Lane                                  | 68                             | 2.96           |
| Wychavon Category 1 Villages total |                    |   | 766                            |                |

Table 26: Category 2 Village Allocations

| Policy Reference              | Category 2 Village         | Location                                | Indicative Number of Dwellings | Site Area (ha) |
|-------------------------------|----------------------------|---|--------------------------------|----------------|
| <b>Malvern Hills Villages</b> |                            |   |                                |                |
| SWDP60/1                      | Bayton                     | Land adjoining Severne Green            | 5                              | 0.15           |
| SWDP60/2                      | Broadwas                   | Land adjacent to the school             | 10                             | 0.31           |
| SWDP60a                       | Broadwas                   | Land at Stoney Lea                      | 8                              | 0.50           |
| SWDP60/3                      | Callow End                 | Land at Wheatfield Court                | 15                             | 0.95           |
| SWDP60/4                      | Clows Top                  | Land adjacent to Highbrae               | 17                             | 0.86           |
| SWDP60d                       | Leigh Sinton               | Land at Kiln Lane                       | 53                             | 2.09           |
| SWDP60/5                      | Powick and Collett's Green | Former allotments, Winsmore             | 35                             | 1.56           |
| SWDP60b                       | Powick and Collett's Green | Land adjacent to the Crown Public House | 45                             | 2.71           |
| SWDP60c                       | Powick and Collett's Green | Land south of Sparrowhall Lane          | 39                             | 2.22           |

## VILLAGE HIERARCHY ALLOCATIONS

| Policy Reference                        | Category 2 Village | Location  | Indicative Number of Dwellings | Site Area (ha) |
|---|--------------------|---|--------------------------------|----------------|
| SWDP60/6                                | Rushwick           | Land at Claphill Lane                                   | 28                             | 0.97           |
| SWDP60/7                                | Rushwick           | Land at Old Bransford Road                              | 20                             | 0.72           |
| SWDP60/8                                | Rushwick           | Land adjacent to Upper Wick Lane                        | 14                             | 0.32           |
| SWDP60t <sup>(161)</sup>                | Rushwick           | Land off Bransford Road                                 | 50                             | 5.36           |
| Malvern Hills Category 2 Villages Total |                    |   | 339                            |                |
| Wychavon Villages                       |                    |   |                                |                |
| SWDP60/9                                | Ashton under Hill  | Station Road  | 6                              | 1.13           |
| SWDP60/10                               | Ashton under Hill  | Elmley Road   | 12                             | 0.62           |
| SWDP60/11 <sup>(162)</sup>              | Bretforton         | Land north of Station Road                              | 48                             | 2.51           |
| SWDP60/12                               | Bretforton         | Ivy Lane  | 22                             | 0.72           |
| SWDP60/13                               | Crophorne          | Land off Field Barn Lane                                | 6                              | 0.54           |
| SWDP60x                                 | Crophorne          | Land between Pentalow and Berrycroft, Blacksmith's Lane | 8                              | 0.44           |
| SWDP60/14                               | Drakes Broughton   | Land south of B4084                                     | 90                             | 4.47           |
| SWDP60x                                 | Drakes Broughton   | Land west of Stonebow Road                              | 39                             | 2.87           |
| SWDP60/15                               | Eckington          | Land off Roman Meadow, Pershore Road                    | 20                             | 0.94           |

161 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.

162 Site layout and design 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.

## VILLAGE HIERARCHY ALLOCATIONS

| Policy Reference                   | Category 2 Village | Location   | Indicative Number of Dwellings | Site Area (ha) |
|------------------------------------|--------------------|--|--------------------------------|----------------|
| SWDP60/16                          | Fernhill Heath     | Dilmore Lane / Station Road                        | 120                            | 6.46           |
| SWDP60/17                          | Fladbury           | Land off Broadway Lane, adjacent Grey Lyn          | 18                             | 0.5            |
| SWDP60/18                          | Flyford Flavell    | Land east of Boot Inn, Radford Rd <sup>(163)</sup> | 16                             | 1.42           |
| SWDP60/19                          | Harvington         | Land adjacent to Crest Hill                        | 9                              | 0.45           |
| SWDP60/20                          | Overbury           | Site adjacent Nine Acres                           | 8                              | 0.54           |
| SWDP60/21                          | Not used           |  |                                |                |
| SWDP60/22                          | Pinvin             | Land adjacent The Workshop and Uplands             | 14                             | 0.32           |
| SWDP60/23 <sup>(164)</sup>         | Pinvin             | Land north of The Green                            | 33                             | 1.28           |
| SWDP60/24                          | Sedgeberrow        | Land off Main Street                               | 20                             | 0.83           |
| SWDP60/25                          | Sedgeberrow        | Winchcombe Road                                    | 8                              | 1.24           |
| SWDP60/26                          | South Littleton    | Land between Long Hyde Road and Station Road       | 20                             | 0.84           |
| SWDP60/27                          | South Littleton    | Land at Shinehill Lane                             | 30                             | 1.94           |
| SWDP60/28                          | Upton Snodsbury    | Garage site off A422 and land to the rear          | 16                             | 1.12           |
| Wychavon Category 2 Villages total |                    |  | 563                            |                |

<sup>163</sup> Allocation to include an area of Public Open Space / Village Green.

<sup>164</sup> 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.



Table 27: Category 3 Village Allocations

| Policy Reference                               | Category 3 Village         | Location  | Indicative Number of Dwellings | Site Area (ha) |
|--|----------------------------|---|--------------------------------|----------------|
| <b>Malvern Hills Villages</b>                  |                            |   |                                |                |
| SWDP61/1                                       | Alfrick                    | East of Chapel Meadow                                   | 14                             | 0.39           |
| SWDP61/* <sup>(165)</sup>                      | Astley Cross               | Land off Pearl Lane                                     | 62                             | 2.17           |
| <b>Malvern Hills Category 3 Villages Total</b> |                            |   | <b>76</b>                      |                |
| <b>Wychavon Villages</b>                       |                            |   |                                |                |
| SWDP61/2                                       | Bishampton                 | Land west of Main Street                                | 12                             | 1.4            |
| SWDP61/3                                       | Conderton                  | Land at Conderton Close                                 | 6                              | 0.58           |
| SWDP61/4                                       | Crowle                     | Land opposite village hall off Church Road              | 25                             | 1.54           |
| SWDP61/5                                       | Defford                    | Land off Harpley Road                                   | 5                              | 0.54           |
| SWDP61/6                                       | Defford                    | Upper Street  | 6                              | 0.42           |
| SWDP61/7                                       | Defford                    | Adjacent to Defford First School, Church Lane           | 5                              | 0.2            |
| SWDP61/8                                       | Hanbury                    | Site between Pavement Cottage and Nightingales on B4090 | 9                              | 0.37           |
| SWDP61/9                                       | Himbleton                  | Harrow Lane   | 6                              | 0.44           |
| SWDP61/10                                      | Kemerton                   | Land at Park Farm, Jobs Lane                            | 9                              | 0.34           |
| SWDP61/11                                      | Lower Moor                 | Land south of Blacksmiths Lane                          | 10                             | 0.88           |
| SWDP61/12                                      | North and Middle Littleton | Land adjacent Blake's Hill                              | 10                             | 0.52           |
| SWDP61/13 <sup>(166)</sup>                     | Pebworth                   | Honeybourne Road  | 13                             | 1.37           |

165 This site is not adjacent to a Category 3 village but is adjacent to the town of Stourport.

166 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, and safe access and egress will be incorporated.

## VILLAGE HIERARCHY ALLOCATIONS

| Policy Reference                          | Category 3 Village | Location   | Indicative Number of Dwellings | Site Area (ha) |
|---|--------------------|--|--------------------------------|----------------|
| SWDP61/14                                 | Tibberton          | Land adjacent to Bridge Inn, Foredraught Lane      | 6                              | 0.46           |
| SWDP61/15                                 | Tibberton          | Land to the rear of Hawthorn Rise <sup>(167)</sup> | 15                             | 0.81           |
| SWDP61/16                                 | Whittington        | Lane at Walkers Lane                               | 17                             | 0.45           |
| <b>Wychavon Category 3 Villages Total</b> |                    |  | <b>154</b>                     |                |

### Reasoned Justification

1. The Category 1, 2 and 3 villages are the most sustainable in respect of the provision of local services.
2. The proposed allocations, as identified on the Policies Map, reflect the extent of local service provision (Village Facilities and Rural Transport Study), the size of the settlement and the availability of suitable, deliverable or developable land (Strategic Housing Land Availability Assessment).
3. SWDP 2 outlines the settlement hierarchy and development policy in the villages and the open countryside.

### SWDP 60 & SWDP61

**THE ABOVE POLICIES WERE DELETED DURING THE EXAMINATION PROCESS.**

167 Allocation to include a village hall.

# IMPLEMENTATION AND MONITORING

South Worcestershire Development Plan 2016

## SWDP 62: Implementation

- A. Planning obligations through Section 106 agreements will continue to be sought to provide funding to mitigate negative impacts relating to specific developments. A Developer Contributions SPD will be produced to provide detailed guidance to be used in conjunction with the Community Infrastructure Levy charging schedule.**
- B. Progress on the delivery of the SWDP will be monitored annually and a partial or whole Plan review commenced if the Plan is significantly failing to meet its objectives, or if the policy context requires a review.**

### Reasoned Justification

1. This policy focuses on the successful delivery of new development in the period until 2030, in line with the vision and objectives of the SWDP and co-ordinated with strategic infrastructure provision.
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. The partner authorities and the County Council 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. However, the South Worcestershire Councils (SWC) have limited resources and the delivery of the SWDP will be largely dependent on private sector funding. It will only be through effective working with key agencies, the private sector and developers that new development and regeneration will take place. This includes all types of housing, employment, retail and many community uses, supported by infrastructure such as water and drainage, utilities, education, play areas, sports provision, highway improvements and transport and emergency services infrastructure.
3. The implementation of the plan will be monitored annually to ensure the strategy and objectives are being delivered. If at any time it is clear that the plan is significantly failing to deliver its objectives and key policies / proposals a partial or whole Plan review will be commenced. On the basis of the current available evidence, it is envisaged that a partial Plan review may need to commence by the end of 2019 if the SWC are to ensure there is an up-to-date Plan for the area throughout the 2020's and beyond. It will be an option however for the SWC to consider taking actions other than a partial or full plan review (such as the bringing forward of sustainable alternative / additional sites through the development management process) if a more rapid response is demanded / appropriate.
4. The SWC consider 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 policies SWDP 2, 3, 4, 5 and 7 when assessed against the plan objectives set out at Annex B to the Plan and in particular a failure to deliver the amount of development required by policy SWDP 3.
- b. Evidence established through another authority's Local Plan process that its unmet strategic requirements can only be accommodated within South Worcestershire.
- c. Changes in national planning policy and guidance or new planning evidence that mean one or more of the Plan's policies is not up to date.
- 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**

5. The SWC, together with Worcestershire County Council, have tested the SWDP policies and proposals to ensure they will not undermine economic prosperity or development viability. The work to assess viability is discussed later in this section.
6. New development cannot be delivered without the involvement of a number of public and private bodies, from large private utility companies and public health bodies to smaller locally-based bodies such as town and parish councils and voluntary groups. The partner authorities and County Council have progressed an Infrastructure Delivery Plan, which has focused on identifying planned or required physical, green and social infrastructure at a detailed level. Through this process, gaps in expenditure or provision have been identified. This has enabled specific responsibilities and priority community infrastructure requirements to be linked to planned development in the area.
7. The SWC will engage actively and closely with the private sector and the Worcestershire Local Enterprise Partnership, to deliver the objectives of the SWDP 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 with landowners / developers, infrastructure and service providers and other key stakeholders. Close partnership working will enable the coordinated phasing and delivery of development, associated infrastructure and funding (including developer contributions) to come forward.
8. The SWDP embraces the Development Management approach to planning from the stages of early site promotion through to practical delivery. Building a consensus between the planning authorities and site owners on development principles, through use of a planning brief and / or masterplan, will help to minimise development risk and allow sites to be developed in a more appropriate and timely manner. Developers and their agents will be encouraged to enter into pre-application discussions with the planning authorities as well as undertaking early community engagement to ensure that their proposals are supportive of the SWDP and the requirements set out in each authority's SCI are fulfilled.
9. Developers will be required to contribute towards providing and enhancing strategic infrastructure through the Community Infrastructure Levy (CIL). This is discussed in more detail in SWDP 7, but a Community Infrastructure Levy Charging Schedule is just



one potential source of funding for the range of infrastructure that will be required to deliver the SWDP.

10. CIL is being developed and consulted on in parallel with the SWDP but can only be adopted after the adoption of the Plan. CIL will be applicable to each south Worcestershire district with the aim of achieving adoption in 2016. Development of the CIL Charging Schedule has had regard to development viability and will, as a mandatory charge on all development (with a limited number of exceptions) be set at a level that does not undermine development viability. Clearly this is a challenge, particularly in the current economic climate, and the Community Infrastructure Levy guidance (as revised) requires a balance to be struck between the requirement for necessary infrastructure and the viability of development.
11. The Infrastructure Delivery Plan (SWDP 7 and Annex I) identifies physical, social and green infrastructure including those requirements that are cross-boundary, and whilst each individual district will be the charging authority for the Community Infrastructure Levy, the pooling of such resources is likely to be necessary in order to effectively deliver cross-boundary infrastructure. Infrastructure such as the Southern Link Road Improvements, will require continuing collaboration between the partner authorities and the County Council in order to ensure a planned approach to the delivery of that infrastructure.
12. The economic conditions underpinning development viability will change over the plan period and CIL is required to take a longer-term view to 2030, but will be reviewed at regular intervals throughout the plan period in order to take account of economic fluctuations.
13. Planning obligations through Section 106 agreements will continue to provide funding to mitigate negative impacts relating to a specific development such as highways, recreational facilities, education, health or affordable housing. CIL will complement and not duplicate planning obligations.
14. Other sources of public funding to support the delivery of the SWDP will include government funding such as New Homes Bonus, Regional Growth Fund, Growing Places Fund and Get Britain Building programme. This is considered in more detail in SWDP 7.

## **Governance**

### **Background**

15. Work on the SWDP began in 2006, when White Young Green produced a report on urban capacity in Worcester, outlining options for how the future growth requirements of the city that could not be accommodated within the administrative boundaries could be accommodated elsewhere. The SWC established formal terms of reference for a joint non-executive panel in 2007 to oversee, advise and support the SWDP process. The panel became known as the South Worcestershire Joint Advisory Panel (SWJAP).
16. Member representation from each of the partner authorities increased from three to five in 2012, together with senior representation from Worcestershire County Council, to

ensure that each of the partner authorities had access to information in relation to the SWDP process and content and could advise accordingly. The Panel is chaired on a rotating basis by each of the partner authorities.

17. SWJAP is supported by an officer group made up of officers from each district and the County Council and co-ordination is undertaken by a Project Manager.
18. Plan making is being taken forward under informal joint plan-making arrangements and decision-making is still undertaken by each of the local authorities on the basis that the SWDP can only go forward if their formal approval is given.
19. The SWC have jointly funded the SWDP work and this included paying for research, studies, consultation, advice and additional capacity.
20. The work on the SWDP feeds into and is informed by some of the key strategic partnerships in the county, including the Place Shaping Group and the Worcestershire Local Enterprise Partnership.

### **Progress to Date**

21. The SWJAP and working relationships between the partner authorities and the County Council has provided an effective mechanism to oversee and ensure the progress of the SWDP over the past seven years. They have provided an effective mechanism for partnership working to deliver a policy and development framework for growth.
22. During that time, the partnership has worked together to address a number of challenges presented by changes to the national planning system and the updating of evidence, resulting in delays and revisions to the SWDP itself. However, despite these challenges and changes, the SWC have achieved consensus on a number of difficult decisions and have kept the SWDP on track in accordance with the approved Local Development Schemes.
23. Funding has been successfully secured to support the development of the SWDP, to project manage the SWDP and undertake studies and consultation to support the development of the SWDP and delivery of highways improvements to improve traffic flows around the A4440.

### **Future Arrangements for Governance in Relation to Delivery**

24. The SWJAP is an informal arrangement between the SWC and the SWC recognise the need to put in place governance and delivery arrangements for the implementation of the SWDP when it achieves adoption.

### **Key Delivery Bodies**

25. There are many agencies, private and public sector bodies who will need to be involved in supporting the delivery of the SWDP. Some of the key agencies are:

### **The Worcestershire Local Enterprise Partnership**

26. The countywide Local Enterprise Partnership (LEP) successfully submitted its proposal to Government in December 2010. A Business Board was formed to take forward and implement the priorities of the Local Enterprise Partnership through partnership working with organisations linked to economic development and commercial activity. The Main Board oversees this activity and makes decisions on strategic direction and funding and they have secured additional government and public sector funding including Regional Growth Funding to help resource their ambitions.
27. The LEP Vision is “to create the right environment to inspire businesses, encourage investment and to create lasting and sustainable employment in Worcestershire by 2017 and beyond”.
28. The LEP is committed to raising the national profile of the area, supporting the aspirations for planning, development and infrastructure along with improving employment, skills and access to finance for business.
29. The SWC have actively engaged with the LEP to ensure that they understood the approaches to, and delivery of, economic development in the area along with offering regular updates on the progress of the SWDP. As a result, the LEP has expressed its support for the approach being taken on the economic prosperity-led south Worcestershire local plan and is committed to working with the partner authorities and the County Council to support the joint aspirations for planning, development and infrastructure.

### **The Worcestershire Partnership**

30. The Worcestershire Partnership aims to shape Worcestershire's future by working with key stakeholders from the public, private and third sectors to unblock barriers to growth and ensure that the county realises its full economic potential. The group has been jointly set up with the Worcestershire LEP to support its focus on “opportunities” for business growth, jobs and enterprise to secure sustainable economic development for the county for the benefit of businesses and people who live and work in the county.
31. A key priority for the LEP and Worcestershire Partnership is the identification of strategically important sites across the area, including in south Worcestershire, that will unlock future development in the area.

### **Worcestershire Local Nature Partnership**

32. The Worcestershire Local Nature Partnership sits under the Worcestershire Partnership as a relatively new strategic body set up to help manage the natural environment in such a way as to produce multiple benefits for people, the economy and the environment. The Partnership will have a role to play in ensuring that the delivery of the SWDP helps to achieve a balance between the environment and the economy.

### Public Sector Bodies and Land Holdings

33. Worcestershire County Council is the major public sector land owner in south Worcestershire. The three District Councils, emergency and health services also have land holdings throughout the area and have the potential to have a direct impact upon the implementation of the SWDP through the control of land and buildings. The County Council and each of the partner authorities remain committed to ensuring that they facilitate necessary development where appropriate, whilst providing a range of community benefits and taking forward sustainability objectives as a first priority. It is recognised that the partner authorities in south Worcestershire will continue to release surplus sites and that the redevelopment of these should, where possible, contribute to the overall aims of the SWDP.

### City and Town Centre Delivery Vehicles

34. Worcester City has raised significant funds through business rates to develop a Business Improvement District within its retail core; this is one of many vehicles to support the delivery of the aspirations and vision for the city centre and outlined in the City Centre Masterplan.
35. The towns throughout south Worcestershire have developed a similar approach on a smaller scale with the introduction of Town Centre Managers in towns such as Evesham, Pershore and Droitwich. The Town Centre Management Agenda is delivery-focused and underpinned by a modest budget for local projects that fit with both the joint Sustainable Community Strategy and the countywide objectives.

### Working with the Community

36. Each of the partner authorities is committed to involving the public in the development of policies and guidance and in determining planning applications. The Statements of Community Involvement for the partner authorities set out this approach in more detail.
37. Moreover, once the SWDP is adopted there will be opportunities for local communities to produce their own Neighbourhood Plans that will set out a vision and objectives for their areas within the strategic framework of the SWDP.

### Viability

38. An important element of the Framework guidance on plan-making is to ensure that the local plan is deliverable.
  - a. The Framework (paragraph 173) states that:

*“Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-making. Plans should be deliverable. Therefore, the sites and scale of development identified in the plan should be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirement likely to be applied*

*to development such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taken into account of the normal cost of development and mitigation, provide competitive returns to a willing landowner and willing developer to enable the development to be deliverable”.*

- b. Paragraph 174 states that:

*“Local planning authorities should set out their policy on local standards in the Local Plan, including requirements for affordable housing. They should assess the likely cumulative impacts on development in their area of all existing and proposed local standards, supplementary planning documents and policies that support the Local Plan, when added to the nationally required standards. In order to be appropriate, the cumulative impact of these standards and policies should not put implementation of the plan at serious risk and should facilitate development throughout the economic cycle. Evidence supporting the assessment should be proportionate, using only appropriate, available evidence.”*

39. 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 has been developed using national guidance, best practice and evidence that has been developed through the work on the Community Infrastructure Levy Charging Schedule for Worcestershire, and this work is examined in more detail in SWDP 7.
40. The question that needs to be answered in any viability testing relates to the impact on viability of the policies being put forward, given likely land values, and whether the developer will still be in a position to make a reasonable profit.
41. 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 top limit of what a bidder could offer for a site whilst still making a satisfactory profit margin. Residual Value can therefore be compared with an Existing or Alternative Use Value (EUV or AUV) 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.
42. The viability work undertaken by SWDP has included stakeholder engagement with developers and planning consultants.
43. The main conclusion of the South Worcestershire Viability Study is that the policies of the SWDP and the proposals to introduce a Community Infrastructure Levy do not put



implementation of the plan at serious risk. Consideration does, however, need to be given to the level of CIL and to ensuring that the policies within the SWDP are flexible enough to reduce the risk of unviable development.

## SWDP 63: Monitoring Framework

### Why do we need to monitor?

1. Monitoring and review are important components of the planning system. Local Plans need to be regularly monitored, in order to assess the effectiveness of policies and to identify the need for partial or wholesale review.
2. The implementation of the policies contained in the SWDP will require concerted action by a range of public, private and voluntary sector bodies working in partnership. The role of the Plan is to provide a clear and robust framework for development so that investment and action can be co-ordinated to facilitate efficient and effective delivery. 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 ?

3. **The South Worcestershire Authorities Monitoring Report (SWAMR)** will be prepared by the SWC. The SWAMR will assess the extent to which policies set out in the SWDP 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 progress on infrastructure delivery as set out in Annex I of the SWIDP and on the Sustainability Appraisal (SA) Objectives set out in Table 11.1 of the Sustainability Report November 2012.
4. The SWAMR will set out progress on the proposed Traveller and Travelling Show People DPD, the Community Infrastructure Levy (CIL) and SPDs.
5. The SWAMR will also include an annual updated housing trajectories, which will set out the net additional dwellings completed to date and the estimated future completions for the remainder of the SWDP period. This will be supplemented by and more detailed 'housing land availability assessments'.
6. 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.

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# GLOSSARY

South Worcestershire Development Plan 2016

## GLOSSARY

- **A1 use:** Retail development as defined by the Town and Country Planning (Use Classes) Order 1987, which includes shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors and internet cafes (also see **Use Classes**).
- **Abberley and Malvern Hills Geopark:** An area that is recognised for the significance of its geology. In the case of Abberley and the Malvern Hills, 700 million years of geological history can be explored and exploited for tourism and educational purposes.
- **Advantage West Midlands (AWM):** Advantage West Midlands was established as the Regional Development Agency for the West Midlands in 1999, to drive sustainable economic development and social and physical regeneration through a business-led approach. The Agency was closed by the government in 2012.
- **Affordable housing:** Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision (NPPF, March 2012).
- **Aggregates:** Inert material used in construction. The most common natural aggregates of mineral origin are sand, gravel and crushed rock. Primary aggregates are naturally occurring bulk minerals worked primarily for aggregate purposes. Secondary aggregates are produced as by-products of other processes and used instead of primary aggregates. Secondary aggregates include boiler ashes, colliery shale, burned clay, pulverised fuel ash, chalk and shale. Recycled aggregates are produced from recycled construction waste such as crushed concrete and planings from road surfacing. Both secondary and recycled aggregates are used in the construction industry to replace the use of primary aggregates.
- **Allocation:** Land that has been identified for a specific use in the current development plan.
- **Anaerobic digestion:** Anaerobic digestion is a series of processes in which microorganisms break down biodegradable material in the absence of oxygen used for industrial or domestic purposes to manage waste and / or to release energy.
- **Ancient Woodland:** Ancient Woodlands are sites which have been continuously wooded for over 400 years. Consequently they are of greatest biodiversity and ecological interest and considered irreplaceable. There are three categories, i.e. Ancient Semi-Natural Woodland (ASNW), Plantation on Ancient Woodland Sites (PAWS), Restored Ancient Woodland Sites (RAWS) and they all have equal protection under SWDP 22 – Biodiversity and Geodiversity, as well as the National Planning Policy Framework.
- **Annual Monitoring Report (AMR):** A monitoring report produced at least annually that assesses the implementation of the local development scheme and the extent to which policies in local development documents are being successfully implemented.

- **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 - a Local Air Quality Action Plan.
- **Area of Development Restraint (ADR):** An area of land safeguarded for consideration for possible long-term development needs, e.g. housing or employment. Areas are excluded from the Green Belt. Within this area, planning permission will not be granted for any development that would prejudice any decisions regarding the area's long-term future.
- **Area of Outstanding Natural Beauty (AONB):** 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".
- **Article 4 Direction:** A direction which removes some or all permitted development rights, for example within a conservation area or curtilage of a listed building. Article 4 directions are issued by local planning authorities (from the Planning Portal Glossary).
- **Background Papers:** These documents provide the link between evidence studies and south Worcestershire local plan policies. They are based on topic areas and provide further information on the formation of local plan policy.
- **Biodiversity:** The variety of different types of plant and animal life in a particular region.
- **Biomass:** The controlled release and use of the energy potential locked up in trees and plants straw, reeds, willow or created as a part of regularly recurring natural processes; they are the by-products of the process of decomposition or the bacterial digestion of natural things, i.e. sewerage, various farm wastes or decaying material such as garden clippings and / or other largely natural materials such as paper.
- **Bonds:** These are payments made by developers to the highway authority to cover the costs of works to the highway to provide access to developments. If the works to the highway are carried out by the developer to the satisfaction of the highway authority this money is returned when the development is completed.
- **British Research Establishment Environmental Assessment Method (BREEAM):** This is a voluntary 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. There are also versions of BREEAM for offices and industrial units EcoHomes is the domestic version of BREEAM as an authoritative rating for new, converted or renovated homes.
- **Brownfield:** (see also **Previously Developed Land**). In the sequential approach towards identifying sites suitable for development, this is considered to be preferable to greenfield



land for new building. Planning policies and decisions should encourage the effective use of land by reusing land that has been previously developed, provided that it is not of high environmental value. This is land which 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.

- **Building for Life:** A measurement of the quality of development initiated by the Commission for Architecture and the Built Environment.
- **Business Improvement District (BID):** An area within which businesses have agreed to pay an additional 1% in business rates to fund improvements.
- **Carbon Footprint:** A representation of the effect of human activities on climate, in terms of the total amount of greenhouse gasses produced (measured in units of carbon dioxide).
- **Class B:** The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories. B use classes are B1 (offices, research and development and light industry), B2 (general industry [factories]), B8 (storage and distribution [warehouses]). The terms B1a offices, B1b research and development and B1c light industry are sometimes used for the three types of activities within the B1 use class (see also **Use Classes**).
- **Class C2:** The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes' Classes' (see also **Use Classes**). Class C2 refers to Residential Institutions such as residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
- **Class C3:** The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes' (see also **Use Classes**):
  - C3(a) covers use by a single person or a family (a couple whether married or not, a person related to one another with members of the family of one of the couple to be treated as members of the family of the other), an employer and certain domestic employees (such as an au pair, nanny, nurse, governess, servant, chauffeur, gardener, secretary and personal assistant), a carer and the person receiving the care and a foster parent and foster child.

- C3(b) is up to six people living together as a single household and receiving care, e.g. supported housing schemes such as those for people with learning disabilities or mental health problems.
- C3(c) allows for groups of people (up to six) living together as a single household. This allows for those groupings that do not fall within other definitions, i.e. a small religious community may fall into this section as could a homeowner who is living with a lodger.
- **Climate Change:** A significant and lasting change in the statistical distribution of weather patterns over periods ranging from decades to millions of years. It may be a change in average weather conditions or in the distribution of weather around the average conditions (i.e. more or fewer extreme weather events). Climate change is caused by factors that include oceanic processes (such as oceanic circulation), variations in solar radiation received by the earth, plate tectonics and volcanic eruptions and human-induced alterations of the natural world.
- **Combined Heat and Power (CHP)** - CHP is the generation of both usable heat and power (electricity) in a single, highly efficient, process. 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 Green Deal:** The Community Green Deal is a locally based, area wide, approach to the delivery of the Government's Green Deal Programme. This is an initiative to improve seven million homes by 2020 and all other existing homes by 2050. These improvements are required to achieve the United Kingdom's carbon reduction targets. The Community Green Deal proposes the delivery of whole home retrofits for communities of between 750 and 3,000 homes.
- **Community Infrastructure Levy (CIL):** The Community Infrastructure Levy (CIL) 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. CIL charges are based on simple formulae that relate the size of the charge to the size and character of the development paying for it. This allows Local Authorities to raise funds from developers undertaking new building projects in their area. It can be used to fund a wide range of infrastructure (i.e. transport schemes, schools, etc.) that are needed to support the development of the local area.
- **Community Strategy:** Each of the three partner authorities and the County Council has produced, in partnership with other service providers and local organisations, a Community Strategy through their respective Local Strategic Partnerships. The Community Strategies outline the needs and priorities of the community and also shape the activities of the organisations within the partnerships, to fulfil those requirements. The Action Plan identifies short-term activities and priorities necessary to achieve the visions in the strategies (see Local Strategic Partnership).

- **Comparison goods expenditure:** Expenditure (including VAT as applicable) on goods in COICOP<sup>(168)</sup> categories: clothing materials and garments; shoes and other footwear; materials for maintenance and repair of dwellings; furniture and furnishings; carpets and other floor coverings; household textiles; major household appliances, whether electric or not; small electric household appliances; tools and miscellaneous accessories; glassware, tableware and household utensils; medical goods and other pharmaceutical products; therapeutic appliances and equipment; bicycles; recording media; games, toys and hobbies; sport and camping equipment; musical instruments; gardens, plants and flowers; pets and related products; books and stationery; audio-visual, photographic and information processing equipment; appliances for personal care; jewellery, watches and clocks; other personal effects.
- **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.
- **Contingent Deferred Obligations:** An approach that recognises the impact that current market conditions are having on viability, but also that for schemes likely to take many years to implement over several phases, the market conditions may change over time. It involves defining the scope and scale of planning-related financial obligations, which elements can be paid initially and deferring other payments linked to future reassessment of viability or changes in market conditions over time.
- **Convenience goods expenditure:** Expenditure (including VAT as applicable) on goods in COICOP categories: food and non-alcoholic beverages, tobacco, alcoholic beverages (off-trade), newspapers and periodicals, non-durable household goods.
- **County Biodiversity Action Plan:** The Worcestershire Biodiversity Action Plan (BAP) is the County'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.
- **Custom Build:** Custom build housing 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' (i.e. custom build encompasses self build).
- **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.

<sup>168</sup> The Classification of individual consumption by purpose, abbreviated as COICOP, is a nomenclature developed by the United Nations Statistics Division to classify and analyse individual consumption expenditures incurred by households, non-profit institutions serving households and general government according to their purpose. It includes categories such as clothing and footwear, housing, water, electricity, and gas and other fuels (EC Eurostat definition).

- **Design Codes:** These are normally an illustrated set of rules for the design of a new development to accompany a masterplan, for example, setting out design principles, a range of style options and a limited palette of materials. These are normally informal in status but can be produced as formal Supplementary Planning Documents for sites that have already been allocated. They differ from Design Guidance, which tends not to be site specific. Unless otherwise stated, references to Design Codes in the SWDP are intended to be of the informal type. See also **Masterplans** and **Planning Briefs**.
- **Design Out Crime:** The Home Office's Design and Technology Alliance Against Crime and the Design Council established a project called Design Out Crime. It highlighted design's role in addressing crime problems. The programme worked with industry experts to demonstrate how design can help to prevent crime.
- **Designated heritage asset:** A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
- **Development Management:** Development Management (Development Control) is the element of the United Kingdom's 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 statutory document, which sets out the local authority's policies and proposals for the development and use of land in their area. The SWDP forms a key part of the development plan and guides and informs day-to-day decisions as to whether or not planning permission should be granted, under the system known as development management. The development plan also includes minerals and waste plans prepared by the County Council and any adopted neighbourhood plans. Legislation requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.
- **Development Plan Documents (DPD):** A document which is part of the development plan and forms part or the whole of a local plan.
- **Development Strategy:** This is intended to help deliver the Vision and forms part of SWDP 2. The Development Strategy is based upon the Vision and brings together land uses, development and transport considerations and reflects the various environmental, economic and social characteristics of the area.
- **Development Viability Study 2008:** This report assesses the financial ability of new housing developments to support affordable housing.
- **Diamond Jubilee Walk:** A recreational network of paths encircling an urban area; in Droitwich Spa this forms a network of paths that link traditional and historic paths and routeways that radiate out from the urban centre to its hinterland and beyond. The result of this provides a number of circular walks of varying lengths and helps link a wide range of natural environments such as parkland, woodland, field edge and waterside.

- **EcoHome:** A sustainable, healthy and environmentally friendly home, using sustainable building methods, materials, energy, heating and water conservation methods (see **British Research Establishment Environmental Assessment Method**).
- **Ecosystem:** An ecosystem is a community of living organisms (plants and animals) sharing an environment. The largest ecosystems are called biomes.
- **Eco-Town:** A new self-contained “green” settlement built to sustainable design principles, providing homes, jobs and services. The development should incorporate such features as energy efficient buildings, renewable energy generation, water conservation measures, public transport and green open spaces.
- **Edge of centre:** For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
- **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.
- **Energy Crops:** These are grown on farms and used to produce either heat or electricity. Energy crops include trees such as willow, poplar and some woody grasses. Energy crops are carbon neutral – on combustion, they release only the carbon they took up through photosynthesis whilst growing, and a fast growing cycle means carbon is rapidly absorbed again prior to the next harvest.
- **Environmentally Friendly Construction:** The approaches to constructing new buildings where materials / labour are sourced locally and techniques utilised to help safeguard environmental quality.
- **Environmental Impact Assessment (EIA):** An environmental impact assessment is an assessment of the potential positive or negative impacts that a proposed project may have on the environment; it consists of natural, social and economic aspects. The purpose of the assessment is to ensure that decision makers consider the ensuing environmental impacts when deciding whether to proceed with a project. Further information can be found in the Department of Communities and Local Government (DCLG) publication: Environmental Impact Assessment: A guide to procedures  
<http://www.communities.gov.uk/publications/planningandbuilding/environmentalimpactassessment>
- **European Union Structural Funds Programme:** The European Union Structural Funds exist to help areas of Europe that, for one reason or another, are suffering difficulties. This could be due to the decline of local industry or falls in income (e.g. because of falling commodity prices reducing farm incomes). The funds are intended to be used to help sponsor projects that will directly address locally identified needs (e.g. to help train people with new skills, or help set-up new businesses).



- **Examination of a Local Plan:** An examination undertaken by an independent inspector into representations on a development plan document including its legal compliance and overall “soundness”.
- **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.
- **Fields in Trust:** Fields in Trust (FiT) is an independent UK-wide organisation dedicated to protecting and improving outdoor sports and play spaces. Their vision is to ensure that everyone young and old, abled and disabled -whether they live in an urban or rural area - has access to free, local outdoor space for sport, play and recreation.
- **Floorspace Measurement:** Floorspace and area measurements are set out in square metres (4m x 1m = 4 square metres; 4m x 4m =16 metres squared)
- **Green Belt:** The Framework indicates that the fundamental 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.

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.

There is a general presumption against inappropriate development, which is defined as development that is harmful to the green belt. The Government attaches substantial weight to the need to avoid harm to the green belt. More specifically, the Framework indicates that most forms of development are inappropriate. There are some named exceptions to this that will be permitted as long as they meet certain criteria, such as maintaining the openness of the area and not conflicting with the purposes of including land in the green belt.

- **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.
- **Green Infrastructure Study:** A study that looks into the green spaces of an area (e.g. the open countryside and parks within a town) and the linkages between these spaces.
- **Green Space:** Green Space, as set out on the Policies Map, includes public open space, such as parks, cemeteries, allotments, water bodies etc, as well as open spaces which do not necessarily have a right of access, e.g. school playing fields. Some private gardens, particularly in Worcester, are also defined as Green Space where they perform a Local Green Network function.
- **Green Space Strategy:** Green space is the collective term used to describe all parks, public gardens, playing fields, children's play areas, woodlands, nature reserves, allotment gardens, linear and other open space. The strategy looks at how these will be linked through corridors to enable effective wildlife movements as well as visual continuity.
- **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.
- **Gypsies and Travellers:** National planning policy in Planning Policy for Traveller Sites (DCLG, August 2015) 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". In determining whether persons are "gypsies and travellers" for the purposes of planning policy, Planning Policy for Traveller Sites states that "consideration should be given to the following issues amongst other relevant matters – a) whether they previously led a nomadic habit of life, b) the reasons for ceasing their nomadic habit of life, c) whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances".

For the purposes of SWDP17, "travellers" means "gypsies and travellers".

- **Gypsy and Traveller Accommodation Assessment (GTAA):** A study that assesses the accommodation needs of Gypsies, Travellers and Travelling Showpeople.
- **Heavy Goods Vehicles:** European term for goods motor vehicles (i.e. trucks / lorries) with a maximum allowed mass or gross combination mass of over 7.5 tonnes (7,716lb).
- **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).
- **Highways England:** 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.

- **Historic England:** The Government's statutory adviser on the historic environment, championing historic places and helping people to understand, value and care for them. Officially known as the Historic Buildings and Monuments Commission for England, Historic England is an executive non-departmental public body sponsored by the Department for Culture, Media and Sport.
- **Home Zone:** Schemes that attempt to strike a balance between vehicles and other uses of a street, (e.g. pedestrians, cyclists and residents) through various methods including shared spaces. Home Zones work through the physical alteration of streets and roads in an area. These alterations require motorists to drive with greater care and at lower speeds.
- **Homes and Communities Agency (HCA):** The national housing and regeneration agency for England, with a capital investment budget of c.£7bn.
- **Housing Market Areas:** These areas illustrate the influence of an urban area on its immediate surroundings. Housing market areas have been defined by analysing commuting and migration patterns. Significantly these areas are not bound by administrative boundaries.
- **Housing Market Area Housing Needs Assessment Monitoring Report:** Annual update of the information used in the Strategic Housing Market Assessment. It monitors the effect of planning and other public policy on the local housing market and local housing needs.
- **Housing Needs Assessment:** An assessment of housing needs in the local area. This assessment plays a crucial role in underpinning the planning policies relating to affordable housing. In addition, the information on local needs is required to determine the location of such housing and guide new investment.
- **Household Projections:** Produced by the Department for Communities and Local Government and linked to the latest Office for National Statistics Sub-National Population Projections. The projections are trend-based and indicate the number of additional households that would form if recent demographic trends continue.
- **Housing Trajectory:** A planning tool designed to support the “plan, monitor, manage” approach to housing delivery by monitoring both past and projected housing completions across the lifetime of the SWDP.
- **Historic Environment Assessment:** A report that assesses the archaeological potential of sites put forward for development by landowners and developers.
- **ICNRP:** International Commission on Non-Ionizing Radiation Protection, whose principal aim is to disseminate information and advice on the potential health hazards of exposure to non-ionizing radiation to everyone with an interest in the subject.
- **Infrastructure:** The network of essential physical services that most buildings or activities are connected to. It includes not only physical services in an area (e.g. gas, electricity and water provision, telephones, sewerage) and networks of roads, public transport routes, footpaths and such, but also community facilities and green infrastructure. New

or improved infrastructure will generally need to be provided where significant levels of new development are proposed.

- **Infrastructure / Service Providers:** Usually private companies that provide, maintain and improve physical infrastructure such as water and sewage, electrical mains supply, transport networks and telecoms.
- **Integrated Transport Strategy:** The Worcester Integrated Transport Strategy involves the provision of a transport network, which explicitly takes account of the differing requirements of regional, interurban and local travel demand, with investment targeted at enabling each transport mode to effectively deliver its role in the network. The Worcester Integrated Transport Strategy proposes investment in a significant package of measures designed to provide genuine alternatives to the private car and, where appropriate, improves the performance of the existing highway network.
- **Intelligent Transport System Scheme:** An innovative transportation system that may be able to secure a cheap and safe transportation environment as well as an efficient operation by connecting up-to-date skills, including electronic, communications and control systems, to existing transportation systems such as road, railway, airway and sea transportation. This also refers to traffic management measures such as traffic lights that are able to respond automatically to changes in traffic conditions.
- **Intermediate Tenure:** Intermediate affordable housing is housing at prices and rents above those of social rent but below market prices or rents. These can include shared equity (e.g. Home Buy) and other low cost homes for sale and intermediate rent.
- **Inward Migration:** The movement of people into the south Worcestershire Area.
- **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.
- **Landscape Character Assessment:** An assessment undertaken to help identify various landscape types with a distinct character that is based on a recognisable pattern of elements, including combinations of geology, landform, soils, vegetation, land use and human settlement.
- **Listed Building:** A building or structure of special national architectural or historic interest; it is protected by law from unauthorised alterations or demolition. In addition, when determining applications for any development that might affect a listed building, it is relevant to consider the significance of any heritage assets affected, including any contribution made by their setting. Structures within the curtilage will normally be included within the listing.

- **Live / work Unit:** A purpose-designed unit or group of buildings enabling the occupiers to live and work within the same premises.
- **The Worcestershire Local Enterprise Partnership:** 'Worcestershire Works' was formed in 2011 and replaces the function of the Regional Development Agency, Advantage West Midlands. See **Local Enterprise Partnership**.
- **Local Air Quality Action Plan:** A plan to improve the air quality in a specific location or area.
- **Local Development Document (LDD):** The collective term used to describe the Statement of Community Involvement, Supplementary Planning Documents and Development Plan Documents.
- **Local Development Framework (LDF):** The LDF was not a statutory term and is no longer used.
- **Local Development Scheme (LDS):** This is a public statement of a local authority's programme for the production of Development Plan Documents. The scheme will be revised when necessary. This may be either as a result of the Monitoring Report, which should identify whether the local authority has achieved the timetable set out in the Scheme, or if there is a need to revise and / or prepare new development documents.
- **Local Distinctiveness:** The particular and usually positive features of a locality that contribute to its special character and sense of place. Distinguishes one local area from another.
- **Local Enterprise Partnership (LEP):** Partnerships between [local authorities](#) and businesses, formed in 2011, to help determine local economic priorities, enable business and civic leaders to come together to drive sustainable local economic growth and assist in creating the conditions for private sector job growth in their communities. They are also a key vehicle in delivering Government objectives for economic growth and decentralisation, whilst also providing a means for local authorities to work together with business in order to quicken the economic recovery. They carry out some of the functions previously carried out by the [regional development agencies](#), which were abolished in March 2012.
- **Local Housing Needs Report:** This assesses the need for additional affordable housing across south Worcestershire, in each south Worcestershire district and in individual wards.
- **Local Plan:** An individual or collection of development plan documents forming the statutory development plan prepared by an individual local planning authority.
- **Local Strategic Partnership (LSP):** A group of public, private, voluntary and community organisations and individuals, responsible for preparing the Community Strategy. In south Worcestershire these are called Vision21 Malvern Hills Partnership, Droitwich Spa, Evesham and Pershore Local Strategic Partnerships (Wychavon) and Worcester Alliance (Worcester City).



- **Local Transport Capital Settlement:** As part of the Government's Spending Review, the Department for Transport announced a radical simplification of local transport funding, moving from 26 separate grant schemes to four. The Department for Transport will provide £1.3bn over four years for small transport improvements on top of the Local Sustainable Transport Fund and in addition to what is available through the Regional Growth Fund. Local authority integrated transport block allocations are calculated through a needs-based formula.
- **Local Transport Plan (LTP):** The LTP is a five -year strategy for the development of local, integrated transport, supported by a programme of transport improvements. The LTP also forms a bid to Government for funding of the improvements. It is the main source of capital funding for the programme. The LTP sets out a series of targets to allow each authority to monitor the effect of their strategy.
- **Local Transport Plan 3:** The Local Transport Plan 3 provides the policy and strategy context for Worcestershire's major transport projects and enables Worcestershire to bid for additional Government funding over the next 15 years. It will also help to secure funds from development and ensure these are properly used to improve the efficiency of our transport networks.
- **Local Investment Plan:** A document that sets out the investment required for an area, in this case south Worcestershire. The Homes and Communities Agency asked Local Authorities to produce these plans in order to inform funding discussions. The investments set out in the SWDP are those required to deliver the agreed economic, housing and environmental ambitions of south Worcestershire. The SWDP identifies needs to be addressed, based on robust evidence from local strategies, including the Sustainable Communities Strategy, Local Development Frameworks and infrastructure planning work.
- **Logistics:** The transportation of products. Logistics involves the integration of information, transportation, inventory, warehousing, material handling and packaging.
- **Low Cost Housing:** Housing rented or sold at less than full market value. This is not necessarily classed as affordable housing.
- **Major Development:** Unless otherwise stated, for residential uses major is defined as 10 units or more and for non-residential uses, major is defined as exceeding 1,000sq. m. (net) floorspace.
- **Major Scheme Bid:** A Major Scheme Bid is submitted as a comprehensive business case and includes full engineering, economic and environmental appraisal and follows a full public consultation on the options. These bids can aid, for example, Major Transport Schemes costing more than £5 million.
- **Major Urban Area:** An area that was the focus for new development identified to underpin the Regional Spatial Strategy. Four Major Urban Areas were identified in the West Midlands: Birmingham; the Black Country; Coventry; and the North Staffordshire conurbation.

- **Management train approach:** The management train approach best mimics the natural drainage process. How to employ it is set out in Planning for SuDS – Making it Happen (CIRIA C687 London, 2010).
- **Masterplan:** A comprehensive layout and / or design framework for a large scale, often mixed use development or redevelopment. It can be informal in status, either developer or public sector-led and prepared in order to assist the process of design or the understanding of development proposals and how they will be delivered. It can also be more formal in status, against which planning applications will be determined, in which case they would need to be adopted as part of an Area Action Plan DPD, Neighbourhood Plan or if already allocated in the development plan, through a Supplementary Planning Document. Unless otherwise stated, references to masterplans in the SWDP are intended to be of the informal type. See also **Design Codes** and **Planning Briefs**.
- **Minerals Safeguarding Areas:** Areas designated by the Minerals Planning Authority that cover known deposits of minerals, which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.
- **Minerals Consultation Areas:** Areas designated in the Local Plan, normally based on Minerals Safeguarding Areas, where consultation is required with the County Council as Minerals Planning Authority on development proposals which have the potential to sterilise the minerals interests of the site.
- **Mitigation Measures:** These are measures requested and / or carried out in order to limit the damage by a particular development / activity.
- **Multiple Occupation:** This is defined as a small shared dwelling house occupied by between three and six unrelated individuals as their only or main residence, who share basic amenities such as a kitchen or bathroom. This is defined as use class C4 (house in multiple occupation).
- **National Planning Policy Framework (the Framework):** This was adopted in March 2012 and replaces previous national planning guidance, formerly enshrined in a series of planning policy statements and guidance notes. The Framework sets out much of the Government's planning policies for England and how these are expected to be applied. The government expects it to provide a framework within which local people and their accountable councils produce their own local and neighbourhood plans. The Framework constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration in determining applications.
- **Neighbourhood Plan or Neighbourhood Development Plan:** These were introduced by the Localism Act 2011 and 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 will 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.

- **Net Developable Area:** This includes only those areas which will be developed for housing and directly associated uses. It will include access roads within the site; private garden space; car parking areas; incidental open space and landscaping; and children's play areas where these are to be provided. It therefore excludes major distributor roads; primary schools; adult / youth play spaces or other open spaces serving a wider area; and significant landscape buffer strips.
- **Net Useable Floorspace:** Calculation of the internal area of a building or dwelling. Measurements should be taken up to the internal finish of the perimeter wall. The calculation should include kitchens, built-in cupboards, partition walls, bay windows, entrance halls, chimney breast and fireplace areas and internal offices. It should exclude balconies, car parking, garages, dustbin stores and similar non-habitable areas.
- **New Homes Bonus:** The Government has introduced the New Homes Bonus. The initiative is designed to ensure that the economic benefits of growth are returned to the local authorities and communities where that growth is taking place. The Government provides additional funding or a "bonus" for new homes by match funding the additional council tax raised for new homes and empty properties brought back into use, with an additional amount for affordable homes, for the following six years.
- **New Growth Point:** Previous Government's initiative to provide support to local authorities that wished to pursue large scale and sustainable growth, including new housing and jobs in partnership with Government.
- **Older People:** People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs.
- **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.
- **Passive Surveillance:** Observation of public places, which is provided as a result of the way buildings and spaces are designed.
- **Park and Ride:** Facilities that seek to reduce town centre congestion by encouraging motorists to leave their vehicles at a car park on the edge of town and travel into the centre by public transport, usually via buses running directly from the parking area.
- **Parking Hub:** A facility that allows the interchange between car and commercially operated local passenger transport services operating via the parking hub and linking to key locations in and across the city centre and other major trip attractors in the area.
- **Pitches and Plots (for Travellers and Travelling Showpeople):** A "pitch" means a pitch on a "gypsy and traveller" site and "plot" means a pitch on a "travelling showpeople" site (also sometimes called a "yard"). The terminology differentiates between residential

pitches for “gypsies and travellers” and mixed-use plots for “travelling showpeople”, which may / will need to incorporate space or to be split to allow for the storage of equipment.

- **Place Shaping:** Where key partners, e.g. local authorities and LSPs, work together to both develop and implement a strong spatial vision for an area.
- **Planning Briefs:** These are normally local planning authority-led information guides to assist developers and the public with an understanding of how allocated sites or opportunity sites may develop. They tend to be informal and will set out key information such as constraints, important policy and design considerations and key contact information. See also **Masterplans** and **Design Codes**.
- **Planning Obligations:** Legally enforceable agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, which ensure that necessary mitigating works related to development are undertaken; these are sometimes called “Section 106 Agreements” (s.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 and Secondary Frontages:** Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
- **Primary Shopping Area:** Defined area where retail development is concentrated (generally comprising the primary and those secondary frontages which are adjoining and closely related to the primary shopping frontage).
- **Policies Map:** The adopted Policies Map illustrates on a base map (reproduced from, or based upon a map to a registered scale) all the spatial policies contained in the SWDP, together with any saved policies. It must be revised each time a new Development Plan Document is adopted and it should always reflect the up-to-date planning strategy for the area. Proposals for changes to the adopted map accompany submitted Development Plan Documents in the form of a submission Policies Map.
- **Public Realm:** The space between and within buildings and developments that are publicly accessible, including streets, squares, parks and open spaces.
- **Pyrolysis:** A well-established means of recovering energy from various forms of waste.

- **Regeneration Zone:** An area targeted with specific public policy and funds to boost the local economy and create / safeguard jobs.
- **Regional Funding Allocation:** A source of financing major transportation infrastructure proposals administered for the West Midlands region by the Department for Transport and bid into by highway authorities, which for south Worcestershire is Worcestershire County Council.
- **Registered Social Landlord:** A term introduced in the Housing Act 1996, to describe local housing companies and housing associations that are registered and monitored by the Housing Corporation (now the Homes and Communities Agency).
- **Regulated and Unregulated Carbon Emissions:** Building emissions are split between those regulated by Part L of the Building Regulations (associated with the building's fabric and fixed services, such as fixed internal lighting, domestic hot water and space heating) and those that are not (cooking and appliances).
- **Renewable and Low Carbon Energy:** Renewable and low carbon energy includes energy for heating and cooling as well as generating electricity. 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).
- **Residual Energy:** This refers to the estimated energy demand for the development after allowance has been made for the full range of energy efficiency measures required under Building Regulations (current at the time of construction).
- **Rolling Reservoir:** A requirement to maintain a constant supply of land for employment, housing or other types of development, usually over an identified time period such as five years. This means that at any one time there will be an amount of land available sufficient to provide for the next five years' identified / agreed need. When the amount of identified land dips below the five year target, for example if a large site is developed, further previously identified land should be included in the five years' supply.
- **Rural Exception Site:** Rural exception sites should be small, solely for affordable housing and on land within or adjoining existing small rural communities, which would not otherwise be released for general market housing because it is otherwise subject to policies of restraint (e.g. in the countryside or where policies maintaining the openness of the landscape are in place). 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 both allocated or windfall sites.
- **Rural Regeneration Zone:** One of six Regeneration Zones designated by Advantage West Midlands, in which the majority of AWM activity and funding were concentrated between 1999 and 2012.
- **Saved Policies:** Local planning authorities were able to save old style local plan policies initially for a fixed period and subsequently for an indefinite period if they submitted a list to the Government outlining the policies, their purpose, the reasons why they should



be saved and how or if they will eventually be replaced. All saved district local plan policies are proposed to be superseded by the SWDP once adopted.

- **Scheduled Monument:** A nationally important archaeological site or historic building, given legal protection against unauthorised change. The protection is offered under the Ancient Monuments and Archaeological Areas Act 1979.
- **Section 38 Agreement:** A legal agreement between a developer and a Highway Authority to ensure that work carried out on the highway by the developer reaches adoptable standards (maintainable at public expense).
- **Section 106 Agreement:** A legal agreement between developers and a Local Planning Authority made in accordance with section 106 (s.106) of the 1991 Planning Act, usually to secure benefits for local residents without which a planning application would be refused (see also **Planning Obligations**).
- **Section 278 Agreement:** A legal agreement allowing developers to make alterations to the Public Highway.
- **Sequential Approach:** A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield sites are identified for development before greenfield or undeveloped sites and town centre retail sites are preferred to out-of-centre sites. In terms of employment, a sequential approach would favour an employment use development over a mixed use one and mixed use over non-employment uses.
- **Settlement Hierarchy:** In the SWDP, settlements are categorised as part of a hierarchy based on the services and facilities available to that settlement. The hierarchy is:
  - Category 1 - towns and villages with a good range of services and facilities, as well as some access to public transport.
  - Category 2 - villages that have a more limited level of services.
  - Category 3 - locations where only limited development to address local housing need is acceptable.
  - Other settlements - these have few facilities and services and are felt to be unsustainable locations for any growth and development in the SWDP.
- **Significant Gap:** A local planning designation intended to protect the settings and separate identities of settlements by:
  - helping to avoid coalescence;
  - retaining the existing settlement pattern through maintaining the openness of the land; and
  - securing the quality of life benefits of having open land close to where people live.
- **Sites of Special Scientific Interest (SSSI):** Sites or areas designated as being of national importance because of their wildlife, plants or flowering species and / or their

unusual or typical geological features. SSSIs are identified by Natural England and have protected status under the Wildlife and Countryside Act 1981.

- **Smarter Choices Measures:** These are measures such as the provision of information about public transport services that encourage people to use modes other than the private car for some journeys. Smarter choices are techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and individualised travel planning. They also seek to improve public transport and marketing services such as travel awareness campaigns, setting up websites for car share schemes, supporting car clubs and encouraging teleworking.
- **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.
- **South Housing Market Area:** A number of sub-regional housing market areas have been identified that display similar characteristics. The SWDP authorities fall within the South Housing Market Area, which also contains the other three Worcestershire districts, together with Warwick and Stratford-upon-Avon District Councils.
- **South Worcestershire Sports Facilities Framework:** This document forms part of the key evidence base informing the sport elements of the SWDP. The Framework comprises a set of interlinking documents, which have been compiled concurrently, with a common methodology and data sources. This ensures that they give a robust base for sports facility planning. It also supports the need and identifies the delivery mechanisms for essential community infrastructure that will be required to ensure any major housing and employment growth is sustainable.
- **South Worcestershire Infrastructure Delivery Plan (SWIDP):** This is a document that offers evidence to support the SWDP. It sets out the amount and type of infrastructure needed to deliver the level of development proposed in the SWDP. It analyses physical infrastructure (such as transport and utilities), social infrastructure (such as schools and community facilities) and a complete range of green infrastructure. These are described on a geographical basis, which makes it easier for the reader to understand where infrastructure is planned; this is analysed in more detail in an Appendix. The SWIDP also considers issues around the funding of infrastructure and suggests a way forward in meeting such requirements. The SWIDP has been produced in close consultation with the County Council and the various infrastructure providers. It is a “live” document and will be updated on a regular basis.
- **Special Wildlife Site:** A local / wildlife site identified by the Worcestershire Wildlife Trust and Worcestershire Special Wildlife Sites Partnership.
- **Specialist Housing for Older People:** The Housing in Later Life toolkit (December 2012) advises that this term refers to a range of housing options built to assist older people with their accommodation and support needs in later life. Key features include individual dwellings with their own front door (whether for rent, sale or shared ownership), communal areas such as lounges and restaurants, scheme manager (or other types of support service) and varying levels of personal care and support. There is a variety of different specialist housing and there are constantly new models being created. Currently

includes for example, continuing care retirement communities, extra care housing and retirement housing.

- **Stakeholders:** Groups, individuals or organisations who may be affected by, or have a key interest in, a development proposal or planning policy. They may often be experts in their field or represent the views of many people.
- **Stand Alone Renewable and Low Carbon Energy Schemes:** Stand alone renewable and low carbon energy projects are typically those which are not attached to individual buildings for the purposes of meeting a proportion of that buildings heat or power. Examples of stand alone technologies include larger scale wind turbines, biomass, solar farms, anaerobic digestion, combined heat and power and hydro-electricity plant which diverts all or a substantial proportion of its heat and/ or power directly into the national grid or a large scale heat network. In contrast, building integrated technologies may include technologies such as solar PV, solar hot water, ground and air source heat pumps which are attached to the fabric of a building and which typically divert some or all of the energy or heat generated into a single building.
- **Statement of Community Involvement (SCI):** This sets out the standards to be achieved by the local authority in involving the community in the preparation, alteration and continuing review of all Local Development Documents and planning applications. The SCI is a clear public statement enabling the community to know how and when they will be involved in the preparation of Local Development Documents and how they will be consulted on planning applications.
- **Strategic Flood Risk Assessment (SFRA):** A SFRA is a high-level assessment of flood risk carried out by or for planning authorities to meet the needs of national legislation with the purpose of assisting local authorities to deliver sustainable development. The SFRA has informed the various allocations and sets the context / parameters for more detailed Flood Risk Assessments associated with planning applications.
- **Strategic Highway Network:** Refers to the pattern of motorways and trunk roads.
- **Strategic Housing Land Availability Assessments (SHLAA):** These are a key component of the evidence base required to support the delivery of sufficient land for housing to meet the community's need for more homes. These assessments are required by national planning policy as set out in the Framework.
- **Strategic Housing Market Assessment (SHMA) (Feb 2012):** The purpose of this study was to analyse data and trends relating to local housing markets and issues of affordability of housing within the sub-regions of Worcestershire.
- **Strategic Sites:** These sites are considered to be vital to the delivery of the SWDP objective of economic-led growth. They are allocated for housing, employment and infrastructure development and represent significant opportunities for sustainable growth. They are primarily located in the urban extensions and the employment allocations.
- **Super Play Area:** A large facility with a range of recreation / play equipment, with other supporting ancillary facilities adjoining (sometimes referred to as a Destination Play Area).

- **Supplementary Market Review and Property Prices Report (July 2010):** A report that updates the evidence in the Development Viability Assessment.
- **Supplementary Planning Document (SPD):** SPDs are Local Development Documents that explain how policies in Development Plan Documents will be implemented. They do not form part of the SWDP and cannot allocate land, but are material considerations when determining planning applications.
- **Supported Housing:** Housing that is purposely designed or remodelled to enable residents to adjust to independent living or to enable them to live independently. There will be support services provided by the landlord or another organisation. As a minimum, a building or scheme will provide basic facilities such as a laundry for residents or washing machines in living units. The scheme will also have a communal lounge.
- **Strategic Environmental Assessment (SEA):** The European Directive 2001/42/EC on “the assessment of the effects of certain plans and programmes on the environment” is known as the Strategic Environmental Assessment or SEA Directive. The directive applies to any land use plans and modifications that began to be prepared after 21 July 2004. It also applies to any land use plans that have not been adopted or submitted to a legislative procedure leading to adoption by 21 July 2006. The Department of Communities and Local Government has published guidance on how to undertake a SEA of land use plans and how the methodology may be expanded to incorporate sustainability appraisal.
- **Sui Generis:** Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include:
  - theatres, houses in multiple occupation, hostels providing no significant element of care, scrap yards;
  - petrol filling stations and shops selling and / or displaying motor vehicles;
  - retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos.

(see also **Use Classes**).
- **Sustainability Appraisal:** The Planning and Compulsory Purchase Act 2004 requires Local Development Documents to be prepared with a view to contributing to the achievement of sustainable development. Sustainability appraisal is a systematic appraisal process. The purpose of sustainability appraisal is to appraise the social, environmental and economic effects of the strategies and policies in a Local Development Document from the outset of the preparation process. This will ensure that decisions are made that agree with sustainable development requirements.
- **Sustainable Community Strategy (SCS):** The SCS is prepared by local strategic partnerships as a set of goals and actions that they, in representing the residential, business, statutory and voluntary interests of an area, wish to promote. The SCS should inform the local development framework and act as an umbrella framework for other strategies devised for the area. In Worcestershire, a county-wide SCS was adopted in

2010. This effectively replaced previous versions at district level, although it did include district-specific sections and a series of preferred outcomes for each.

- **Sustainable Development:** In broad terms, this means development that meets the needs of the present without compromising the ability of future generations to meet their own needs. The Government has set out five guiding principles for sustainable development in its strategy 'Securing the future - UK Government strategy for sustainable development'. The five guiding principles, to be achieved simultaneously, are:
  - Living within environmental limits.
  - Ensuring a strong, healthy and just society.
  - Achieving a sustainable economy.
  - Promoting good governance.
  - Using sound science responsibly.

The Framework sets out a definition of sustainable development and identifies how it is to be identified and delivered (Framework paragraphs 6 – 16).

- **Sustainable Drainage System (SuDS):** Efficient drainage system that seeks to minimise wastage of water, including the use of appropriate groundcover to enable maximum penetration of clean water run-off into the ground, promote the filtration and evaporation of water as close to the source as possible and break down pollutants and, where appropriate, recycle grey water within the development. Designed to minimise the impact of development on the natural water environment, they are an alternative to drainage through pipes directly to a water course and help enhance water quality and biodiversity, maintain groundwater levels and reduce the risk of flooding.
- **Sustainable Transport Fund:** The Government announced, as part of the Local Transport White Paper, the creation of a Local Sustainable Transport Fund to help build strong local economies and address the urgent challenges of climate change.
- **Sustainable Travel:** Term applied to alternative environmentally-friendly transport options, e.g. car share, walking, cycling, public transport with the aim of reducing the daily trips made by private vehicles and overall levels of CO<sub>2</sub> emissions.
- **Town Centre:** Area defined on the local authority's Policies Map, including the primary shopping area and areas predominantly occupied by main town centre uses, within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres. Neighbourhood centres are also centres which include town centre uses but they are not considered to be town centres. Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.
- **Transport Assessment:** A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to



the car such as walking, cycling and public transport, and what measures will need to be taken to deal with the anticipated transport impacts of the development.

- **Travel Plan:** A package of measures and initiatives that aims to reduce the number of car journeys made, by providing people with greater transport choices. This is done through providing realistic alternatives to the car, reducing the need to travel and managing car parking provision.
- **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”.
- **Urban Capacity Study:** A study to assess the potential for settlements to accommodate additional housing by identifying possible development sites within the existing built-up areas.
- **Urban Cooling:** Designing public spaces to help reduce the urban heat island effect. For example, by providing sufficient public open space within urban areas, this in turn will help mitigate the retention of urban heat in buildings, concrete and asphalt.
- **Use Classes:** Planning permission is required for development. The definition of development includes material changes of use of land or buildings / premises. Uses fall within four main categories or “classes” as follows:
  - Class A covers shops and other retail premises such as restaurants and bank branches.
  - Class B covers offices, workshops, factories and warehouses.
  - Class C covers residential uses.
  - Class D covers non-residential institutions and assembly and leisure uses.

There are subsets within each class. In addition, there are also uses that are *sui generis*, i.e. in a class of their own. Changes of use within a use class do not come within the definition of development at all. Certain changes between particular use classes are allowed under permitted development rights.

- **Veteran Tree:** The Woodland Trust defines a 'veteran tree' as one usually in the second or mature stage of its life with important wildlife and habitat features including: hollowing or associated decay fungi; holes; wounds and large dead branches. The definition will generally include old trees but also younger middle-aged trees where premature aging characteristics are present.
- **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.

- **Vision:** The vision describes how south Worcestershire will have developed by 2030. The vision places emphasis on economic prosperity, housing delivery and the provision of infrastructure. The implementation of the SWDP objectives and policies will help achieve the vision.
- **Vulnerable Sectors:** This term can be applied to any group of similar businesses suffering from a decline in their financial viability. Longstanding vulnerable sectors include most types of farming, defence contractors, some manufacturing sectors and public houses.
- **Water Framework Directive:** The Water Framework Directive is a piece of European legislation that promotes a positive approach to water management. The Directive helps to protect and enhance the quality of surface freshwater (including lakes, streams and rivers), ground waters, groundwater - dependent ecosystems, estuaries and coastal waters out to one mile from low water.
- **Windfall:** Windfall sites are those that have not been specifically identified through the SWDP process. They comprise previously developed sites that have unexpectedly become available and that may (in some cases) be suitable for certain forms of redevelopment.
- **Worcestershire County Council Waste Core Strategy:** Guides the approach to planning for waste management facilities in the county until 2027.
- **Worcestershire Minerals Local Plan:** This guides mineral development in the county to particular locations and sets criteria against which applications for the extraction of minerals and related developments can be assessed.
- **Worcestershire Partnership:** The Worcestershire Partnership brings together local government, public services such as health, learning providers, police and probation, voluntary and community organisations and local businesses within Worcestershire. The work of the Partnership is based on a shared common purpose and good will.
- **World Health Organisation Air Quality Standards:** These are the concentrations of pollutants in the atmosphere that can broadly be taken to signify a certain level of environmental quality. They are based on an assessment of the effects of each pollutant on human health, including the effects on certain sensitive sub-groups.

# ANNEXES

South Worcestershire Development Plan 2016

## **Annex A: Summary of Worcestershire Sustainable Community Strategy 2010, extracts for south Worcestershire authorities**

**Worcestershire's Sustainable Community Strategy (SCS) for 2011 to 2021** (September 2010)

There are three key priorities and a number of associated outcomes identified in the SCS.

1. A skilled and prosperous economy:
  - A. Enhanced economic prosperity through sustainable economic growth.
  - B. Improved survival rates for new and existing business.
  - C. A skilled workforce that meets the needs of business.
2. An environment that is cherished and resilient:
  - A. Protecting and enhancing the county's natural and historic environment through a better understanding of its social and economic value and its contribution to health and well-being.
  - B. Working better together to deliver environmental improvements.
  - C. Mitigating and adapting to climate change.
3. Improving health & well-being:
  - A. To reduce health inequalities between social groups in terms of health and quality of life outcomes.
  - B. To improve the quality of life and independence of older people and those with a long-term illness.
  - C. To improve mental health and well-being.

Individual issues highlighted for the three south Worcestershire authorities include the following:

### **“Malvern Hills Partnership Priorities**

The Malvern Hills Partnership has recognised that there are a number of challenges that cannot be tackled by one organisation alone. Instead, in order to add real value, issues must be addressed collectively in order to be truly effective.

Our priorities are:

- To reduce the impact of rurality on our local communities.
- To tackle issues associated with inequalities, including health inequalities.

## Annex A: Summary of Worcestershire Sustainable Community Strategy 2010, extracts for south Worcestershire authorities

- To raise awareness of key environmental issues and to drive down our reliance on fossil fuels.
- To protect residents and businesses from the impact of flooding ... ”

### **“Worcester Alliance Priorities**

#### Priority One – Economy:

- To have the right infrastructure in place to support a successful and growing economy.
- To support business growth and expansion and attract new businesses which provide a diverse economy and more, higher paid, quality jobs.
- To ensure the city has a vibrant retail offer.
- To make sure that people have the right skills for existing, growing and new businesses.
- To develop plans to reduce the numbers of young people not in employment or education and encourage more apprenticeships.

#### Priority Two – Communities:

- To improve the quality of life for local residents across the city as a whole and with a focus on areas of highest need.
- To work creatively and innovatively in partnership with local communities to tackle local issues and meet local needs and build resilience.
- To have a range of quality housing which meets local needs and supports cohesive neighbourhoods.
- To ensure local people benefit from improved health and well-being, reducing health inequalities in the city and promoting healthier lifestyles.

#### Priority Three – Environment:

- To ensure Worcester continues to be an attractive place to visit, work and live in, enhancing and protecting open and green space which is seen as important.
- To help make the city resilient to flooding, climate change and extreme weather events.
- To promote strong planning policies and work with partners to minimise the impact of development on the natural environment. ...”

### **“Wychavon Strategic Partnership Priorities**

Wychavon Strategic Partnership recognises that a number of the challenges described cannot be tackled effectively by one organisation alone. We have identified seven priorities where



## Annex A: Summary of Worcestershire Sustainable Community Strategy 2010, extracts for south Worcestershire authorities

we will work together to make a real impact, with sustainability as an overarching principle: These are:

1. Supporting and improving the local economy.
2. Developing skills and lifelong learning.
3. Delivering housing that meets local needs.
4. Reducing health inequalities and promoting healthy lifestyles.
5. Supporting older people.
6. Providing positive activities for young people.
7. Supporting people to play an active role in their communities and to take responsibility for improving their lives. ...”

## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP   | Policies that will help deliver objectives   | Worcestershire SCS Objectives  |
|--|--|--|
| <b>Economic Success That Is Shared By All</b>  |  | <b>1. A skilled and prosperous economy</b>   |
| 1. 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. | <p>SWDP 1: Overarching Sustainable Development Principles</p> <p>SWDP 2: Development Strategy and Settlement Hierarchy</p> <p>SWDP 3: Employment, Housing and Retail Provision Requirement and Delivery</p> <p>SWDP 4: Moving Around South Worcestershire</p> <p>SWDP 8: Providing the Right Land and Buildings for Jobs</p> <p>SWDP 10: Protection and Promotion of Centres and Local Shops</p> <p>SWDP 11: Vale of Evesham HGV Control Zone</p> <p>SWDP 12: Employment in Rural Areas</p> <p>SWDP 13: Effective Use of Land</p> <p>SWDP 18: Replacement Dwellings in the Open Countryside</p> <p>SWDP 19: Dwellings for Rural Workers</p> <p>SWDP 26: Telecommunications and Broadband</p> <p>SWDP 27: Renewable and Low Carbon Energy</p> <p>SWDP 32: Minerals</p> <p>SWDP 34: Tourist Development</p> <p>SWDP 35: Visitor Accommodation</p> <p>SWDP 36: Static and Touring Caravans, Chalets and Camping Sites</p> | <p>A. Enhanced economic prosperity through sustainable economic growth.</p> <p>B. Improved survival rates for new and existing business.</p> <p>C. A skilled workforce that meets the needs of business.</p> |

## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP  | Policies that will help deliver objectives  | Worcestershire SCS Objectives                                    |
|---|---|--|
|   | <p>SWDP 40: Waterfronts</p> <p>SWDP 44: Worcester City Centre</p> <p>SWDP 45: Directions for Growth Outside the City Administrative Boundary</p> <p>SWDP 46: Pershore</p> <p>SWDP 47: Pershore Urban Extensions</p> <p>SWDP 48: Droitwich Spa</p> <p>SWDP 49: Droitwich Spa Urban Extensions</p> <p>SWDP 50: Evesham</p> <p>SWDP 51: Evesham Urban Extensions</p> <p>SWDP 52: Malvern</p> <p>SWDP 53: Malvern Technology Centre (QinetiQ)</p> <p>SWDP 54: Blackmore Park</p> <p>SWDP 55: Three Counties Showground</p> <p>SWDP 56: Development at North East Malvern</p> <p>SWDP 57: Tenbury Wells</p> <p>SWDP 58: Upton-upon-Severn Area</p> |  |
| <p>2. To work with partners, in particular the Worcestershire Local Enterprise Partnership, to strengthen the urban and rural economies by enabling local businesses, including farms, to</p> | <p>SWDP 1: Overarching Sustainable Development Principles</p> <p>SWDP 2: Development Strategy and Settlement Hierarchy</p> <p>SWDP 3: Employment, Housing and Retail Provision Requirement and Delivery</p> <p>SWDP 4: Moving Around South Worcestershire</p> <p>SWDP 8: Providing the Right Land and Buildings for Jobs</p> <p>SWDP 10: Protection and Promotion of Centres and Local Shops</p>  | <p>B. Improved survival rates for new and existing business.</p> |

## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP          | Policies that will help deliver objectives   | Worcestershire SCS Objectives |
|-----------------------------------|--|-------------------------------|
| start, grow, adapt and diversify. | <p>SWDP 12: Employment in Rural Areas</p> <p>SWDP 13: Effective Use of Land</p> <p>SWDP 18: Replacement Dwellings in the Open Countryside</p> <p>SWDP 19: Dwellings for Rural Workers</p> <p>SWDP 26: Telecommunications and Broadband</p> <p>SWDP 34: Tourist Development</p> <p>SWDP 35: Visitor Accommodation</p> <p>SWDP 44: Worcester City Centre</p> <p>SWDP 45: Directions for Growth Outside the City Administrative Boundary</p> <p>SWDP 46: Pershore</p> <p>SWDP 47: Pershore Urban Extensions</p> <p>SWDP 48: Droitwich Spa</p> <p>SWDP 49: Droitwich Spa Urban Extensions</p> <p>SWDP 50: Evesham</p> <p>SWDP 51: Evesham Urban Extensions</p> <p>SWDP 52: Malvern</p> <p>SWDP 53: Malvern Technology Centre (QinetiQ)</p> <p>SWDP 54: Blackmore Park</p> <p>SWDP 55: Three Counties Showground</p> <p>SWDP 56: Development at North East Malvern</p> <p>SWDP 57: Tenbury Wells</p> <p>SWDP 58: Upton-upon-Severn Area</p> |                               |

## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP   | Policies that will help deliver objectives   | Worcestershire SCS Objectives  |
|--|--|--|
| 3. 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. | <p>SWDP 1: Overarching Sustainable Development Principles</p> <p>SWDP 2: Development Strategy and Settlement Hierarchy</p> <p>SWDP 3: Employment, Housing and Retail Provision Requirement and Delivery</p> <p>SWDP 4: Moving Around South Worcestershire</p> <p>SWDP 8: Providing the Right Land and Buildings for Jobs</p> <p>SWDP 9: Creating and Sustaining Vibrant Centres</p> <p>SWDP 10: Protection and Promotion of Centres and Local Shops</p> <p>SWDP 13: Effective Use of Land</p> <p>SWDP 34: Tourist Development</p> <p>SWDP 35: Visitor Accommodation</p> <p>SWDP 36: Static and Touring Caravans, Chalets and Camping Sites</p> <p>SWDP 37: Built Community Facilities</p> <p>SWDP 38: Green Space</p> <p>SWDP 39: Provision for Green Space and Outdoor Community Uses in New Development</p> <p>SWDP 44: Worcester City Centre</p> <p>SWDP 45: Directions for Growth Outside the City Administrative Boundary</p> <p>SWDP 47: Pershore Urban Extensions</p> <p>SWDP 48: Droitwich Spa</p> <p>SWDP 49: Droitwich Spa Urban Extensions</p> <p>SWDP 50: Evesham</p> <p>SWDP 51: Evesham Urban Extensions</p> | A. Enhanced economic prosperity through sustainable economic growth. |



## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP  | Policies that will help deliver objectives   | Worcestershire SCS Objectives   |
|---|--|---|
| 4. 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. | <p>SWDP 2: Development Strategy and Settlement Hierarchy</p> <p>SWDP 3: Employment, Housing and Retail Provision Requirement and Delivery</p> <p>SWDP 8: Providing the Right Land and Buildings for Jobs</p> <p>SWDP 9: Creating and Sustaining Vibrant Centres</p> <p>SWDP 10: Protection and Promotion of Centres and Local Shops</p> <p>SWDP 13: Effective Use of Land</p> <p>SWDP 14: Market Housing Mix</p> <p>SWDP 15: Meeting Affordable Housing Needs</p> <p>SWDP 21: Design</p> <p>SWDP 34: Tourist Development</p> <p>SWDP 35: Visitor Accommodation</p> <p>SWDP 37: Built Community Facilities</p> <p>SWDP 40: Waterfronts</p> <p>SWDP 44: Worcester City Centre</p> <p>SWDP 46: Pershore</p> <p>SWDP 47: Pershore Urban Extensions</p> <p>SWDP 48: Droitwich Spa</p> <p>SWDP 49: Droitwich Spa Urban Extensions</p> <p>SWDP 50: Evesham</p> <p>SWDP 51: Evesham Urban Extensions</p> <p>SWDP 53: Malvern Technology Centre (QinetiQ)</p> <p>SWDP 57: Tenbury Wells</p> | <p>2. <b>An environment that is cherished and resilient.</b></p> <p>B. Working better together to deliver environmental improvements.</p> |

## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP  | Policies that will help deliver objectives   | Worcestershire SCS Objectives  |
|---|--|--|
| <b>Stronger Communities</b>   |  | <b>1. A skilled and prosperous economy.</b>                          |
| 1. To deliver sufficient new homes needed by local communities and which will help support economic growth. | <p>SWDP 1: Overarching Sustainable Development Principles</p> <p>SWDP 2: Development Strategy and Settlement Hierarchy</p> <p>SWDP 3: Employment, Housing and Retail Provision Requirement and Delivery</p> <p>SWDP 13: Effective Use of Land</p> <p>SWDP 15: Meeting Affordable Housing Needs</p> <p>SWDP 16: Rural Exception Sites</p> <p>SWDP 17: Gypsies, Travellers and Travelling Showpeople</p> <p>SWDP 18: Replacement Dwellings in the Open Countryside</p> <p>SWDP 19: Dwellings for Rural Workers</p> <p>SWDP 24: Historic Environment</p> <p>SWDP 30: Water Resources, Efficiency and Treatment</p> <p>SWDP 32: Minerals</p> <p>SWDP 42: Residential Moorings</p> <p>SWDP 44: Worcester City Centre</p> <p>SWDP 45: Directions for Growth Outside the City Administrative Boundary</p> <p>SWDP 46: Pershore</p> <p>SWDP 47: Pershore Urban Extensions</p> <p>SWDP 48: Droitwich Spa</p> <p>SWDP 49: Droitwich Spa Urban Extensions</p> | A. Enhanced economic prosperity through sustainable economic growth. |

## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP   | Policies that will help deliver objectives   | Worcestershire SCS Objectives |
|--|--|-------------------------------|
|  | <p>SWDP 50: Evesham</p> <p>SWDP 51: Evesham Urban Extensions</p> <p>SWDP 52: Malvern</p> <p>SWDP 53: Malvern Technology Centre (QinetiQ)</p> <p>SWDP 56: Development at North East Malvern</p> <p>SWDP 57: Tenbury Wells</p> <p>SWDP 58: Upton-upon-Severn Area</p>  |                               |
| <p>2. 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 communities.</p> | <p>SWDP 1: Overarching Sustainable Development Principles</p> <p>SWDP 14: Market Housing mix</p> <p>SWDP 15: Meeting Affordable Housing Needs</p> <p>SWDP 16: Rural Exception Sites</p> <p>SWDP 17: Gypsies, Travellers and Travelling Showpeople</p> <p>SWDP 19: Dwellings for Rural Workers</p> <p>SWDP 20: Housing to Meet the Needs of Older People</p> <p>SWDP 21: Design</p> <p>SWDP 44: Worcester City Centre</p> <p>SWDP 45: Directions for Growth Outside the City Administrative Boundary</p> <p>SWDP 46: Pershore</p> <p>SWDP 47: Pershore Urban Extensions</p> <p>SWDP 48: Droitwich Spa</p> <p>SWDP 49: Droitwich Spa Urban Extensions</p> <p>SWDP 50: Evesham</p> <p>SWDP 51: Evesham Urban Extensions</p> |                               |

## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP                                    | Policies that will help deliver objectives   | Worcestershire SCS Objectives |
|---|--|-------------------------------|
|   | <p>SWDP 52: Malvern</p> <p>SWDP 53: Malvern Technology Centre (QinetiQ)</p> <p>SWDP 56: Development at North East Malvern</p> <p>SWDP 57: Tenbury Wells</p> <p>SWDP 58: Upton-upon-Severn Area</p>   |                               |
| 3. To maximise opportunities to deliver affordable housing. | <p>SWDP 1: Overarching Sustainable Development Principles</p> <p>SWDP 14: Market Housing Mix</p> <p>SWDP 15: Meeting Affordable Housing Needs</p> <p>SWDP 16: Rural Exception Sites</p> <p>SWDP 44: Worcester City Centre</p> <p>SWDP 45: Directions for Growth Outside the City Administrative Boundary SWDP</p> <p>46: Pershore</p> <p>SWDP 48:Droitwich Spa</p> <p>SWDP 49: Droitwich Spa Urban Extensions</p> <p>SWDP 50: Evesham</p> <p>SWDP 51:Evesham Urban Extensions</p> <p>SWDP 52: Malvern</p> <p>SWDP 53: Malvern Technology Centre (QinetiQ)</p> <p>SWDP 56: Development at North East Malvern</p> <p>SWDP 57: Tenbury Wells</p> <p>SWDP 58: Upton-upon-Severn Area</p> |                               |
| 4. To allocate most development in locations where          | <p>SWDP 1: Overarching Sustainable Development Principles</p> <p>SWDP 2: Development Strategy and Settlement Hierarchy</p>   |                               |

## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP  | Policies that will help deliver objectives   | Worcestershire SCS Objectives |
|---|--|-------------------------------|
| there is good access to local services and where transport choice is maximised. | <p>SWDP 3: Employment, Housing and Retail Provision Requirement and Delivery</p> <p>SWDP 4: Moving Around South Worcestershire</p> <p>SWDP 8: Providing the Right Land and Buildings for Jobs</p> <p>SWDP 9: Creating and Sustaining Vibrant Centres</p> <p>SWDP 10: Protection and Promotion of Centres and Local Shops</p> <p>SWDP 12: Employment in Rural Areas</p> <p>SWDP 13: Effective Use of Land</p> <p>SWDP 14: Market Housing Mix</p> <p>SWDP 17: Gypsies, Travellers and Travelling Showpeople</p> <p>SWDP 20: Housing to Meet the Needs of Older People</p> <p>SWDP 37: Built Community Facilities</p> <p>SWDP 44: Worcester City Centre</p> <p>SWDP 46: Pershore</p> <p>SWDP 47: Pershore Urban Extensions</p> <p>SWDP 48: Droitwich Spa</p> <p>SWDP 49: Droitwich Spa Urban Extensions</p> <p>SWDP 50: Evesham</p> <p>SWDP 51: Evesham Urban Extensions</p> <p>SWDP 52: Malvern</p> <p>SWDP 53: Malvern Technology Centre (QinetiQ)</p> <p>SWDP 54: Blackmore Park</p> <p>SWDP 56: Development at North East Malvern</p> <p>SWDP 57: Tenbury Wells</p> |                               |



## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP  | Policies that will help deliver objectives   | Worcestershire SCS Objectives  |
|---|--|--|
|   | SWDP 58: Upton-upon-Severn Area<br>SWDP 59: New Housing for Villages   |  |
| 5. Providing a basis for Neighbourhood Plans  | All policies   |  |
| <b>A Better Environment for Today and Tomorrow</b>  |  | <b>2. An environment that is cherished and resilient</b>   |
| 1. To ensure that the scale and type of new development does not compromise landscape character or South Worcestershire's built heritage. | SWDP 1: Overarching Sustainable Development Principles<br>SWDP 2: Development Strategy and Settlement Hierarchy<br>SWDP 3: Employment, Housing and Retail Provision Requirement and Delivery<br>SWDP 5: Strategic Green Infrastructure<br>SWDP 6: Historic Environment<br>SWDP 9: Creating and Sustaining Vibrant Centres<br>SWDP 12: Employment in Rural Areas<br>SWDP 17: Travellers and Travelling Showpeople<br>SWDP 18: Replacement Dwellings in the Open Countryside<br>SWDP 19: Dwellings for Rural Workers<br>SWDP 21: Design<br>SWDP 22: Biodiversity and Geodiversity<br>SWDP 23: The Cotswolds and Malvern Hills Areas of Outstanding Natural Beauty (AONB) | A. Protecting and enhancing the county's natural and historic environment through a better understanding of its social and economic value and its contribution to health and well-being.<br>B. Working better together to deliver environmental improvements.<br>C. Mitigating and adapting to |

## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP                    | Policies that will help deliver objectives  | Worcestershire SCS Objectives |
|---|---|-------------------------------|
|   | SWDP 24: Historic Environment<br>SWDP 25: Landscape Character<br>SWDP 27: Renewable and Low Carbon Energy<br>SWDP 34: Tourist Development<br>SWDP 35: Visitor Accommodation<br>SWDP 36: Static and Touring Caravans, Chalets and Camping Sites<br>SWDP 38: Green Space<br>SWDP 40: Waterfronts<br>SWDP 41: Marinas and Moorings<br>SWDP 42: Residential Moorings<br>SWDP 44: Worcester City Centre<br>SWDP 45: Directions for Growth Outside the City Administrative Boundary<br>SWDP 46: Pershore<br>SWDP 48: Droitwich Spa<br>SWDP 49: Droitwich Spa Urban Extensions<br>SWDP 52: Malvern<br>SWDP 53: Malvern Technology Centre (QinetiQ)<br>SWDP 54: Blackmore Park<br>SWDP 55: Three Counties Showground<br>SWDP 56: Development at North East Malvern<br>SWDP 57: Tenbury Wells<br>SWDP 58: Upton-upon-Severn Area | climate change.               |
| 2. To ensure development is designed to the | SWDP 1: Overarching Sustainable Development Principles  | C. Mitigating and adapting to |

## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP  | Policies that will help deliver objectives   | Worcestershire SCS Objectives |
|---|--|-------------------------------|
| highest possible environmental standards in order to minimise carbon emissions resource consumption, pollution, flood risk and increase the proportion of renewable energy. | <p>SWDP 2: Development Strategy and Settlement Hierarchy</p> <p>SWDP 4: Moving Around South Worcestershire</p> <p>SWDP 5: Strategic Green Infrastructure</p> <p>SWDP 6: Historic Environment</p> <p>SWDP 9: Creating and Sustaining Vibrant Centres</p> <p>SWDP 12: Employment in Rural Areas</p> <p>SWDP 18: Replacement Dwellings in the Open Countryside</p> <p>SWDP 19: Dwellings for Rural Workers</p> <p>SWDP 21: Design</p> <p>SWDP 24: Historic Environment</p> <p>SWDP 27: Renewable and Low Carbon Energy</p> <p>SWDP 28: Management of Flood Risk</p> <p>SWDP 30: Water Resources, Efficiency and Treatment</p> <p>SWDP 31: Pollution and Land Instability</p> <p>SWDP 33: Waste</p> <p>SWDP 34: Tourist Development</p> <p>SWDP 35: Visitor Accommodation</p> <p>SWDP 36: Static and Touring Caravans, Chalets and Camping Sites</p> <p>SWDP 37: Built Community Facilities</p> <p>SWDP 38: Green Space</p> <p>SWDP 40: Waterfronts</p> <p>SWDP 41: Marinas and Moorings</p> <p>SWDP 44: Worcester City Centre</p> | climate change.               |

## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP  | Policies that will help deliver objectives  | Worcestershire SCS Objectives  |
|---|---|--|
|   | <p>SWDP 45: Directions for Growth Outside the City Administrative Boundary</p> <p>SWDP 46: Pershore</p> <p>SWDP 47: Pershore Urban Extensions</p> <p>SWDP 48: Droitwich Spa</p> <p>SWDP 49: Droitwich Spa Urban Extensions</p> <p>SWDP 53: Malvern Innovation and Technology Park</p> <p>SWDP 54: Blackmore Park</p> <p>SWDP 55: Three Counties Showground</p> <p>SWDP 56: Development at North East Malvern</p> <p>SWDP 57: Tenbury Wells</p> <p>SWDP 58: Upton-upon-Severn Area</p> <p>SWDP 59: New Housing for Villages</p>            |  |
| 3. To maintain open landscape and prevent the merging of settlements in both Green Belt and non-Green Belt locations. | <p>SWDP 2: Development Strategy and Settlement Hierarchy</p> <p>SWDP 5: Strategic Green Infrastructure</p> <p>SWDP 17: Travellers and Travelling Showpeople</p> <p>SWDP 18: Replacement Dwellings in the Open Countryside</p> <p>SWDP 25: Landscape character</p> <p>SWDP 35: Visitor Accommodation</p> <p>SWDP 39: Provision for Green Space and Outdoor Community Uses in New Development</p> <p>SWDP 40: Waterfronts</p> <p>SWDP 44: Worcester City Centre</p> <p>SWDP 47: Pershore Urban Extensions</p> <p>SWDP 48: Droitwich Spa</p> | A. Protecting and enhancing the county's natural and historic environment through a better understanding of its social and economic value and its contribution to health and well-being. |

## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP   | Policies that will help deliver objectives   | Worcestershire SCS Objectives  |
|--|--|--|
|  | <p>SWDP 49: Droitwich Spa Urban Extensions</p> <p>SWDP 50: Evesham</p> <p>SWDP 51: Evesham Urban Extensions</p> <p>SWDP 55: Three Counties Showground</p> <p>SWDP 56: Development at North East Malvern</p> <p>SWDP 57: Tenbury Wells</p> <p>SWDP 58: Upton-upon-Severn Area</p>   |  |
| <p>4. To protect the Green Infrastructure Network and take every opportunity to increase its coverage and quality.</p> | <p>SWDP 2: Development Strategy and Settlement Hierarchy</p> <p>SWDP 5: Strategic Green Infrastructure</p> <p>SWDP 6: Historic Environment</p> <p>SWDP 18: Replacement Dwellings in the Open Countryside</p> <p>SWDP 19: Dwellings for Rural Workers</p> <p>SWDP 22: Biodiversity and geodiversity</p> <p>SWDP 23: The Cotswolds and Malvern Hills Areas of Outstanding Natural Beauty (AONB)</p> <p>SWDP 24: Historic Environment</p> <p>SWDP 25: Landscape Character</p> <p>SWDP 34: Tourist Development</p> <p>SWDP 38: Green Space</p> <p>SWDP 39: Provision for Green Space and Outdoor Community Uses in New Development</p> <p>SWDP 40: Waterfronts</p> <p>SWDP 41: Marinas and Moorings</p> <p>SWDP 42: Residential Moorings</p> <p>SWDP 44: Worcester City Centre</p> | <p>B. Working better together to deliver environmental improvements.</p> |



## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP   | Policies that will help deliver objectives   | Worcestershire SCS Objectives   |
|--|--|---|
|  | <p>SWDP 45: Directions for Growth Outside the City Administrative Boundary</p> <p>SWDP 46: Pershore</p> <p>SWDP 47: Pershore Urban Extensions</p> <p>SWDP 48: Droitwich Spa</p> <p>SWDP 49: Droitwich Spa Urban Extensions</p> <p>SWDP 50: Evesham</p> <p>SWDP 51: Evesham Urban Extensions</p> <p>SWDP 52: Malvern</p> <p>SWDP 53: Malvern Technology Centre (QinetiQ)</p> <p>SWDP 54: Blackmore Park</p> <p>SWDP 55: Three Counties Showground</p> <p>SWDP 56: Development at North East Malvern</p> <p>SWDP 57: Tenbury Wells</p> |   |
| <p>5. To enhance biodiversity, geodiversity, landscape quality, water quality and protect the highest quality agricultural land.</p> | <p>SWDP 1: Overarching Sustainable Development Principles</p> <p>SWDP 2: Development Strategy and Settlement Hierarchy</p> <p>SWDP 6: Historic Environment</p> <p>SWDP 19: Dwellings for Rural Workers</p> <p>SWDP 22: Biodiversity and Geodiversity</p> <p>SWDP 23: The Cotswolds and Malvern Hills Areas of Outstanding Natural Beauty (AONB)</p> <p>SWDP 24: Historic Environment</p> <p>SWDP 25: Landscape Character</p> <p>SWDP 30: Water Resources, Efficiency and Treatment</p>   | <p>A. Protecting and enhancing the county's natural and historic environment through a better understanding of its social and economic value and its contribution to health and well-being.</p> |

## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP   | Policies that will help deliver objectives  | Worcestershire SCS Objectives  |
|--|---|--|
|  | <p>SWDP 31: Pollution and Land Instability</p> <p>SWDP 33: Waste</p> <p>SWDP 34: Tourist Development</p> <p>SWDP 38: Green Space</p> <p>SWDP 39: Provision for Green Space and Outdoor Community Uses in New Development</p> <p>SWDP 42: Residential Moorings</p> <p>SWDP 44: Worcester City Centre</p> <p>SWDP 45: Directions for Growth Outside the City Administrative Boundary</p> <p>SWDP 47: Pershore Urban Extensions</p> <p>SWDP 48: Droitwich Spa</p> <p>SWDP 49: Droitwich Spa Urban Extensions</p> <p>SWDP 50: Evesham</p> <p>SWDP 51: Evesham Urban Extensions</p> <p>SWDP 55: Three Counties Showground</p> <p>SWDP 56: Development at North East Malvern</p> <p>SWDP 57: Tenbury Wells</p> <p>SWDP 58: Upton-upon-Severn Area</p> |  |
| <b>Improving Health and Well-being</b>   |   | <b>3. Improving health &amp; well-being</b>  |
| 1. To ensure that new development supports the delivery of healthcare provision and accessibility. | <p>SWDP 1: Overarching Sustainable Development Principles</p> <p>SWDP 2: Development Strategy and Settlement Hierarchy</p> <p>SWDP 3: Employment, Housing and Retail Provision Requirement and Delivery</p>   | A. To reduce health inequalities between social groups in terms of health and quality of |

## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP  | Policies that will help deliver objectives   | Worcestershire SCS Objectives  |
|---|--|--|
|   | <p>SWDP 5: Strategic Green Infrastructure</p> <p>SWDP 10: Protection and Promotion of Centres and Local Shops</p> <p>SWDP 37: Built Community Facilities</p> <p>SWDP 38: Green Space</p> <p>SWDP 39: Provision for Green Space and Outdoor Community Uses in New Development</p> <p>SWDP 44: Worcester City Centre</p> <p>SWDP 45: Directions for Growth Outside the City Administrative Boundary</p> <p>SWDP 46: Pershore</p> <p>SWDP 47: Pershore Urban Extensions</p> <p>SWDP 48: Droitwich Spa</p> <p>SWDP 49: Droitwich Spa Urban Extensions</p> <p>SWDP 50: Evesham</p> <p>SWDP 51: Evesham Urban Extensions</p> <p>SWDP 52: Malvern</p> <p>SWDP 53: Malvern Technology Centre (QinetiQ)</p> <p>SWDP 56: Development at North East Malvern</p> | <p>life outcomes.</p> <p>B. To improve the quality of life and independence of older people and those with a long-term illness.</p> <p>C. To improve mental health and well-being.</p> |
| 2. To ensure that new development sets out high quality formal / informal recreational opportunities and contributes to enhanced sporting facilities in | <p>SWDP 1: Overarching Sustainable Development Principles</p> <p>SWDP 5: Strategic Green Infrastructure</p> <p>SWDP 24: Historic Environment</p> <p>SWDP 25: Landscape Character</p> <p>SWDP 37: Built Community Facilities</p> <p>SWDP 38: Green Space</p>  | <p>A. To reduce health inequalities between social groups in terms of health and quality of life outcomes.</p>   |

## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP   | Policies that will help deliver objectives  | Worcestershire SCS Objectives   |
|--|---|---|
| order to encourage healthy lifestyles.   | <p>SWDP 39: Provision for Green Space and Outdoor Community Uses in New Development</p> <p>SWDP 40: Waterfronts</p> <p>SWDP 41: Marinas and Moorings</p> <p>SWDP 44: Worcester City Centre</p> <p>SWDP 45: Directions for Growth Outside the City Administrative Boundary</p> <p>SWDP 46: Pershore</p> <p>SWDP 47: Pershore Urban Extensions</p> <p>SWDP 48: Droitwich Spa</p> <p>SWDP 49: Droitwich Spa Urban Extensions</p> <p>SWDP 50: Evesham</p> <p>SWDP 51: Evesham Urban Extensions</p> <p>SWDP 52: Malvern</p> <p>SWDP 53: Malvern Technology Centre (QinetiQ)</p> <p>SWDP 56: Development at North East Malvern</p> <p>SWDP 57: Tenbury Wells</p> <p>SWDP 58: Upton-upon-Severn Area</p> |   |
| 3. To promote opportunities and access to a range of skills / vocational training and levels of education for all generations. | <p>SWDP 2: Development Strategy and Settlement Hierarchy</p> <p>SWDP 4: Moving Around South Worcestershire</p> <p>SWDP 8: Providing the Right Land and Buildings for Jobs</p> <p>SWDP 37: Built Community Facilities</p> <p>SWDP 44: Worcester City Centre</p> <p>SWDP 45: Directions for Growth Outside the City Administrative Boundary</p>   | <p><b>1. A skilled and prosperous economy</b></p> <p>C. A skilled workforce that meets the needs of business.</p> |

## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP   | Policies that will help deliver objectives  | Worcestershire SCS Objectives                                     |
|--|---|---|
|  | <p>SWDP 47: Pershore Urban Extensions</p> <p>SWDP 48: Droitwich Spa</p> <p>SWDP 49: Droitwich Spa Urban Extensions</p> <p>SWDP 50: Evesham</p> <p>SWDP 51: Evesham Urban Extensions</p> <p>SWDP 53: Malvern Technology Centre (QinetiQ)</p> <p>SWDP 54: Blackmore Park</p> <p>SWDP 55: Three Counties Showground</p> <p>Site allocations policies</p>   |   |
| <b>Communities that are Safe and feel Safe</b>                   |   | <b>2. An environment that is cherished and resilient</b>          |
| 1. All new development to employ 'Secured by Design' principles. | <p>SWDP 21: Design</p> <p>SWDP 37: Built Community Facilities</p> <p>SWDP 38: Green Space</p> <p>SWDP 44: Worcester City Centre</p> <p>SWDP 45: Directions for Growth Outside the City Administrative Boundary</p> <p>SWDP 46: Pershore</p> <p>SWDP 47: Pershore Urban Extensions</p> <p>SWDP 48: Droitwich Spa</p> <p>SWDP 49: Droitwich Spa Urban Extensions</p> <p>SWDP 50: Evesham</p> <p>SWDP 51: Evesham Urban Extensions</p> <p>SWDP 52: Malvern</p> | B. Working better together to deliver environmental improvements. |



## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP   | Policies that will help deliver objectives  | Worcestershire SCS Objectives  |
|--|---|--|
|  | <p>SWDP 53: Malvern Technology Centre (QinetiQ)</p> <p>SWDP 54: Blackmore Park</p> <p>SWDP 55: Three Counties Showground</p> <p>SWDP 56: Development at North East Malvern</p> <p>SWDP 57: Tenbury Wells</p> <p>SWDP 58: Upton-upon-Severn Area</p>   |  |
| <p>2. All new development to contribute in full to the provision of accessible community infrastructure in order to increase 'footfall' / pedestrian movements in public places.</p> | <p>SWDP 1: Overarching Sustainable Development Principles</p> <p>SWDP 4: Moving Around South Worcestershire</p> <p>SWDP 7: Infrastructure</p> <p>SWDP 9: Creating and Sustaining Vibrant Centres</p> <p>SWDP 37: Built Community Facilities</p> <p>SWDP 38: Green Space</p> <p>SWDP 39: Provision for Green Space and Outdoor Community Uses in New Development</p> <p>SWDP 44: Worcester City Centre</p> <p>SWDP 45: Directions for Growth Outside the City Administrative Boundary</p> <p>SWDP 46: Pershore</p> <p>SWDP 47: Pershore Urban Extensions</p> <p>SWDP 48: Droitwich Spa</p> <p>SWDP 49: Droitwich Spa Urban Extensions</p> <p>SWDP 50: Evesham</p> <p>SWDP 51: Evesham Urban Extensions</p> <p>SWDP 52: Malvern</p> <p>SWDP 53: Malvern Technology Centre (QinetiQ)</p> | <p><b>2. An environment that is cherished and resilient</b></p> <p>B. Working better together to deliver environmental improvements.</p> |

## Annex B: SWDP Objectives mapped against Worcestershire SCS Objectives

| Objectives in draft SWDP | Policies that will help deliver objectives   | Worcestershire SCS Objectives |
|--------------------------|--|-------------------------------|
|                          | <p>SWDP 55: Three Counties Showground</p> <p>SWDP 56: Development at North East Malvern</p> <p>SWDP 57: Tenbury Wells</p> <p>SWDP 58: Upton-upon-Severn Area</p> <p>Site allocation policies</p> |                               |

## Annex C: Primary Policy Connections

| Policy name  | Primary policy links  |
|--|---|
| <b>SWDP 1: Overarching Sustainable Development Principles</b>                    | All policies  |
| <b>SWDP 2: Development Strategy and Settlement Hierarchy</b>                     | SWDP 3, SWDP 4, SWDP 7, SWDP 8, SWDP 9, SWDP 16, SWDP 21  |
| <b>SWDP 3: Employment, Housing and Retail Provision Requirement and Delivery</b> | SWDP 1, SWDP 8, SWDP 9, SWDP 10, SWDP 12, SWDP 13, SWDP 14, SWDP 15, SWDP 16, SWDP 18, SWDP 19, SWDP 42<br><br>All housing, employment and retail allocation policies |
| <b>SWDP 4: Moving Around South Worcestershire</b>                                | SWDP 7, SWDP 11, SW Infrastructure Delivery Plan  |
| <b>SWDP 5: Strategic Green Infrastructure</b>                                    | SWDP 1, SWDP 22, SWDP 29, SWDP 38, SWDP 39  |
| <b>SWDP 6: Historic Environment</b>  | SWDP 18, SWDP 21, SWDP 24, SWDP 40, SWDP43-61   |
| <b>SWDP 7: Infrastructure</b>  | SWDP 5  |
| <b>SWDP 8: Providing the Right Land and Buildings for Jobs</b>                   | SWDP 1, SWDP 2, SWDP 3, SWDP 12   |
| <b>SWDP 9: Creating and Sustaining Vibrant Centres</b>                           | SWDP 1, SWDP 2, SWDP 3, SWDP 8, SWDP 10   |
| <b>SWDP 10: Protection and Promotion of Centres and Local Shops</b>              | SWDP 2, SWDP 9  |
| <b>SWDP 11: Vale of Evesham Heavy Goods Vehicles Control Zone</b>                | SWDP 4, SWDP 8, SWDP 12   |
| <b>SWDP 12: Employment in Rural Areas</b>  | SWDP1, SWDP 8, SWDP 19, SWDP 34,  |
| <b>SWDP 13: Effective Use of Land</b>  | SWDP 1, SWDP 3, SWDP 6, SWDP 8, SWDP 12, SWDP 21, SWDP 24,<br><br>All housing allocation policies   |

| Policy name  | Primary policy links   |
|--|--|
| <b>SWDP 14: Market Housing Mix</b>   | SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 13, SWDP 15, SWDP 20, SWDP 21<br><br>All housing allocation policies                  |
| <b>SWDP 15: Meeting Affordable Housing Needs</b>   | SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 7, SWDP 13, SWDP 14, SWDP 16, SWDP 20, SWDP 21<br><br>All housing allocation policies |
| <b>SWDP 16: Rural Exception Sites</b>  | SWDP 1, SWDP 2, SWDP 7, SWDP 13, SWDP 21   |
| <b>SWDP 17: Gypsies and Travellers</b>   | SWDP 1, SWDP 2, SWDP 21, SWDP 22, SWDP 23, SWDP 25, SWDP 27, SWDP 28, SWDP 29, SWDP 30, SWDP 31, SWDP 31, SWDP 33, SWDP 38 |
| <b>SWDP 18: Replacement Dwellings</b>  | SWDP 1, SWDP 19, SWDP 21, SWDP 25  |
| <b>SWDP 19: Dwellings for Rural Workers</b>  | SWDP 1, SWDP 12, SWDP 18, SWDP 21, SWDP 25   |
| <b>SWDP 20: Housing to Meet the Needs of Older People</b>                                  | SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 7, SWDP 13, SWDP 15, SWDP 21<br><br>All housing allocation policies                   |
| <b>SWDP 21: Design</b>   | SWDP6, SWDP 23, SWDP25, SWDP 40, SWDP 43-61  |
| <b>SWDP 22: Biodiversity and Geodiversity</b>  | SWDP 1, SWDP 5, SWDP 21, SWDP 29, SWDP 30, SWDP 38   |
| <b>SWDP 23: The Cotswolds and Malvern Hills Areas of Outstanding Natural Beauty (AONB)</b> | SWDP 1, SWDP 5, SWDP 21, SWDP 25   |
| <b>SWDP 24: Historic Environment</b>   | SWDP 6, SWDP 21, SWDP 43 - 61  |
| <b>SWDP 25: Landscape Character</b>  | SWDP 1, SWDP 2, SWDP 21, SWDP 23   |
| <b>SWDP 26: Telecoms and Broadband</b>   | SWDP 7, SWDP 12, SWDP 13, all site allocations policies  |
| <b>SWDP 27: Renewable and Low Carbon Energy</b>  | SWDP 1, SWDP 6, SWDP 12, SWDP 21, SWDP 22, SWDP 23, SWDP 25, SWDP 31, SWDP 38  |

## Annex C: Primary Policy Connections

| Policy name   | Primary policy links  |
|---|---|
| <b>SWDP 28: Management of Flood Risk</b>  | SWDP 5, SWDP 22, SWDP 29, SWDP 30, SWDP 31, SWDP 34, SWDP 35, SWDP 36, SWDP 39, SWDP 40, SWDP 41, SWDP 42   |
| <b>SWDP 29: Sustainable Drainage Systems</b>  | SWDP 21, SWDP 28, SWDP 30, SWDP 31  |
| <b>SWDP 30: Water Resources, Efficiency and Treatment</b>                               | SWDP 1, SWDP 7, SWDP 21, SWDP 28, SWDP 32   |
| <b>SWDP 31: Pollution and Land Instability</b>  | SWDP 1, SWDP 22, SWDP 29, SWDP 30   |
| <b>SWDP 32: Minerals</b>  | SWDP 1, SWDP 21, SWDP 22, SWDP 23, SWDP 25, SWDP 28, SWDP 31, SWDP 38, SWDP 43 - 61 Saved minerals policies in Worcestershire County Structure Plan and Minerals Local Plan |
| <b>SWDP 33: Waste</b>   | SWDP 21, Waste Core Strategy  |
| <b>SWDP 34: Tourist Development</b>   | SWDP 21, SWDP 24, SWDP 35, SWDP 36  |
| <b>SWDP 35: Visitor Accommodation</b>   | SWDP 21, SWDP24, SWDP35, SWDP 36  |
| <b>SWDP 36: Static and Touring Caravans, Chalets and Camping Sites</b>                  | SWDP 34, SWDP 35  |
| <b>SWDP 37: Built Community Facilities</b>  | SWDP 1  |
| <b>SWDP 38: Green Space</b>   | SWDP 5, SWDP 29, SWDP 39  |
| <b>SWDP 39: Provision for Green Space and Outdoor Community Uses in New Development</b> | SWDP 1, SWDP 5, SWDP 21, SWDP 38  |
| <b>SWDP 40: Waterfronts</b>   | SWDP 21, SWDP 24, SWDP 41, SWDP 42  |
| <b>SWDP 41: Marinas and Moorings</b>  | SWDP 21, SWDP 24, SWDP40, SWDP 42   |
| <b>SWDP 42: Residential Moorings</b>  | SWDP 21, SWDP24, SWDP 40, SWDP 41   |
| <b>SWDP 43: Worcester City</b>  | SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 5, SWDP 6, SWDP 14, SWDP 15, SWDP 20, SWDP 21, SWDP 22, SWDP 24, SWDP 25, SWDP 26, SWDP 27, SWDP 28, SWDP 29, SWDP 37, SWDP 38         |



| Policy name  | Primary policy links   |
|--|--|
| <b>SWDP 44: Worcester City Centre</b>  | SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 6, SWDP 14, SWDP 15, SWDP 20, SWDP 21, SWDP 22, SWDP 24, SWDP 26, SWDP 27, SWDP 28, SWDP 29   |
| <b>SWDP 45: Directions for Growth Outside the City Administrative Boundary</b> | SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 5, SWDP 6, SWDP 8, SWDP 9, SWDP 14, SWDP 15, SWDP 17, SWDP 20, SWDP 21, SWDP 22, SWDP 24, SWDP 25, SWDP 26, SWDP 27, SWDP 28 , SWDP29, SWDP 32, SWDP 37, SWDP 38, SWDP 39 |
| <b>SWDP 46: Pershore</b>   | SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 5, SWDP 7, SWDP 13, SWDP 14, SWDP 15, SWDP 20, SWDP 21, SWDP 24, SWDP 26, SWDP 27, SWDP 29, SWDP 32, SWDP 39  |
| <b>SWDP 47: Pershore Urban Extensions</b>                                      | SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 5, SWDP 7, SWDP 13, SWDP 14, SWDP 15, SWDP 20, SWDP 21, SWDP 22, SWDP 25, SWDP 26, SWDP 27, SWDP 29, SWDP 32, SWDP 36, SWDP 39  |
| <b>SWDP 48: Droitwich Spa</b>  | SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 5, SWDP 7, SWDP 13, SWDP 14, SWDP 15, SWDP 20, SWDP 21, SWDP 22, SWDP 25, SWDP 26, SWDP 27, SWDP 29, SWDP 32, SWDP 36, SWDP 39  |
| <b>SWDP 49: Droitwich Spa Urban Extensions</b>                                 | SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 5, SWDP 7, SWDP 13, SWDP 14, SWDP 15, SWDP 20, SWDP 21, SWDP 22, SWDP 25, SWDP 26, SWDP 27, SWDP 29, SWDP 32, SWDP 36, SWDP 39  |
| <b>SWDP 50: Evesham</b>  | SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 5, SWDP 7, SWDP 13, SWDP 14, SWDP 15, SWDP 20, SWDP 21, SWDP 22, SWDP 25, SWDP 26, SWDP 27, SWDP 29, SWDP 32, SWDP 36, SWDP 39  |
| <b>SWDP 51: Evesham Urban Extensions</b>                                       | SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 5, SWDP 7, SWDP 13, SWDP 14, SWDP 15, SWDP 20, SWDP 21, SWDP 22, SWDP 25, SWDP 26, SWDP 27, SWDP 29, SWDP 32, SWDP 36, SWDP 39  |
| <b>SWDP 52: Malvern</b>  | SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 5, SWDP 7, SWDP 13, SWDP 14, SWDP 15, SWDP  |

| Policy name   | Primary policy links   |
|---|--|
|   | 21, SWDP 22, SWDP 24, SWDP 25, SWDP 27, SWDP 28, SWDP 29, SWDP 39  |
| <b>SWDP 53: Malvern Technology Centre (QinetiQ)</b> | SWDP 1, SWDP 3, SWDP 4, SWDP 8, SWDP 13, SWDP 14, SWDP 15, SWDP 21, SWDP 22, SWDP 27, SWDP 39  |
| <b>SWDP 54: Blackmore Park</b>                      | SWDP 1, SWDP 3, SWDP 4, SWDP 5, SWDP 7, SWDP 8, SWDP 22, SWDP 25, SWDP 27  |
| <b>SWDP 55: Three Counties Showground</b>           | SWDP 1, SWDP 4, SWDP 5, SWDP 7, SWDP 12, SWDP 21, SWDP 22, SWDP 23, SWDP 25, SWDP 27, SWDP 28, SWDP 33, SWDP 34,   |
| <b>SWDP 56: Development at North East Malvern</b>   | SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 5, SWDP 7, SWDP 8, SWDP 13, SWDP 14, SWDP 15, SWDP 20, SWDP 21, SWDP 22, SWDP 24, SWDP 25, SWDP 27, SWDP 28, SWDP 29, SWDP 39 |
| <b>SWDP 57: Tenbury Wells</b>                       | SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 5, SWDP 7, SWDP 10, SWDP 13, SWDP 14, SWDP 15, SWDP 21, SWDP 22, SWDP 24, SWDP 25, SWDP 27, SWDP 28, SWDP 28, SWDP 38         |
| <b>SWDP 58: Upton-upon-Severn Area</b>              | SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 5, SWDP 7, SWDP 13, SWDP 14, SWDP 15, SWDP 21, SWDP 22, SWDP 24, SWDP 25, SWDP 27, SWDP 28, SWDP 29, SWDP 33, SWDP 39         |
| <b>SWDP 59: New Housing for Villages</b>            | SWDP 1, SWDP 2, SWDP 3, SWDP 4, SWDP 5, SWDP 7, SWDP 13, SWDP 14, SWDP 21, SWDP 22, SWDP 24, SWDP 25, SWDP 27, SWDP 28, SWDP 29, SWDP 39                           |

## Annex D: Hierarchy of Settlements

### Hierarchy of Settlements

The results of both the Village Facilities Survey and the Rural Public Transport Survey 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, G, I).

| MALVERN HILLS DISTRICT | WYCHAVON DISTRICT |
|------------------------|-------------------|
| Abberley Common        | Broadway          |
| Clifton-on-Teme        | Ombersley         |
| Great Witley           | Wychbold          |
| Hallow                 | Inkberrow         |
| Hanley Swan            | Bredon            |
| Kempsey                | Badsey            |
| Lower Broadheath       | Honeybourne       |
| Martley                | Hartlebury        |
| Welland                | Offenham          |

#### Category 2

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

| MALVERN HILLS DISTRICT   | WYCHAVON DISTRICT |
|--------------------------|-------------------|
| Bayton                   | Ashton Under Hill |
| Broadwas                 | Beckford          |
| Callow End               | Bretforton        |
| Clows Top                | Cropthorne        |
| Leigh Sinton             | Drakes Broughton  |
| Powick & Collett's Green | Eckington         |

| MALVERN HILLS DISTRICT | WYCHAVON DISTRICT |
|------------------------|-------------------|
| Rushwick               | Fernhill Heath    |
| Suckley                | Fladbury          |
|                        | Flyford Flavell   |
|                        | Harvington        |
|                        | Overbury          |
|                        | Pinvin            |
|                        | Sedgeberrow       |
|                        | South Littleton   |
|                        | Upton Snodsbury   |

**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 journey types.

| MALVERN HILLS DISTRICT | WYCHAVON DISTRICT |
|------------------------|-------------------|
| Alfrick                | Bishampton        |
| Astley                 | Blackminster      |
| Bransford              | Broad Marston     |
| Corse Lawn             | Church Lench      |
| Eardiston              | Cleeve Prior      |
| Grimley                | Conderton         |
| Hanley Castle          | Cutnall Green     |
| Holt Heath             | Crossway Green    |
| Knightwick             | Crowle            |
| Lindridge              | Defford           |
| Longley Green          | Elmley Castle     |
| Mamble                 | Hanbury           |
| Pendock                | Himbleton         |
| Ripple                 | Kemerton          |

| MALVERN HILLS DISTRICT | WYCHAVON DISTRICT          |
|------------------------|----------------------------|
| Ryall & Holly Green    | Littleworth                |
| Shrawley               | Lower Moor                 |
| Tunnel Hill            | North and Middle Littleton |
| Upper Broadheath       | Norton-Juxta-Kempsey       |
| Upper Welland          | Pebworth                   |
|                        | Peopleton                  |
|                        | Stoke Prior                |
|                        | Tibberton                  |
|                        | Upton Warren               |
|                        | Whittington                |

### **Lower Categories**

**4A** The following settlements have access to services although there is limited or no bus service provision:

| MALVERN HILLS DISTRICT            | WYCHAVON DISTRICT |
|-----------------------------------|-------------------|
| Abberley Village                  | Abberton          |
| Astley Burf                       | Aston Somerville  |
| Berrow                            | Bredon's Norton   |
| Broadheath                        | Broughton Hackett |
| Bushley (including Bushley Green) | Childswickham     |
| Castlemorton                      | Dunhampstead      |
| Dunley                            | Great Comberton   |
| Earls Croome                      | Little Comberton  |
| Guarlford                         | Hampton Lovett    |
| Hanley Childe                     | Hindlip           |
| Kerswell Green                    | Kington           |
| Knighton-on-Teme                  | Stock And Bradley |
| Longdon                           | Throckmorton      |

| MALVERN HILLS DISTRICT      | WYCHAVON DISTRICT              |
|-----------------------------|--------------------------------|
| Madresfield                 | White Ladies Aston & Sneachill |
| Menithwood                  | Wickhamford                    |
| Pensax                      |                                |
| Rochford and Upper Rochford |                                |
| Sinton Green                |                                |
| Smith End Green             |                                |
| Stanford on Teme            |                                |
| Stoke Bliss                 |                                |

**4B** The following settlements have low / medium level of public transport provision and low services / facility provision:

| MALVERN HILLS DISTRICT | WYCHAVON DISTRICT   |
|------------------------|---------------------|
| Alfrick Pound          | Abbots Morton       |
| Bayton Common          | Aldington           |
| Clifton                | Bevere              |
| Eastham                | Birlingham          |
| Leigh                  | Bredon's Hardwick   |
| Little Witley          | Charlton            |
| Newland                | Cookhill            |
| Newnham Bridge         | Grafton Flyford     |
| Severn Stoke           | Hinton On The Green |
| Shelsley Beauchamp     | Kinsham             |
| Stockton on Teme       | Martin Hussingtree  |
| Wichenford             | Northampton         |
|                        | Norton & Lenchwick  |
|                        | Oldfield            |
|                        | Rous Lench          |
|                        | Sale Green          |



| MALVERN HILLS DISTRICT | WYCHAVON DISTRICT               |
|------------------------|---------------------------------|
|                        | Stoulton & Hawbridge            |
|                        | Strensham                       |
|                        | Summerfield                     |
|                        | Wadborough                      |
|                        | Westmancote & Lower Westmancote |
|                        | Wick                            |
|                        | Wyre Piddle                     |

### **Villages considered to be in the open countryside**

The following settlements have no key services and limited or no bus provision:

| MALVERN HILLS DISTRICT | WYCHAVON DISTRICT |
|------------------------|-------------------|
| Baughton               | Atch Lench        |
| Birts Street           | Hadzor            |
| Brockamin              | Hatfield          |
| Cotheridge             | Huddington        |
| Frith Common           | Naunton Beaucamp  |
| Gilberts End           | Netherton         |
| Green Street           | Oddingley         |
| High Green             | Sytchampton       |
| Kinnersley             | Uphampton         |
| Lower Sapey            |                   |
| Monkwood               |                   |
| Naunton                |                   |
| Rye Street             |                   |
| Shoulton               |                   |
| Stanford Bridge        |                   |
| Stonehall              |                   |
| Uckinghall             |                   |

### Annex E: South Worcestershire Housing Trajectories

#### PLAN AREA, SUB AREAS AND AREAS – PLAN-MONITOR-MANAGE GRAPHS

The suite of nine detailed housing trajectories related to the housing requirement targets in SWDP 3 set out the actual and forecast housing delivery in each year in the plan period.

Nine sets of graphs illustrate the housing trajectories, as follows:

- 1a. South Worcestershire – Plan Area (aggregated annual targets)
- 1b. South Worcestershire - Plan Area (annualised target)
2. Malvern Hills (Excluding WWA) Sub Area (annual targets)
3. Wychavon (Excluding WWA) Sub Area (annual targets)
4. Wider Worcester Area (Malvern Hills and Wychavon) Area (aggregated annual targets)
5. Wider Worcester Area (Worcester City) Area (annual targets)
6. Wider Worcester Area (Malvern Hills) Area– monitoring annualised target from April 2018
7. Wider Worcester Area (Wychavon) Area– monitoring annualised target from April 2014
8. Wider Worcester Area – Sub Area (aggregated annual targets)

The graphs display the forecast delivery of dwellings delivered through development. As well as past and forecast completions, the graphs illustrate analysis from the trajectories based on:

- Plan (SWDP 3 – annual provision)
- Monitor
- Manage

The SWDP Housing Background Paper - Addendum Update 2015 sets out the audit trail of evidence about the housing trajectories.

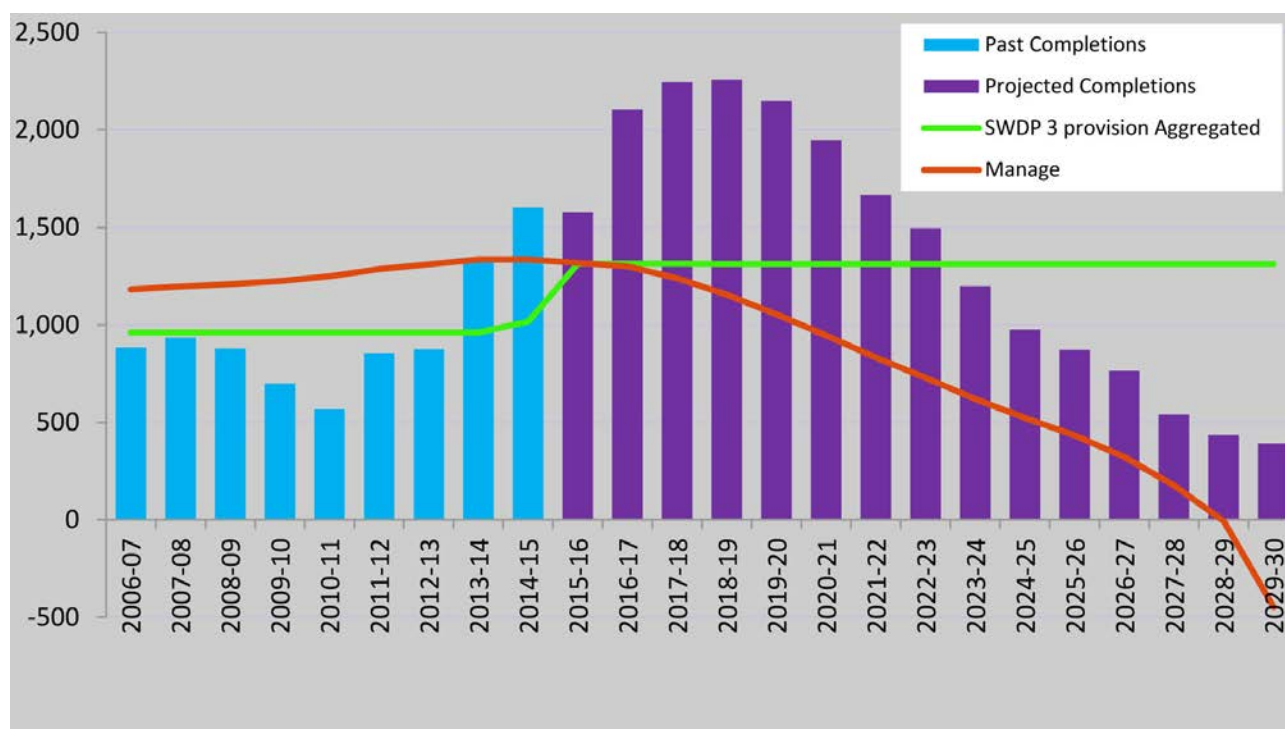
## 1a. South Worcestershire –Plan Area - Aggregated annual targets

Sub Area SWDP 3 Housing Provision Target is 28,400 dwellings

Plan, Monitor and Manage housing land supply – Housing Trajectory illustrated by graphs

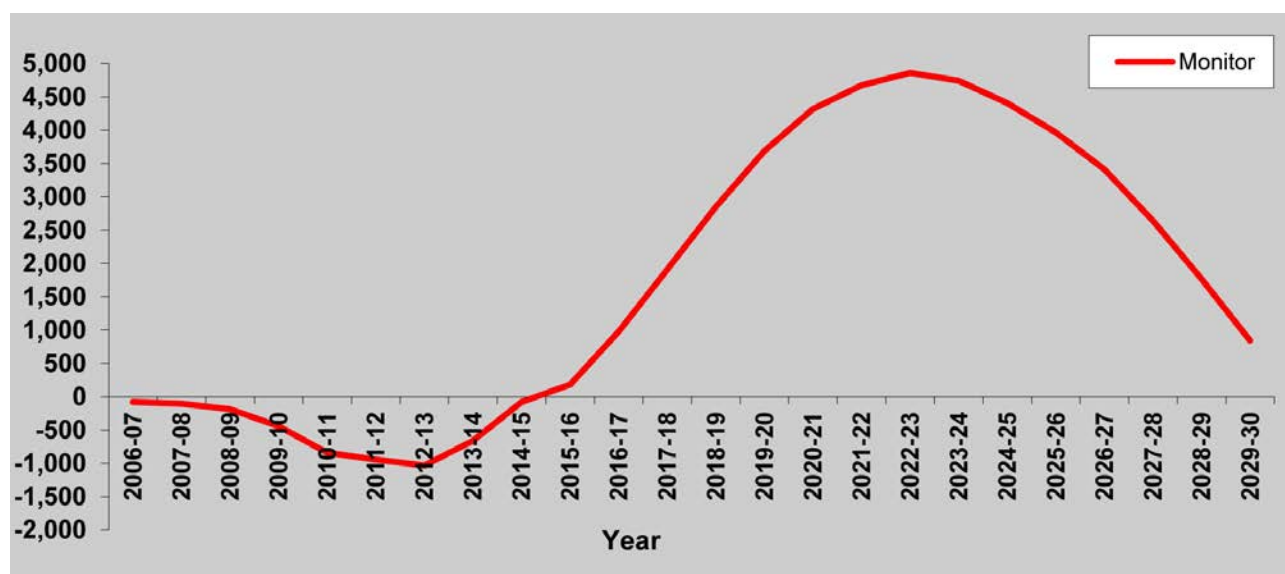
### Graph 1.1aa South Worcestershire – Plan Area – Plan / Manage

Dwellings



### Graph 1.1ab South Worcestershire – Plan Area – Monitor

Dwellings



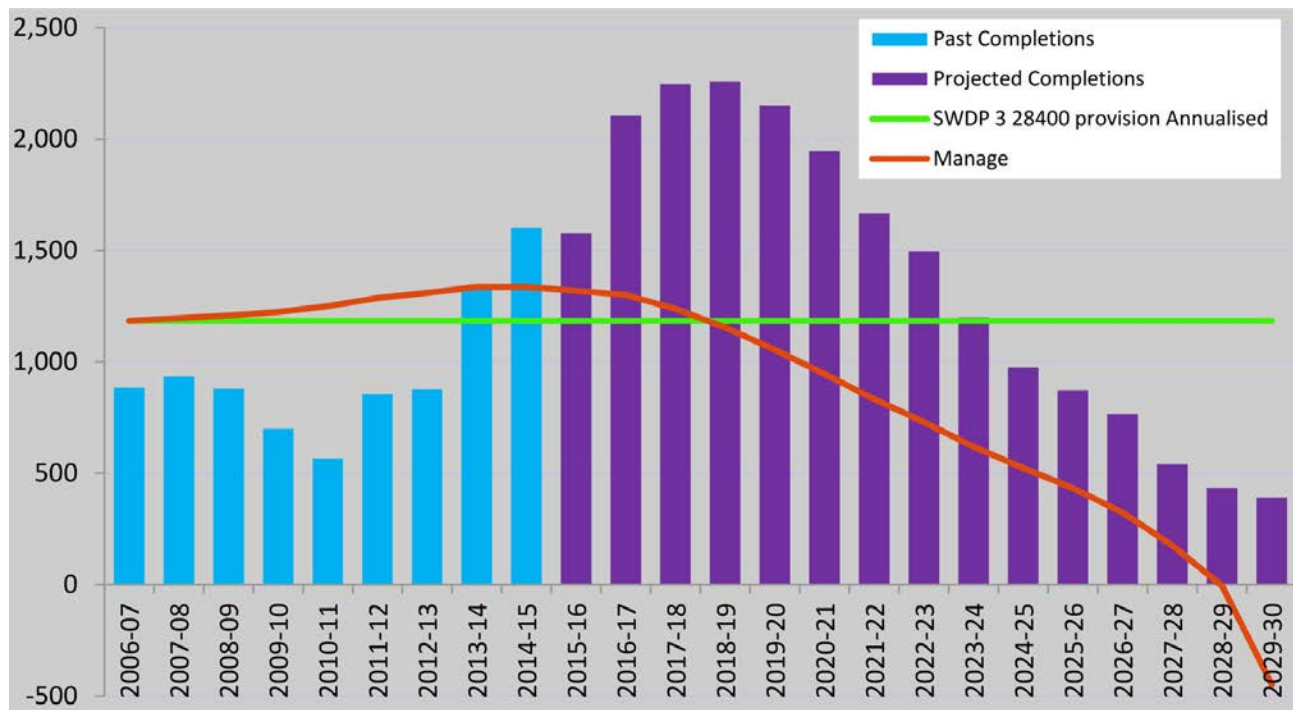
## 1b. South Worcestershire – Plan Area Annualised target

Sub Area SWDP 3 Housing Provision Target is 28,400 dwellings

Plan, Monitor and Manage housing land supply – Housing Trajectory illustrated by graphs

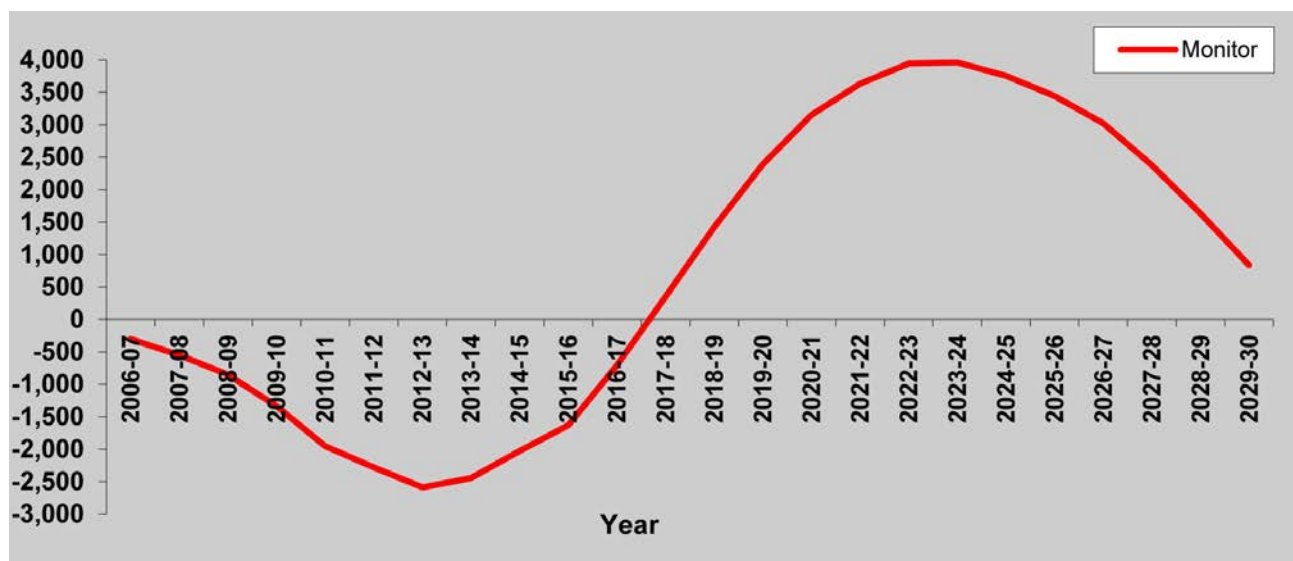
### Graph 1.1ba South Worcestershire – Plan Area – Plan / Manage

Dwellings



### Graph 1.1bb South Worcestershire – Plan Area – Monitor

Dwellings



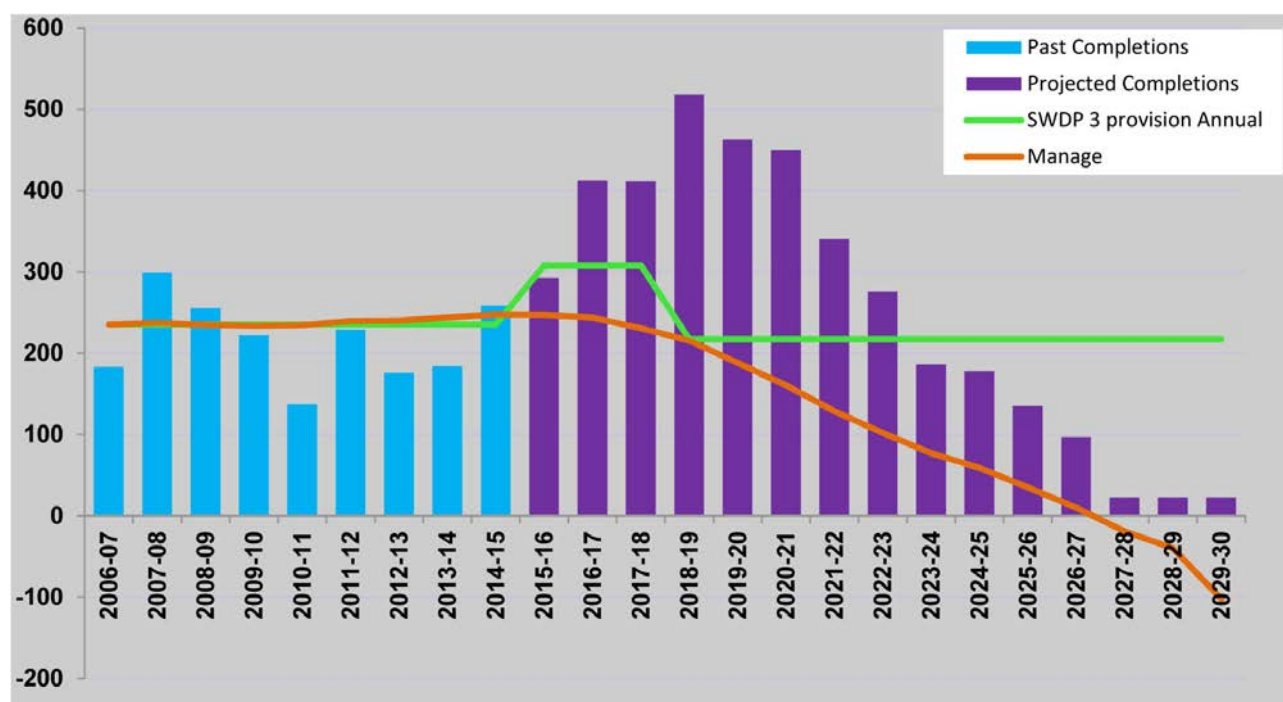
## 2. Malvern Hills (EX-WWA) Sub Area

Sub Area SWDP 3 Housing Provision Target is 5,650 dwellings

Plan, Monitor and Manage housing land supply – Housing Trajectory illustrated by graphs

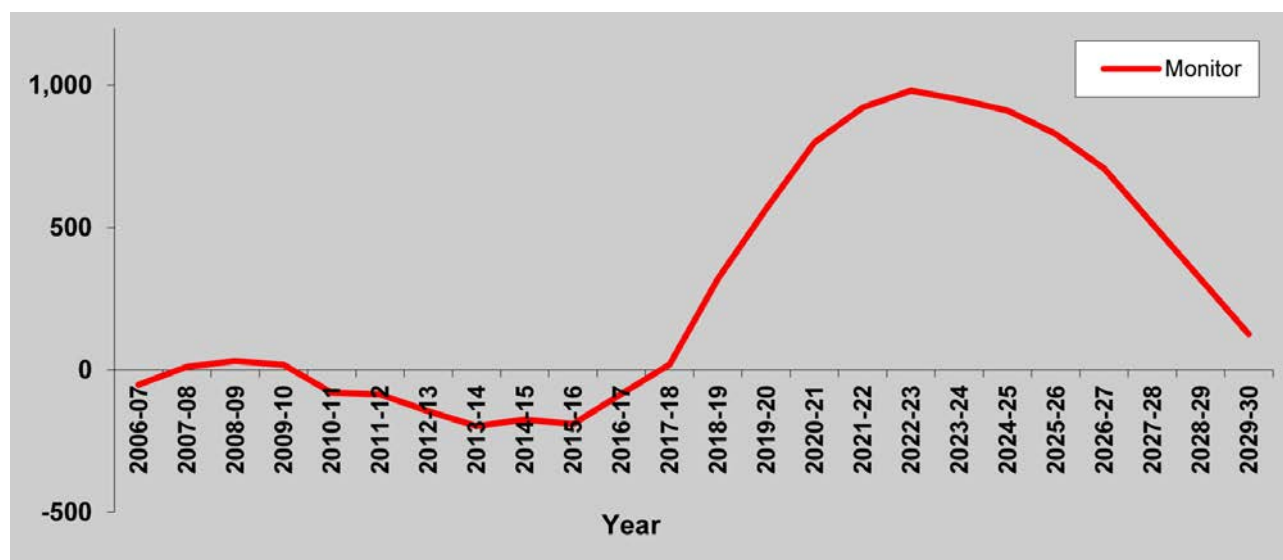
**Graph 1.2a Malvern Hills (EX-WWA) Sub Area – Plan / Manage**

Dwellings



**Graph 1.2b Malvern Hills (EX-WWA) Sub Area – Monitor**

Dwellings



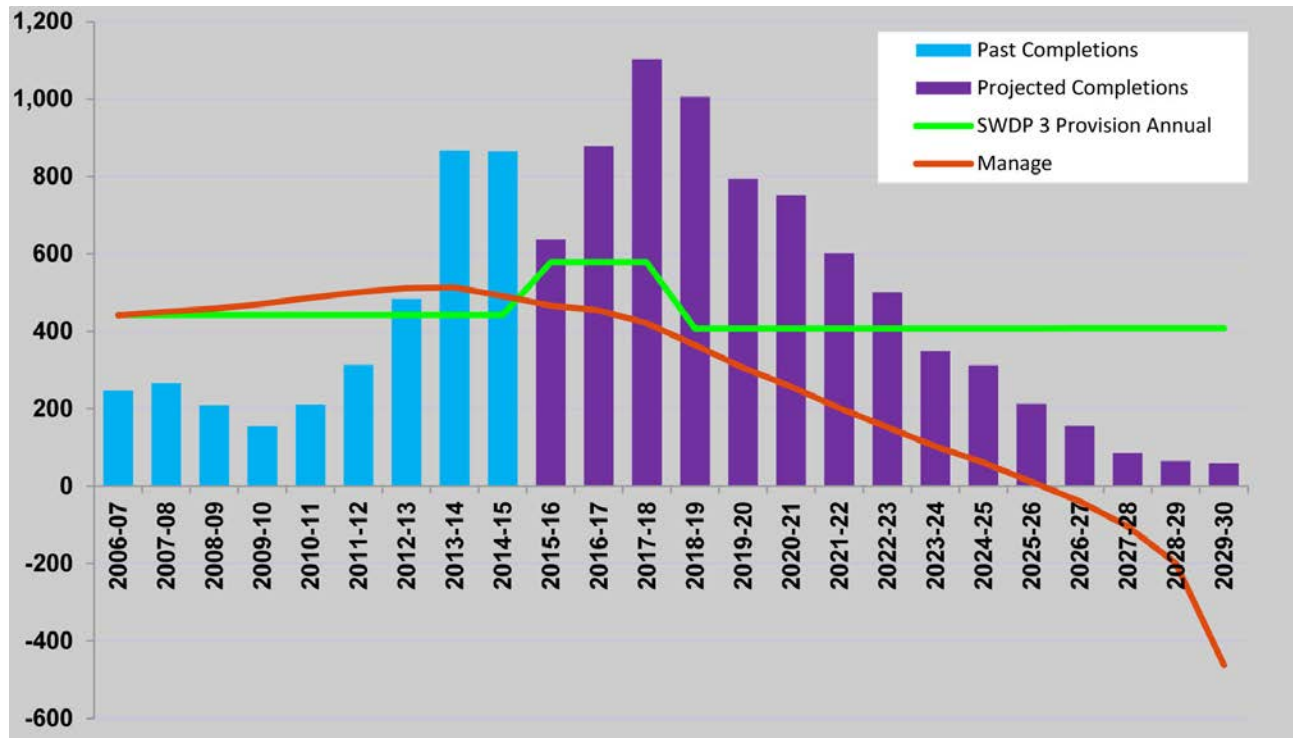
## 3. Wychavon (EX-WWA) Sub Area

Sub Area SWDP 3 Housing Provision Target is 10,600 dwellings

Plan, Monitor and Manage housing land supply – Housing Trajectory illustrated by graphs

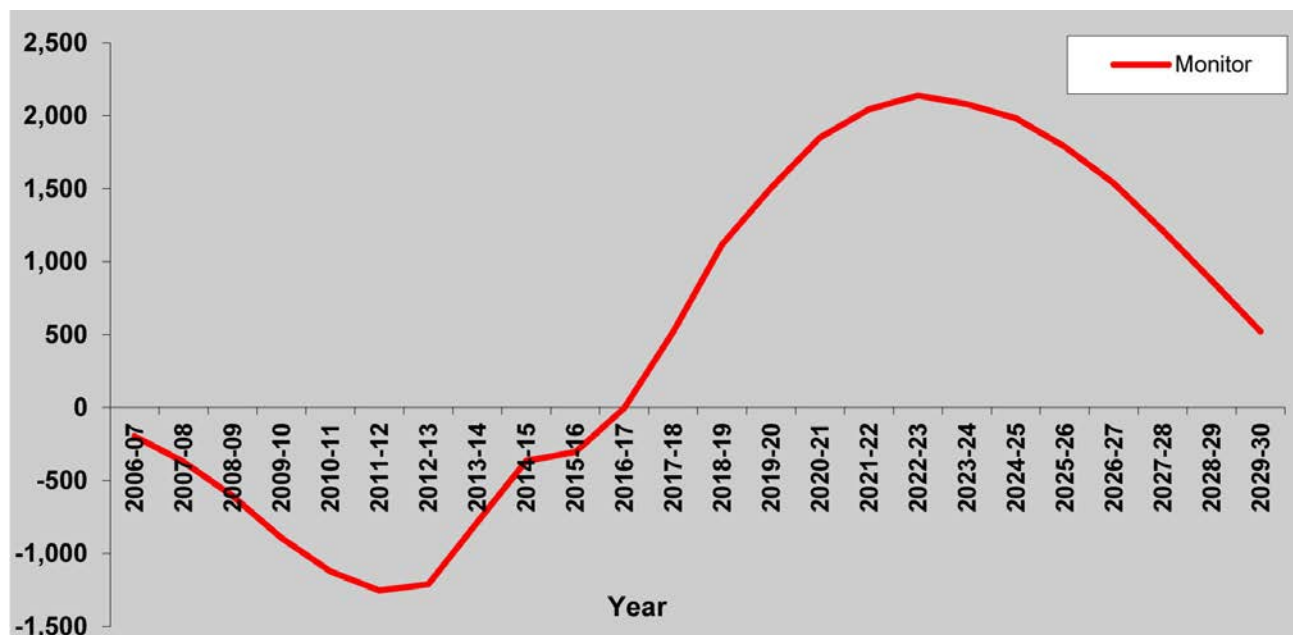
**Graph 1.3a Wychavon (EX-WWA) Sub Area – Plan / Manage**

Dwellings



**Graph 1.3b Wychavon (EX-WWA) Sub Area – Monitor**

Dwellings





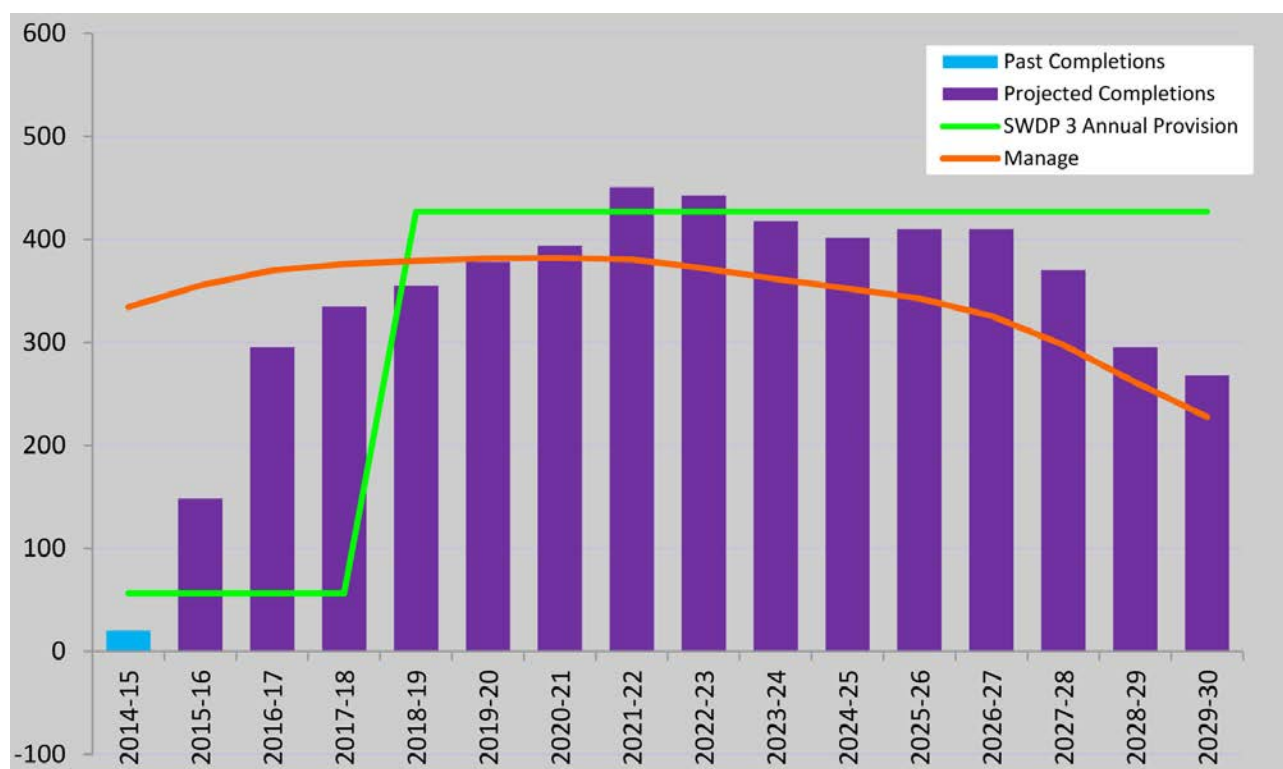
## 4. WWA (Malvern Hills and Wychavon) Area

Sub Area SWDP 3 Housing Provision Target is 5,350 dwellings

Plan, Monitor and Manage housing land supply – Housing Trajectory illustrated by graphs

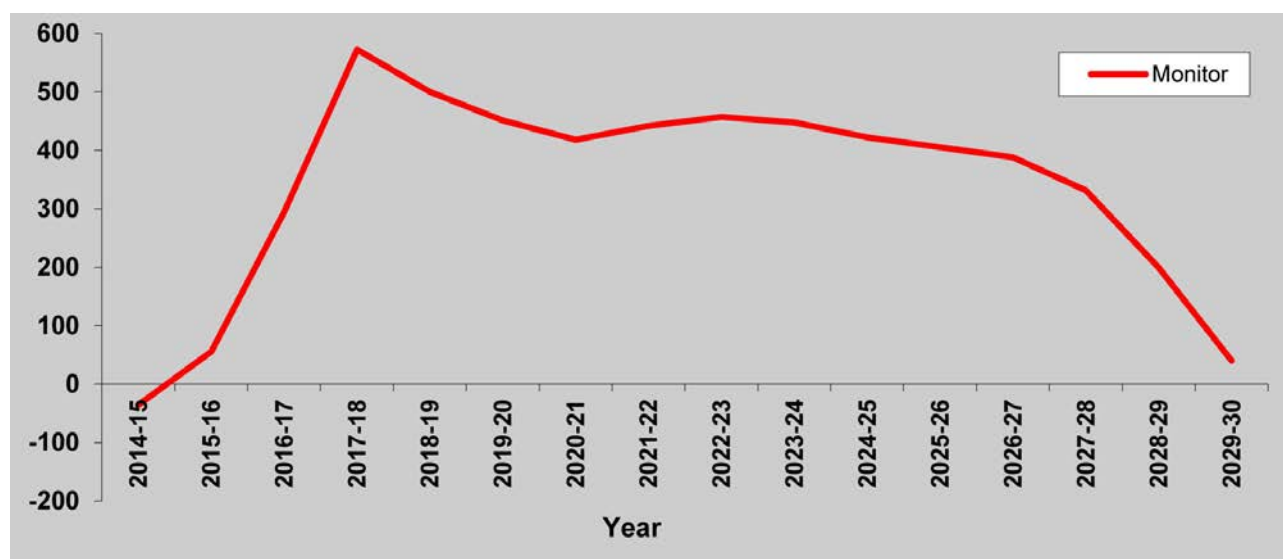
**Graph 1.4a WWA (Malvern Hills and Wychavon) – Area – Plan / Manage**

Dwellings



**Graph 1.4b WWA (Malvern Hills and Wychavon) Area – Monitor**

Dwellings



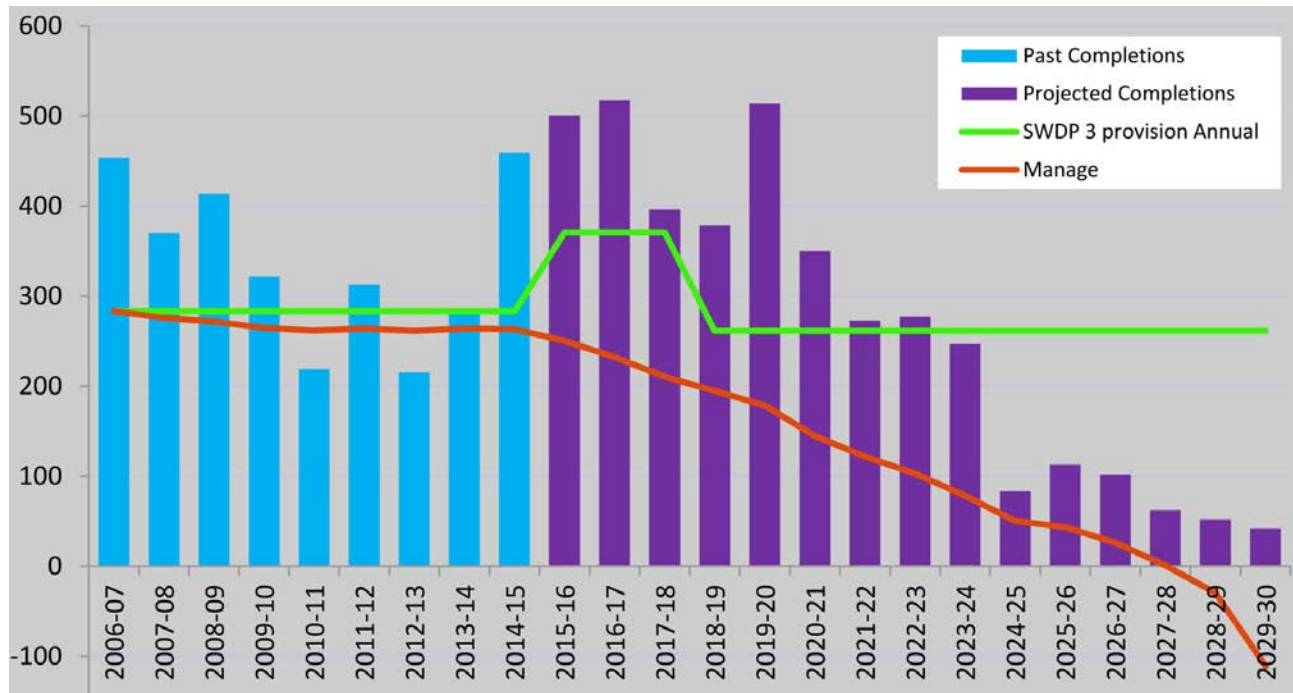
## 5. WWA (Worcester City) Area

Sub Area SWDP 3 Housing Provision Target is 6,800 dwellings

Plan, Monitor and Manage housing land supply – Housing Trajectory illustrated by graphs

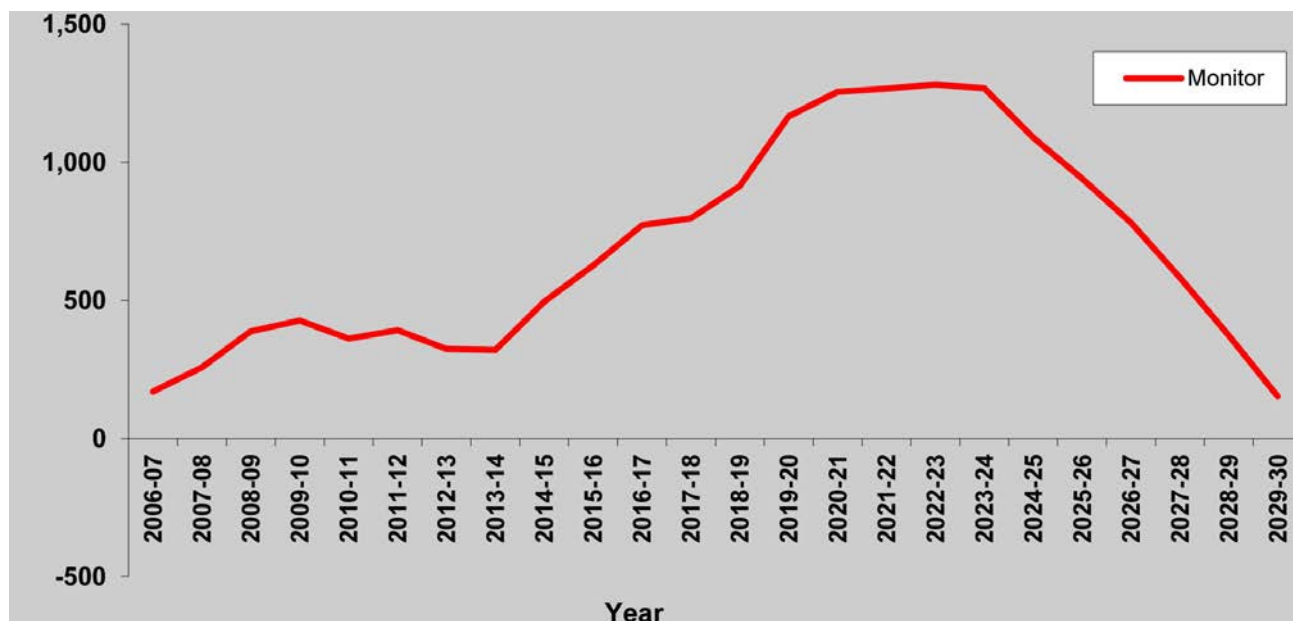
**Graph 1.5a WWA (Worcester City) Area – Plan / Manage**

Dwellings



**Graph 1.5b WWA (Worcester City) – Area – Monitor**

Dwellings



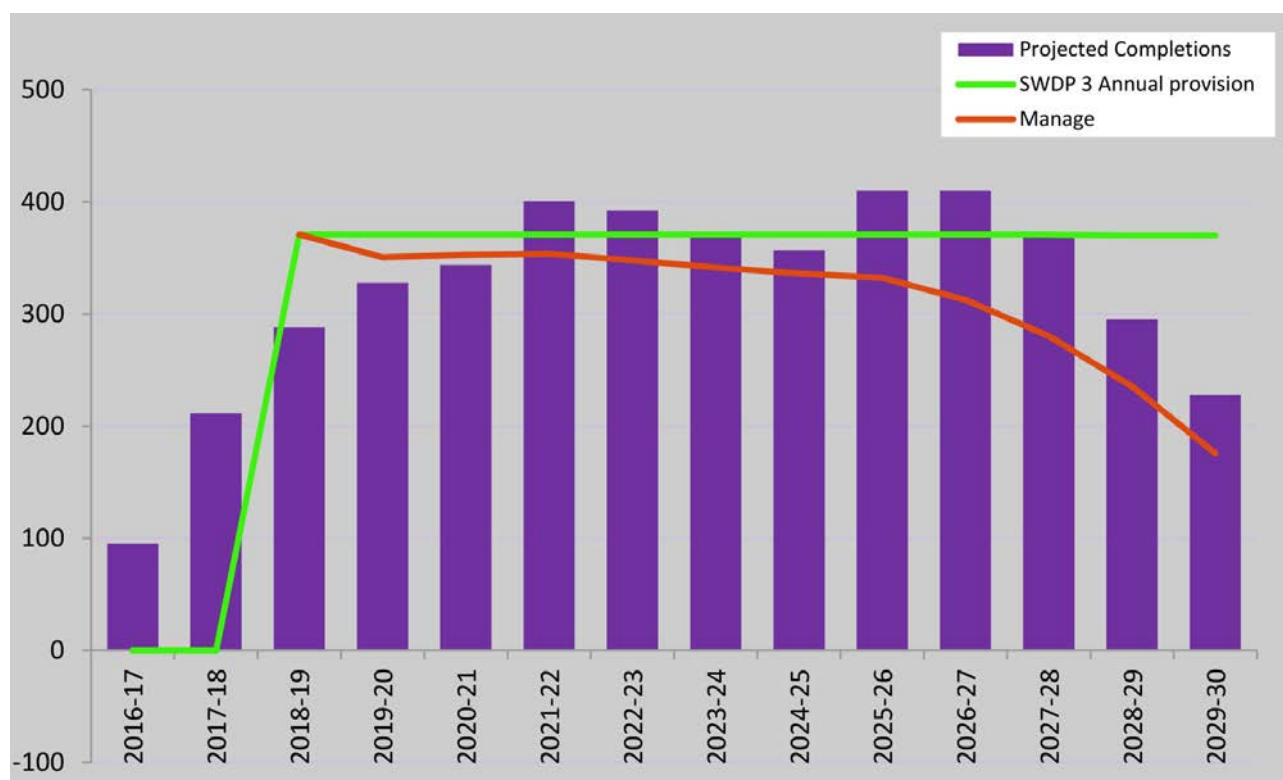
## 6. WWA (Malvern Hills) Area – (monitoring target from start of 2018/19)

Sub Area SWDP 3 Housing Provision Target is 4,450 dwellings

Plan, Monitor and Manage housing land supply – Housing Trajectory illustrated by graphs

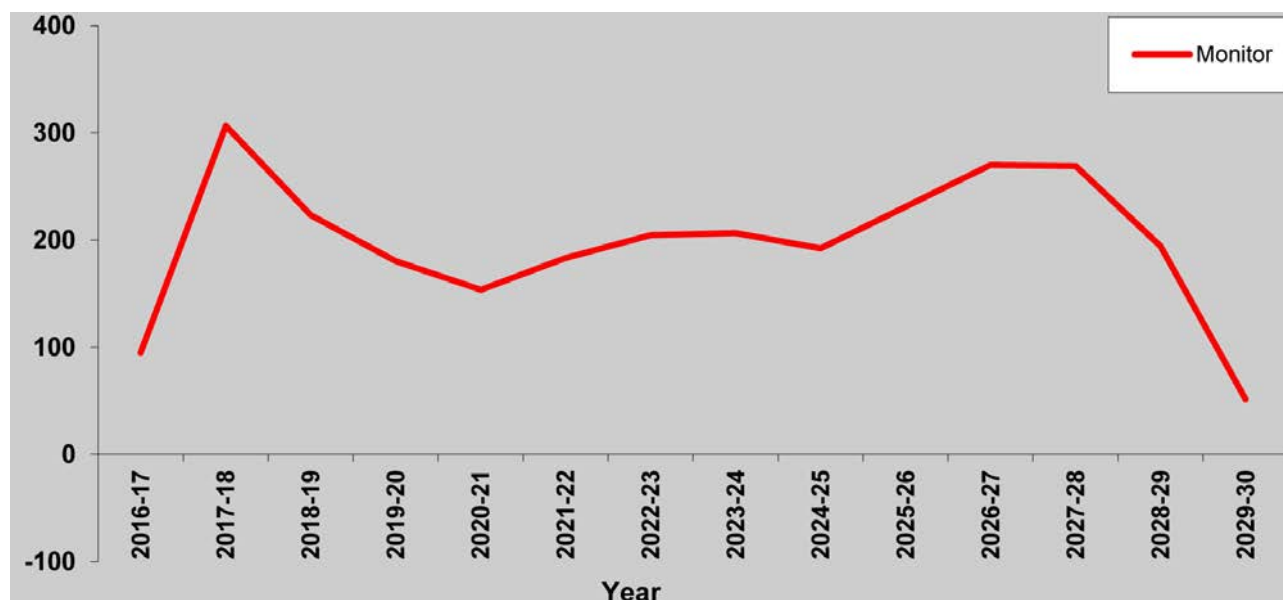
### Graph 1.6a WWA (Malvern Hills) – Plan / Manage

Dwellings



### Graph 1.6b WWA (Malvern Hills) Area – Monitor

Dwellings



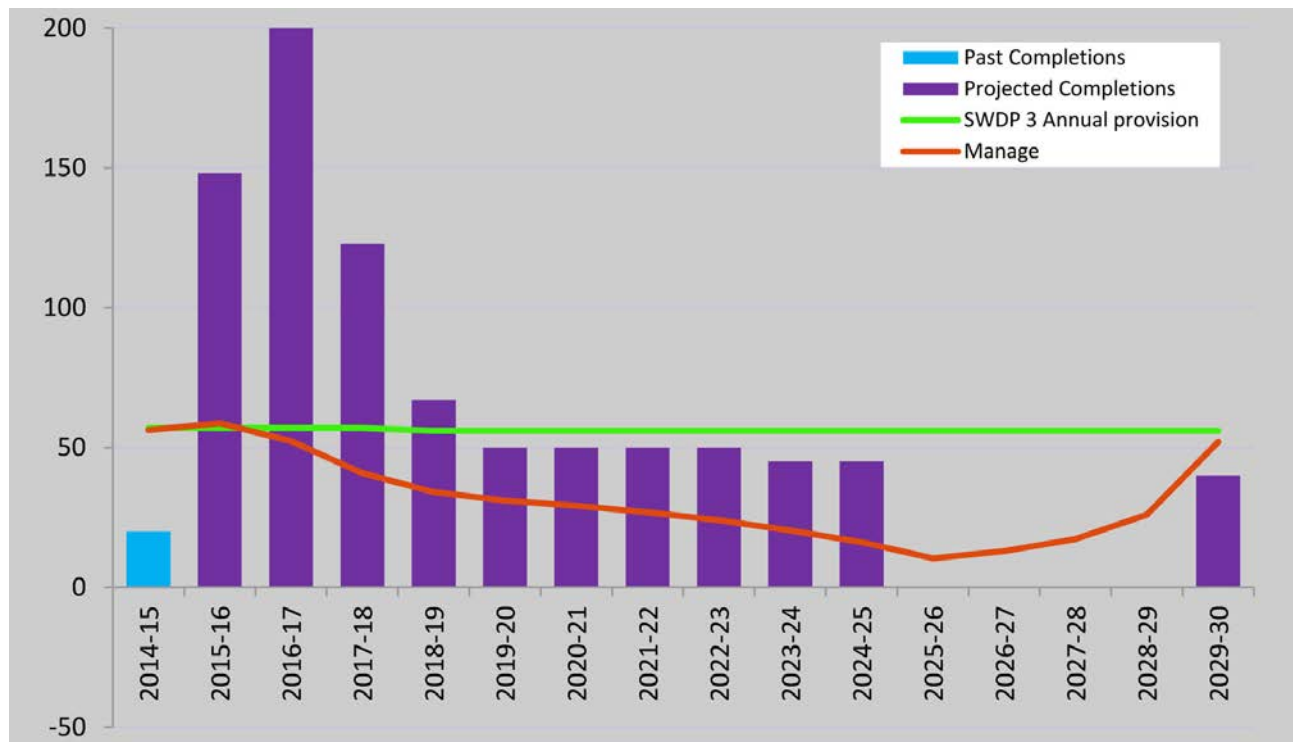
## 7. WWA – (Wychavon) Area (monitoring target from start of 2014/15)

Sub Area SWDP 3 Housing Provision Target is 900 dwellings

Plan, Monitor and Manage housing land supply – Housing Trajectory illustrated by graphs

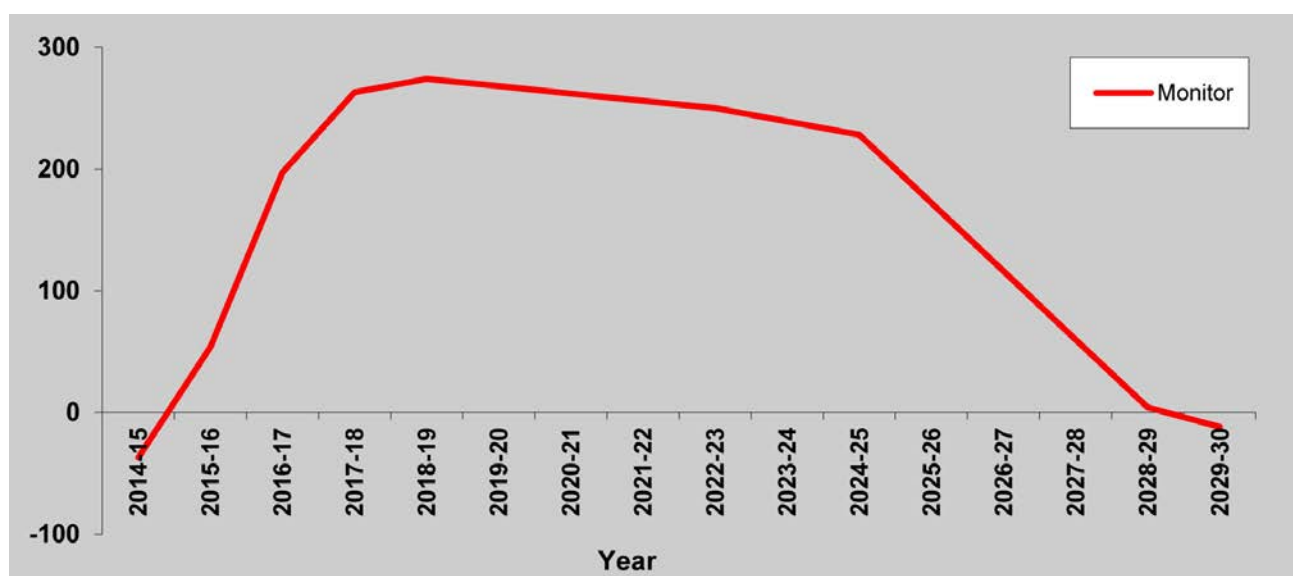
### Graph 1.7a WWA – (Wychavon) Area – Plan / Manage

Dwellings



### Graph 1.7b WWA – (Wychavon) Area – Monitor

Dwellings



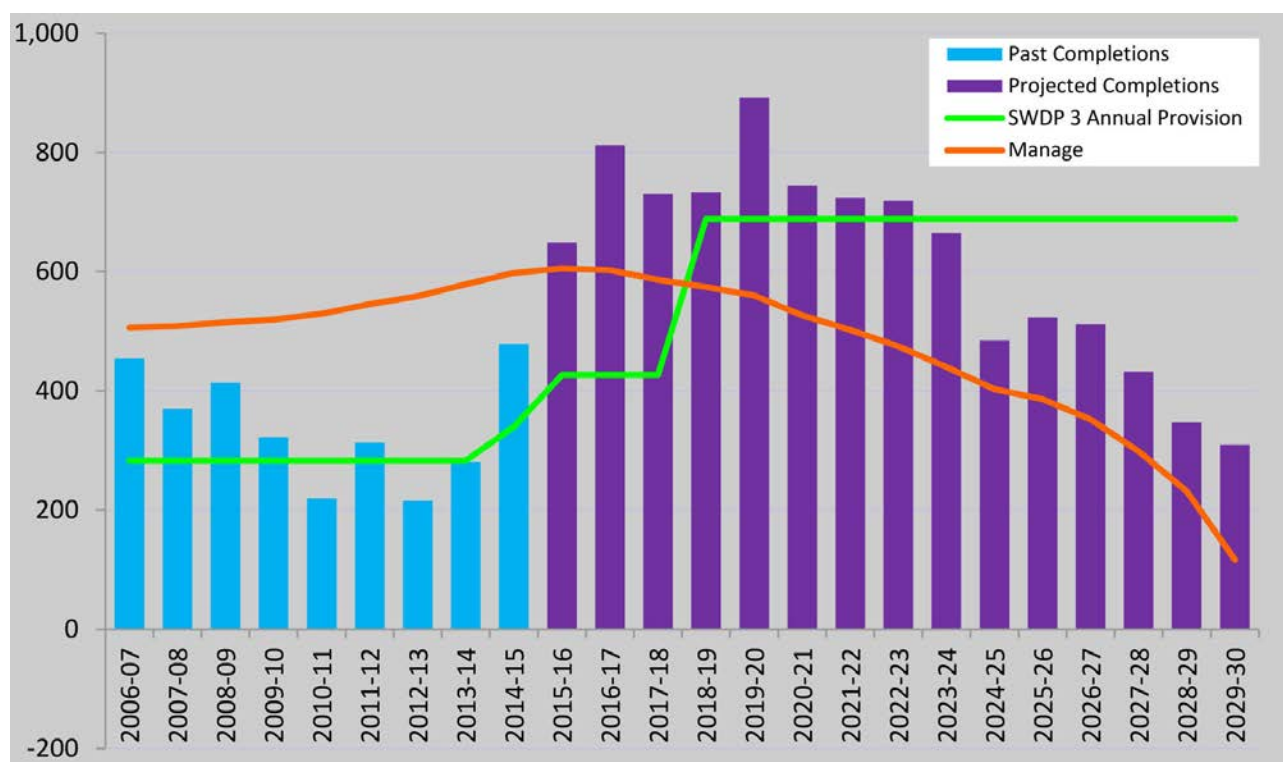
## 8. Wider Worcester Area – Sub Area (aggregated targets)

Sub Area SWDP 3 Housing Provision Target is 12,150 dwellings

Plan, Monitor and Manage housing land supply – Housing Trajectory illustrated by graphs

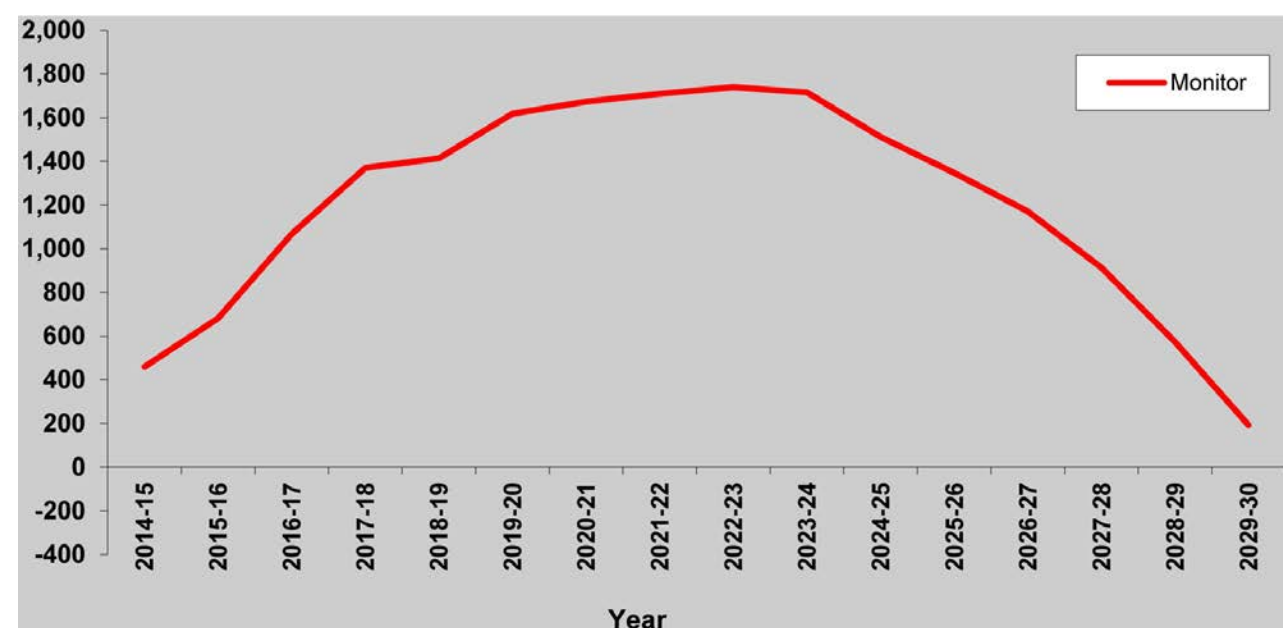
**Graph 1.8a Wider Worcester Area – Sub Area – Plan / Manage**

Dwellings



**Graph 1.8b Wider Worcester Area – Sub Area – Monitor**

Dwellings



### Annex F: Marketing Requirements (SWDP 8, SWDP 12)

#### Marketing Requirements (SWDP 8, SWDP 12)

The partner authorities will consider the failure to let premises for their approved use as a material planning consideration, where the following considerations apply (it should be noted that there are numerous material considerations when considering change of use applications and there will be circumstances when change of use will be approved regardless of the prior marketing of the property).

1. The property has been offered for lease and, where practical, for sale with a commercial property agent for at least 12 months immediately prior to the submission of a planning application.
2. The rental and asking price are realistic when compared to other similar property in south Worcestershire.
3. A marketing report is submitted with the application. As a minimum, a marketing report should include:
  - a. An evidence - based assessment of the market for the existing and proposed uses of the property.
  - b. A copy of the agents' marketing material used to describe the property.
  - c. Details of all advertising relating to the property.
  - d. 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 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 G: Additional Information Required to Justify Planning Permission (SWDP 19)**

**Additional information required to justify planning permission** (SWDP 19 - Tests for rural workers' dwellings / occupancy conditions)

The National Planning Policy Framework, paragraph 55, states that local planning authorities should avoid allowing isolated new homes in the countryside unless there are special circumstances such as: "the essential need for a rural worker 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.

### **1. Functional need for a dwelling**

Evidence will be required to prove that any additional dwelling proposed for the operation of the farm / rural enterprise is necessary because:

- a. For reason of animal welfare, security of animal stock or other stock, security of buildings or machinery, or the maintenance or delivery of essential processes, a full-time worker is required to live on the unit for most of the year.
- b. No other dwellings are available within or adjacent to the site or a nearby settlement that can meet the required need.
- c. Existing residential accommodation on the unit will be expected to be retained for operation of the rural enterprise, and linked to the rural enterprise by a legal agreement.

### **2. Economic sustainability of the enterprise**

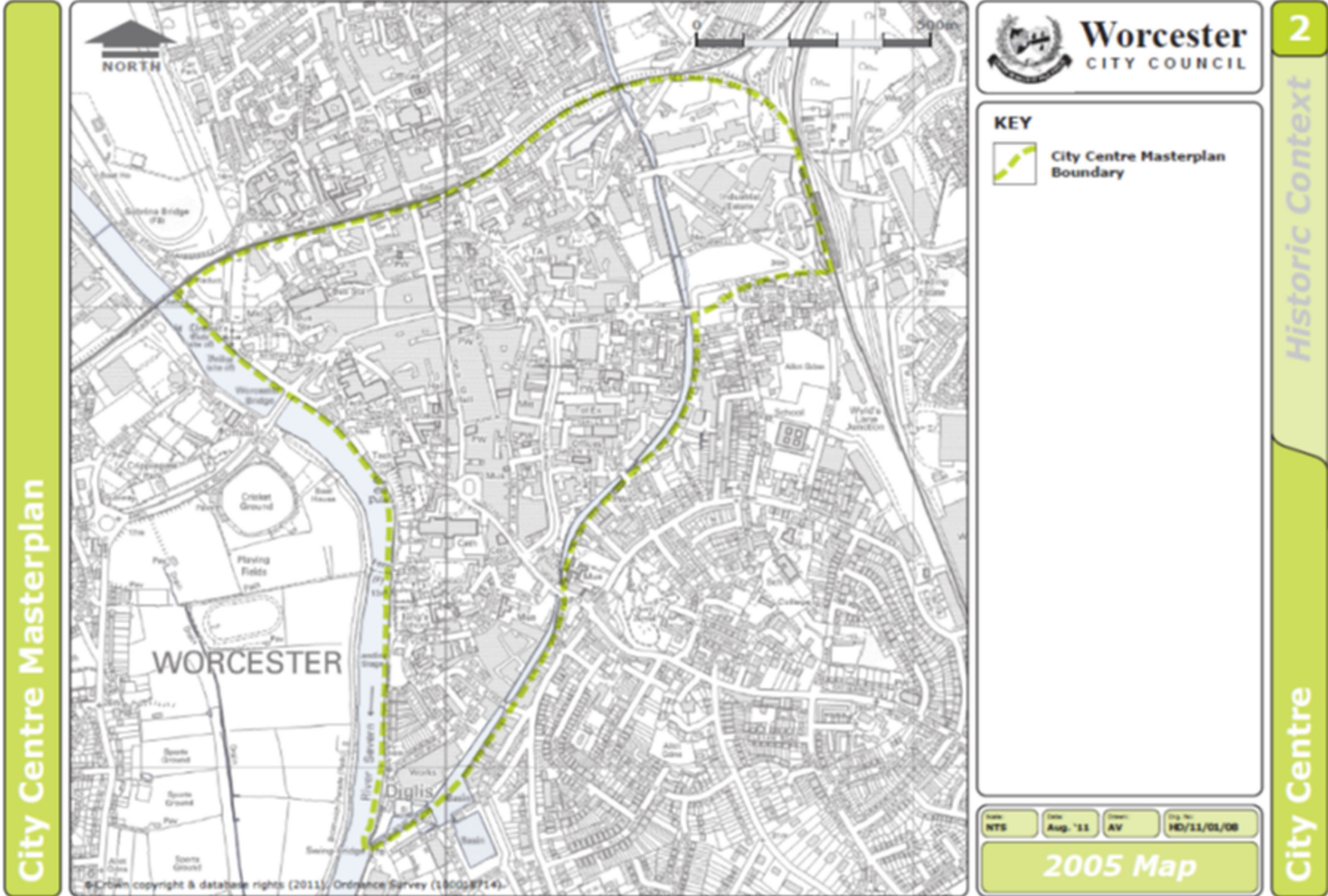
Evidence will be required to establish the following:

- 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**

In order 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.

ANNEX H: Boundary of Worcester City Centre Masterplan



## Annex I: Infrastructure Table

### SOUTH WORCESTERSHIRE DEVELOPMENT PLAN – INFRASTRUCTURE REQUIREMENTS

#### Table to be read in conjunction with Policy SWDP 7, Infrastructure

Notes:

1. Information in this table is as up to date as possible based on Annex I as of October 2014. However, where appropriate, the site names and policy references have been updated in February 2016 to reflect the site names & policy numbers used in the adopted SWDP. The SWIDP will be updated during the course of 2016 and this could lead to revised requirements, especially where there is updated evidence e.g. sports & recreational facilities.
2. The Schedule includes a prioritisation of infrastructure between “essential” and “necessary”, as included in the May 2013 version of the SWIDP. For a full explanation, please refer to section 11f of the SWIDP.
3. The educational measures needed to support the SWDP are very detailed and are listed in full in section 5A of the SWIDP. In Annex I, only the education measures needed on the key sites are shown. For the smaller sites, reference should be made to Section 5A of the SWIDP. In both cases, these figures may be the subject of future refinement.
4. The transportation measures needed to support the SWDP have been identified on the basis of an assessment of the performance of the network with SWDP planned growth in place. The transport schemes proposed have been identified to mitigate against predicted future year transport issues and cover highways, passenger transport cycle and walk infrastructure and services.
5. In identifying the future year transport infrastructure and service schemes, the work has, where appropriate, drawn on existing LTP3 Transport Packages. Where additional (SWDP growth related) transport issues have been identified which were not previously covered in the LTP3, the necessary infrastructure and service enhancements have been developed and costed.
6. The transportation schemes have been identified on the basis of the cumulative impact of SWDP developments on the local and strategic transport network. Individual site policies (e.g. SWDP45/1 Worcester South Urban Extension) refer to specific schemes; however development will be expected to contribute to projects/schemes on the evidence of their cumulative impact across the transport network; therefore, it is likely that developer contributions will not be limited to just one scheme.

7. The cumulative impact of development is a key issue for Worcestershire County Council (and its key stakeholders) as it has to manage the transport network such that it supports the key policy aim of supporting economic growth. This aim would be undermined in the event of increased costs being imposed on businesses, other network users and transport operators arising from traffic congestion, inadequate levels of service on and performance of, the rail and bus networks and increased and variable journey times and costs. It is critical, therefore, that the cumulative effects of increased travel demand are properly understood and mitigating measures identified.
8. “Developer” contributions typically arise at present from S 106 payments which may be targeted at a specific project or a pooled contribution. Once the CIL charging schedules come into effect (which should be the case for most of the plan period), that will be a source of pooled developer contributions.
9. Some rounding differences may occur where costs are summarised to £million to 2 decimal places.
10. Whilst all costs are estimates at this stage it should be noted that in the “Transport” section the costs do not include land acquisition and CPO costs (if needed), passenger transport operating costs and local highways agreements under Highways Act Section 278.
11. Abbreviations:
  - C&RT=Canal & River Trust
  - County = Worcestershire County Council (as transport authority and as the local authority for other services such as adult social care, children’s services, countryside services etc. etc.)
  - DfT = Department for Transport
  - EA = Environment Agency
  - FC = Forestry Commission
  - HA = Highways England (formerly Highways Agency)
  - NR = National Rail
  - LSTF = Local Sustainable Transport Fund

- STF = Sustainable Transport Fund
- PT = Public transport generally
- SE = Sport England
- SEP = Strategic Economic Plan
- STWL = Severn Trent Water Limited
- SWC = South Worcestershire Councils, i.e. Malvern Hills District Council, Worcester City Council and Wychavon District Council acting collectively.
- TOC = Train Operating Companies
- WLTB = Worcestershire Local Transport Board
- WLEP = Worcestershire Local Enterprise Partnership
- WMP = West Mercia Police
- WTSMSB = Worcester Transport Strategy Major Scheme Bid
- WWT = Worcestershire Wildlife Trust

## Other details

Transport Notes (see Section 4A: Transport):

Notes:

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



| Category  | Project  | SWDP Policy     | Delivery Partners   | Estimated cost | Potential sources of funding   | Estimated Timescale   | Costs/ Funding/ Delivery Notes | Status    |
|---|--|-----------------|---|----------------|--|---|--------------------------------|-----------|
| <b>PHYSICAL INFRASTRUCTURE</b>  |  |                 |   |                |  |   |                                |           |
| <b>A. Movement</b> (Costs exclude any land acquisition and CPO costs (in the event that these are required), passenger transport operating costs and local s278 highways works) |  |                 |   |                |  |   |                                |           |
| <b>Worcester</b>  | <b>(Worcester Transport Strategy)</b>  |                 | <b>Total: £170.8M</b>   |                |  |   |                                |           |
| <b>Highway Schemes</b>  | A4440/Southern Link Road capacity enhancements (phases 3 & 4, Whittington - Ketch - Powick), Key Corridors Infrastructure and operational enhancements, traffic signals enhancements (SCOOT/MOVA etc.), VMS signing. NOTES: EXCLUDES costs for M5 junctions 5, 6 and 7 which are within the jurisdiction of the Highways England. EXCLUDES costs for highway schemes needed to mitigate proposed new development in and around Worcester Shrub Hill/Sherriff Gate area | SWDP 4 & SWDP 7 | Worcestershire CC (ITBlock), Development Industry, WLEP/SEP, WLTB, New Homes Bonus, Central Govt.                             | £121.21M       | Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as available | 2012-2019:<br>(1) Dualling A4440 (Whittington-Ketch)<br>(2) Key Corridors linking urban extensions with City Centre (3) Shrub Hill Opportunity Zone transport infrastructure works<br><br>2020-2030:<br>(1) Further Enhancements to A4440 and remaining key corridors |                                | Essential |
| <b>Rail Schemes</b>   | Worcestershire Parkway & Shrub Hill Station improvements (limited to improved access arrangements for users, EXCLUDES development-specific infrastructure improvements associated with major new developments such as Sherriff Gate  | SWDP 4 & SWDP 7 | Rail Industry (NR/TOC/DfT), Worcestershire CC (ITBlock), Development Industry, WLEP/SEP, WLTB, New Homes Bonus, Central Govt. | £18.97M        | Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), Network Rail,  | 2012-2019:<br>(1) Worcestershire Parkway<br>(2) Shrub Hill Station (if Opportunity Zone development proposals advanced for delivery in this period)   |                                | Necessary |

| Category                                 | Project   | SWDP Policy     | Delivery Partners   | Estimated cost | Potential sources of funding   | Estimated Timescale  | Costs/ Funding/ Delivery Notes | Status    |
|--|---|-----------------|---|----------------|--|--|--------------------------------|-----------|
|  |   |                 |   |                | Train operating Companies, DfT +other funding sources as available   | 2020 - 2030:<br><br>(1) Shrub Hill (if delivery of Opportunity Zone development delayed)   |                                |           |
| <b>Local Passenger Transport Schemes</b> | Including:<br><br>Upgraded bus stop infrastructure, extension of Real Time Information systems (incl. SVD & links to signals operations) to corridors linking SWDP developments with Worcester City Centre and key trip attractors such as Shires Business Park and which were not covered by Phase 1 of the WTS. | SWDP 4 & SWDP 7 | Bus Industry, Worcestershire CC (ITBlock), Development Industry, WLEP/SEP, WLTB, New Homes Bonus, LSTF, Central Govt. | £19.57M        | Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as available | Across both phases (2012 - 2019 and 2020 - 2030) aligned with key Corridor improvements and delivery of SWDP planned growth (in particular the urban extensions of SWUE, WoWUE, Gwillams Farm, Kilbury Drive and Swinesherd Way) |                                | Necessary |
| <b>Walk and Cycle Schemes</b>            | New and improved walk and cycle routes, additional walk and cycle bridge to north of city (and associated access links) and walk & cycle elements of key Corridor schemes   | SWDP 4 & SWDP 7 | Sustrans, Worcestershire CC (IT Block), Development Industry, WLEP/SEP, WLTB, New Homes Bonus, LSTF, Central Govt.    | £11.04M        | Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus,                                     | Across both phases (2012 - 2019 and 2020 - 2030) aligned with key Corridor improvements and delivery of SWDP planned growth (in particular the urban extensions)   |                                | Necessary |

| Category   | Project   | SWDP Policy     | Delivery Partners   | Estimated cost      | Potential sources of funding   | Estimated Timescale                          | Costs/ Funding/ Delivery Notes | Status    |
|--|---|-----------------|---|---------------------|--|--|--------------------------------|-----------|
|  |   |                 |   |                     | +other funding sources as available  |  |                                |           |
| <b>Droitwich Spa</b>   |   |                 |   | <b>Total: £8.9M</b> |  |  |                                |           |
| <b>Highway Schemes</b>   | Local highway network improvements and elements of A38 highway enhancements in vicinity of Droitwich, including: A38 Roman Way / B4065 Bromsgrove Road, A38 Roman Way / A442 Kidderminster Road, A38 Roman Way / B4090 Worcester Road and Hanbury Street / Queen Street / Saltway / Bromsgrove Road | SWDP 4 & SWDP 7 | Worcestershire CC (ITBlock), Development Industry, WLEP/SEP, WLTB, New Homes Bonus, Central Govt.   | £3.62M              | Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as available | Across both phases (2012-2019 & 2020 – 2030) |                                | Essential |
| <b>Rail, Local Passenger Transport and Walk and Cycle Link Schemes</b> | Including:<br><br>(1) Improvements to Droitwich rail station and associated interchange facilities (including parking, information, access routes etc.).<br><br>(2) Provision of Infrastructure to enable local PT services to access & serve SWDP development sites                                | SWDP 4 & SWDP 7 | Sustrans, Bus Industry, Rail Industry (NR/TOC/DfT), Worcestershire CC (ITBlock), Development Industry, WLEP/SEP, WLTB, New Homes Bonus, LSTF, Central Govt. | £5.32M              | Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding                      | Across both phases (2012-2019 & 2020 – 2030) |                                | Necessary |

| Category   | Project   | SWDP Policy     | Delivery Partners   | Estimated cost      | Potential sources of funding   | Estimated Timescale                          | Costs/ Funding/ Delivery Notes | Status    |
|--|---|-----------------|---|---------------------|--|--|--------------------------------|-----------|
|  | <p>(particularly Copcut &amp; Yew Tree Village).</p> <p>(3) Provision of walk &amp; cycle footbridge over A38 linking proposed development sites to town centre &amp; railway station.</p> <p>(4) Improvements to walk &amp; cycle routes, crossing facilities, signage and other associated facilities</p>                                 |                 |   |                     | sources as available   |  |                                |           |
| <b>Evesham</b>   |   |                 |   | <b>Total: £8.8M</b> |  |  |                                |           |
| <b>Highway Schemes</b>   | <p>Including town centre junction enhancements, including: (A4184 / B4624) Greenhill / High Street / Worcester Road, Vine Street / High Street / Bridge Street, Bridge Street / Port Street / Waterside and A4184 (Cheltenham Road) / Davies Road. NOTE: EXCLUDES A46 schemes which are within the jurisdiction of the Highway England.</p> | SWDP 4 & SWDP 7 | Worcestershire CC (ITBlock), Development Industry, WLEP/SEP, WLTB, New Homes Bonus, Central Govt. | £1.20M              | Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as available | Across both phases (2012-2019 & 2020 – 2030) |                                | Essential |
| <b>Rail, Local Passenger Transport and Walk and Cycle Link Schemes</b> | <p>Including:</p> <p>(1) Provision of walk &amp; cycle footbridges over A46 and River Avon</p>  | SWDP 4 & SWDP 7 | Sustrans, Bus Industry, Rail Industry (NR/TOC/DfT), Worcestershire                                | £7.600M             | Worcs CC (IT Block), Local Transport Board (Devolved   | Across both phases (2012-2019 & 2020 – 2030) |                                | Essential |

| Category               | Project   | SWDP Policy     | Delivery Partners   | Estimated cost      | Potential sources of funding  | Estimated Timescale                          | Costs/ Funding/ Delivery Notes | Status    |
|------------------------|---|-----------------|---|---------------------|---|--|--------------------------------|-----------|
|                        | <p>linking proposed development sites to town centre, railway station, retail parks and employment centres.</p> <p>(2) Improvements to Evesham rail station and associated interchange facilities (including cycle parking, information, access routes etc.). (3) Provision of Infrastructure to enable local PT services to access &amp; serve SWDP development sites.</p> <p>(4) Improvements to walking and cycling connectivity</p> |                 | CC (ITBlock), Development Industry, WLEP/SEP, WLTB, New Homes Bonus, LSTF, Central Govt.          |                     | Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as available                                 |  |                                |           |
| <b>Malvern</b>         |   |                 |   | <b>Total: £6.4M</b> |   |  |                                |           |
| <b>Highway Schemes</b> | <p>Local highway network improvements, including: A4103 / B4503 Leigh Sinton Road, A449 Worcester Road / Richmond Road / Pickersleigh Avenue, A449 Worcester Road / Howsell Road / Pickersleigh Road, A449 Worcester Road / B4505 (Newtown Road) / Hornyold Road, B4208 Pickersleigh Road / North End Lane / Hayslan Road,</p>  | SWDP 4 & SWDP 7 | Worcestershire CC (ITBlock), Development Industry, WLEP/SEP, WLTB, New Homes Bonus, Central Govt. | £5.6M               | Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding | Across both phases (2012-2019 & 2020 – 2030) |                                | Essential |

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



| Category   | Project  | SWDP Policy     | Delivery Partners | Estimated cost      | Potential sources of funding   | Estimated Timescale                          | Costs/ Funding/ Delivery Notes  | Status    |
|--|--|-----------------|-------------------|---------------------|--|--|---|-----------|
| <b>Pershore</b>  |  |                 |                   | <b>Total: £4.4M</b> |  |  |   |           |
| <b>Highway Schemes</b>   | Local highway network improvements, including:(A4104 / B4084) Worcester Road / Three Springs Road, (A4104 / B4084) Station Road / Worcester Road / High Street and A4104 Station Road / B4083 Wyre Road<br>NOTE: See Inter-Urban Highway section (below) for A44 highway enhancements.   | SWDP 4 & SWDP 7 |                   | £1.050M             | Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as available | Across both phases (2012-2019 & 2020 – 2030) | The authorities support all the transport schemes set out in the Pershore Package elements of the SWIDP and a new bridge and link road between the A44 and the B4083. | Essential |
| <b>Rail, Local Passenger Transport and Walk and Cycle Link Schemes</b> | Including:<br><br>(1) Improvements to Pershore rail station and associated interchange facilities (including parking, information, access routes etc.). (2) Provision of Infrastructure to enable local PT services to access & serve SWDP development sites.<br><br>(3) Improvements to walking and cycling connectivity (4) Improvements to town centre walking and cycling facilities | SWDP 4 & SWDP 7 |                   | £3.360M             | Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as available | Across both phases (2012-2019 & 2020 – 2030) |   | Necessary |

| Category   | Project  | SWDP Policy     | Delivery Partners | Estimated cost      | Potential sources of funding   | Estimated Timescale                          | Costs/ Funding/ Delivery Notes | Status    |
|--|--|-----------------|-------------------|---------------------|--|--|--------------------------------|-----------|
| <b>Rural Malvern Hills</b>   |  |                 |                   | <b>Total: £0.2M</b> |  |  |                                |           |
| <b>Local Passenger Transport and Walk and Cycle Link Schemes</b>       | <p>Including:</p> <p>(1) Provision of Infrastructure to enable local PT services to access &amp; serve SWDP development sites.</p> <p>(2) Improvements to walking and cycling connectivity to the existing network (3) Improvements to walking and cycling facilities and infrastructure</p> | SWDP 4 & SWDP 7 |                   | £0.2M               | Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as available | Across both phases (2012-2019 & 2020 – 2030) |                                | Necessary |
| <b>Rural Wychavon</b>  |  |                 |                   | <b>Total: £2.3M</b> |  |  |                                |           |
| <b>Rail, Local Passenger Transport and Walk and Cycle Link Schemes</b> | <p>Including:</p> <p>(1) Provision of Infrastructure to enable local PT services to access &amp; serve SWDP development sites.</p> <p>(2) Improvements to rail stations (Hartlebury) and associated interchange facilities (including parking, information, access routes etc.).</p>         | SWDP 4 & SWDP 7 |                   | £2.3M               | Worcs CC (IT Block), Local Transport Board (Devolved Major scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as available | Across both phases (2012-2019 & 2020 – 2030) |                                | Necessary |

| Category  | Project   | SWDP Policy     | Delivery Partners   | Estimated cost                       | Potential sources of funding   | Estimated Timescale                          | Costs/ Funding/ Delivery Notes | Status    |
|---|---|-----------------|---|--------------------------------------|--|--|--------------------------------|-----------|
| <b>Inter-Urban Highways</b>                     |   |                 |   | <b>Total: £4.1M</b>                  |  |  |                                |           |
| <b>Highway Schemes</b>                          | Including improvements to the A44 mainline (Evesham-Worcester - Bromyard) at Pinvin Crossroads, Crown East, A38 Fernhill Heath (Hurst Lane) & Martin Hussingtree, A449 roundabout at Claines<br>NOTE: EXCLUDES A449/Townsend Way Junction, subject to s278 discussions with the developer of Newland site | SWDP 4 & SWDP 7 |   | £4.1M                                | Worcs CC (IT Block), Local Transport Board (Devolved Major Scheme Funding), Developers (s106 & s278), New Homes Bonus, +other funding sources as available | Across both phases (2012-2019 & 2020 – 2030) |                                | Essential |
|   |   |                 |   | <b>Overall County Total: £205.9M</b> |  |  |                                |           |
| <b>Highways England: Strategic Road Network</b> |   |                 |   |                                      |  |  |                                |           |
| <b>Strategic Highway Network Scheme</b>         | A46 Evesham Bypass Junctions  | SWDP 4 & SWDP 7 | Highways England, Developers, Worcestershire County Council | £9.50M                               | Developers (S106 & S278) + other funding sources available   | Across both Phases (2014-2019 and 2020-2030) |                                | Essential |
| <b>Strategic Highway Network Scheme</b>         | M5 J5   | SWDP 4 & SWDP 7 | Highways England, Developers, Worcestershire County Council | £0.50M                               | Developers (S106 & S278) + other funding sources available   | Across both Phases (2014-2019 and 2020-2030) |                                | Essential |

| Category                         | Project  | SWDP Policy               | Delivery Partners   | Estimated cost | Potential sources of funding                               | Estimated Timescale                          | Costs/ Funding/ Delivery Notes     | Status    |
|----------------------------------|--|---------------------------|---|----------------|--|--|------------------------------------|-----------|
| Strategic Highway Network Scheme | M5 J6  | SWDP 4 & SWDP 7           | Highways England, Developers, Worcestershire County Council | £10.00M        | Developers (S106 & S278) + other funding sources available | Across both Phases (2014-2019 and 2020-2030) |                                    | Essential |
| Strategic Highway Network Scheme | M5 J7  | SWDP 4 & SWDP 7           | Highways England, Developers, Worcestershire County Council | £0.40M         | Developers (S106 & S278) + other funding sources available | Across both Phases (2014-2019 and 2020-2030) |                                    | Essential |
|                                  | TOTAL  |                           |   | £20.40M        |  |  |                                    |           |
|                                  | OVERALL SWIDP TRANSPORT TOTAL  |                           |   | £226.3M        |  |  |                                    |           |
| B. Utilities                     |  |                           |   |                |  |  |                                    |           |
| Renewable Energy schemes         | Hartlebury Energy from Waste Plant                                   |                           | County Council & Partners                                   | tbc            | County Council Partners                                    | To be updated                                | As set out in section 4 E of SWIDP | Essential |
| Electricity                      | Western Power Distribution schemes                                   | strategic sites generally | Western Power   | tbc            | Developers Utility companies                               | As required                                  | Schemes as set out in SWIDP        | Essential |
| Gas                              | National Grid Gas and Wales and West Utilities                       | strategic sites generally | National Grid Gas & Wales and West Utilities                | tbc            | Developers Utility companies                               | As required                                  | Schemes as set out in SWIDP        | Essential |
| Water (supply and waste water)   | Supply – detail of new capital schemes being discussed with STWL.    | strategic sites generally | STWL  | tbc            | Developers STWL  | As required                                  | Info as set out in SWIDP           | Essential |
|                                  | Waste – detail of any new capital schemes being discussed with STWL. |                           | STWL  | tbc            | Developers STWL  | tbc  | Info as set out in SWIDP           | Essential |

| Category                                | Project  | SWDP Policy                        | Delivery Partners                    | Estimated cost |            | Potential sources of funding   | Estimated Timescale    | Costs/ Funding/ Delivery Notes                  | Status    |
|---|--|------------------------------------|--------------------------------------|----------------|------------|--------------------------------|------------------------|---|-----------|
| C. Flood Risk and Drainage              |  |                                    |                                      |                |            |                                |                        |   |           |
|   | Major schemes completed or under construction. SUDS technology to be used site-by-site in future | Strategic sites generally          | EA Developers, County Developers     | tbc            |            | County Council, SWC Developers | As required            | Position on schemes set out in SWIDP Section 4C | Essential |
| D. Communications Infrastructure        |  |                                    |                                      |                |            |                                |                        |   |           |
|   | Broadband scheme well advanced - Worcestershire Local Broadband Plan                             | SWDP 26                            | County, Developers                   | tbc            |            | County, BDUK Developers        | 2012-2020              | Position set out in SWIDP Section 4D            | Essential |
| E. Waste Infrastructure                 |  |                                    |                                      |                |            |                                |                        |   |           |
|   | Hartlebury EfW plant – otherwise smaller schemes will be developer funded.                       | SWDP 33<br><br>Waste Core Strategy | County, Waste contractor, Developers | £120-160M      |            | Developers etc.                | Build commenced 2014   | As set out in section 4E of the SWIDP           | Essential |
| SOCIAL INFRASTRUCTURE                   |  |                                    |                                      |                |            |                                |                        |   |           |
| A. Education                            |  |                                    |                                      |                |            |                                |                        |   |           |
| Worcester City and Wider Worcester Area |  |                                    |                                      |                |            |                                |                        |   |           |
| Category                                | Project  | SWDP Policy/Ref No.                | Delivery Partners                    | Estimated cost |            | Potential sources if funding   | Estimated timescale    | Cost/Funding/ Delivery Notes                    | Status    |
|   |  |                                    |                                      | Primary        | Secondary  |                                |                        |   |           |
|   | Worcester West   | SWDP 45/2                          | County, Developers                   | £6,000,000     | £4,923,468 | County Council, Developers     | Up to 2019 & 2020-2030 | Information as set out in Section 5A of SWIDP   | Essential |
|   | Worcester South (includes new Primary School)  | SWDP 45/1                          | “                                    | £6,000,000     | £5,974,571 | “                              | Up to 2019 & 2020-2030 | “   | Essential |
|   | East of Swinesherd Way   | SWDP 45/5                          | “                                    | £635,736       | £686,996   | “                              | 2020-2030              | “   | Essential |

| Category | Project                               | SWDP Policy                         | Delivery Partners | Estimated cost |            | Potential sources of funding | Estimated Timescale    | Costs/ Funding/ Delivery Notes | Status    |
|----------|---------------------------------------|-------------------------------------|-------------------|----------------|------------|------------------------------|------------------------|--------------------------------|-----------|
|          | Kilbury Drive                         | SWDP 45/3                           | “                 | £542,494       | £586,236   | “                            | Up to 2019 & 2020-2030 | “                              | Essential |
|          | Gwillam's Farm                        | SWDP 45/4                           | “                 | £519,184       | £561,046   | “                            | Up to 2019             | “                              | Essential |
|          | Ex Ronkswood Hospital site            | SWDP 43/14                          | “                 | £372,965       | £403,037   | “                            | Up to 2019             | “                              | Essential |
|          | Shrub Hill Opportunity Zone           | SWDP 44/4                           | “                 | £1,262,994     | £1,364,831 | “                            | Up to 2019 & 2020-2030 | “                              | Essential |
|          | Gregory's Bank                        | SWDP 43/2                           | “                 | £307,272       | £332,048   | “                            | Up to 2019             | “                              | Essential |
|          | Govt. Offices, Whittington Road       | SWDP 43/16                          | “                 | £254,294       | £274,798   | “                            | Up to 2019             | “                              | Essential |
|          | Blockhouse Opportunity Zone           | SWDP 44/5                           | “                 | £254,294       | £274,798   | “                            | 2020-2030              | “                              | Essential |
|          | South of Leopard Hill                 | SWDP 43/1                           | “                 | £211,912       | £228,998   | “                            | Up to 2019 & 2020-2030 | “                              | Essential |
|          | University Park                       | SWDP 43/18                          | “                 | £211,912       | £228,999   | “                            | Up to 2019             | “                              | Essential |
|          | Crown Packaging Site                  | SWDP43/i and SWDP43/j               | “                 | £423,824       | £457,998   | “                            | Up to 2019 & 2020-2030 | “                              | Essential |
|          | 250 Bransford Road                    | WC035                               | “                 | £334,820       | £361,818   | “                            | Up to 2019 & 2020-2030 | “                              | Essential |
|          | Diglis Basin, Diglis Dock Road        | WC036                               | “                 | £317,867       | £343,498   | “                            | Up to 2019 & 2020-2030 | “                              | Essential |
|          | Former Royal Worcester Porcelain Site | WC037                               | “                 | £239,460       | £258,768   | “                            | Up to 2019             | “                              | Essential |
|          | Various across Worcester              | Cumulative total of all sites below | “                 | £2,780,281     | £3,004,467 | “                            | Up to 2019 & 2020-2030 | See section 5A of SWIDP        | Essential |



| Category                      | Project   | SWDP Policy                                       | Delivery Partners | Estimated cost |            | Potential sources of funding | Estimated Timescale    | Costs/ Funding/ Delivery Notes | Status    |
|-------------------------------|---|---|-------------------|----------------|------------|------------------------------|------------------------|--------------------------------|-----------|
|                               |   | 100 dwellings                                     |                   |                |            |                              |                        |                                |           |
|                               | Windfall in City  | SWDP 43   | “                 | £1,519,407     | £1,641,919 | “                            | Up to 2019 & 2020-2030 | See section 5A of SWIDP        | Essential |
| <b>Malvern Hills District</b> |   |   |                   |                |            |                              |                        |                                |           |
| Category                      | Project   | SWDP Policy                                       | Delivery Partners | Estimated cost |            | Potential sources if funding | Estimated timescale    | Cost/Funding/Delivery Notes    | Status    |
|                               |   |   |                   | Primary        | Secondary  |                              |                        |                                |           |
|                               | QinetiQ Site, Malvern                                   | SWDP53  | “                 | £635,735       | £686,995   | “                            | Up to 2019 & 2020-2030 | See section 5A of SWIDP        | Essential |
|                               | Development at North East Malvern                       | SWDP56  | “                 | £1,695,293     | £1,831,988 | “                            | Up to 2019 & 2020-2030 | “                              | Essential |
|                               | Land adj the Lawns inc Bight Farm, Kempsey              | SWDP59/8  | “                 | £402,632       | £435,097   | “                            | Up to 2019 & 2020-2030 | “                              | Essential |
|                               | Land north of Brookend Lane (adj to The Limes), Kempsey | SWDP 59 f   | “                 | £254,294       | £274,798   | “                            | Up to 2019 & 2020-2030 | “                              | Essential |
|                               | Various across Malvern                                  | Cumulative total of all sites below 100 dwellings | “                 | £3,566,478     | £3,854,048 | “                            | Up to 2019 & 2020-2030 | See section 5A of SWIDP        | Essential |
|                               | Estimated Windfall 2017/18 to 2029/30                   | Malvern   | “                 | £936,650       | £1,012,173 | “                            | Up to 2019 & 2020-2030 | See section 5A of SWIDP        | Essential |

| Category          | Project   | SWDP Policy             | Delivery Partners | Estimated cost |             | Potential sources of funding | Estimated Timescale    | Costs/ Funding/ Delivery Notes | Status    |
|-------------------|---|-------------------------|-------------------|----------------|-------------|------------------------------|------------------------|--------------------------------|-----------|
| Wychavon District |   |                         |                   |                |             |                              |                        |                                |           |
| Category          | Project   | SWDP Policy             | Delivery Partners | Estimated cost |             | Potential sources if funding | Estimated timescale    | Cost/Funding/Delivery Notes    | Status    |
|                   |   |                         |                   | Primary        | Secondary   |                              |                        |                                |           |
|                   | Copcut Lane, Droitwich  | SWDP 49/1               | “                 | £1,568,147     | £1,694,589  | “                            | Up to 2019 & 2020-2030 | “                              | Essential |
|                   | Land off Vines Lane, Droitwich                                      | SWDP 48/1               | “                 | £211,912       | £228,999.00 | “                            | Up to 2019             | “                              | Essential |
|                   | Yew Tree Farm, Droitwich  | WY045                   | “                 | £1,621,124     | £1,751,839  | “                            | Up to 2019 & 2020-2030 | “                              | Essential |
|                   | Employment site, top of Kings Rd, Evesham                           | SWDP 50/2               | “                 | £211,912       | £228,999    | “                            | Up to 2019             | “                              | Essential |
|                   | West Abbey Road - South of Boat Lane, Evesham                       | SWDP 50/7               | “                 | £423,824       | £457,998    | “                            | Up to 2019             | “                              | Essential |
|                   | Cheltenham Road, Evesham  | SWDP 51/1               | “                 | £847,646       | £915,994    | “                            | Up to 2019 & 2020-2030 | “                              | Essential |
|                   | Pershore Road, Hampton, Evesham                                     | SWDP 51/2               | “                 | £849,766       | £918,284    | “                            | Up to 2019 & 2020-2030 | “                              | Essential |
|                   | Station Road / Wyre Road, Pershore                                  | SWDP 47/1               | “                 | £1,472,786     | £1,591,539  | “                            | Up to 2019 & 2020-2030 | “                              | Essential |
|                   | Dilmore Lane /Station Road, Fernhill Heath                          | SWDP60/16               | “                 | £254,294       | £274,798    | “                            | Up to 2019 & 2020-2030 | “                              | Essential |
|                   | Land east of Withybed Lane, Inkberrow                               | SWDP59/22               | “                 | £211,912       | £228,999    | “                            | Up to 2019             | “                              | Essential |
|                   | Land Adjacent to, Sims Metals UK (South West) Limited, Long Marston | WY044                   | “                 | £805,265       | £870,195    | “                            | Up to 2019 & 2020-2030 | “                              | Essential |
|                   | Various across Wychavon   | Cumulative total of all | “                 | £3,157,489     | £3,412,083  | “                            | Up to 2019 & 2020-2030 | See section 5A of SWIDP        | Essential |

| Category                                    | Project   | SWDP Policy               | Delivery Partners   | Estimated cost                |            | Potential sources of funding | Estimated Timescale    | Costs/ Funding/ Delivery Notes  | Status    |
|---|---|---------------------------|---|-------------------------------|------------|------------------------------|------------------------|---|-----------|
|   |   | sites below 100 dwellings |   |                               |            |                              |                        |   |           |
|   | Estimated Windfall 2017/18 to 2029/30   |                           | “   | £2,030,114                    | £2,193,806 | “                            | Up to 2019 & 2020-2030 | See section 5A of SWIDP   | Essential |
| Total cost for SWDP plan area for Primary   |   |                           |   | £45,026,136                   |            |                              |                        |   |           |
| Total cost for SWDP plan area for Secondary |   |                           |   | £44,581,438                   |            |                              |                        |   |           |
| SWDP Education Total                        |   |                           |   | £89,607,574                   |            |                              |                        |   |           |
| Further Education                           | Post 16 Education and Training  | SWDP 7                    | Education Funding Agency  | n/a                           |            | Education Funding Agency     |                        | County involved in facilitating but not funding of further education – see SWIDP Section 5A | Necessary |
| Higher Education/ University of Worcester   | University of Worcester   | SWDP 7                    | University, County, SWC.  | Position set out in SWIDP     |            | University, County, SWC      | tbc                    | Liaison with University of Worcester – position set out in SWIDP Section 5A                 | Necessary |
| B. Health and Public Health                 |   |                           |   |                               |            |                              |                        |   |           |
|   | Public consultation on the ‘Future of Worcestershire Acute Hospitals’.<br><br>Primary care facilities especially in relation to Worcester urban extensions. | SWDP 7                    | Clinical Commissioning Group, Worcestershire Acute Hospitals NHS Trust,<br><br>NHS Property Services.<br><br>County | Position set out in the SWIDP |            | tbc                          | tbc                    | Further info in SWIDP section 5   | Necessary |

| Category                         | Project  | SWDP Policy            | Delivery Partners  | Estimated cost | Potential sources of funding  | Estimated Timescale | Costs/ Funding/ Delivery Notes    | Status    |
|----------------------------------|--|------------------------|--|----------------|---|---------------------|-----------------------------------|-----------|
| <b>C. Social Care</b>            |  |                        |  |                |   |                     |                                   |           |
|                                  | County Council has no plans for new facilities.  | SWDP 7                 | County   | tbc            | tbc   | tbc                 | Further info in SWIDP             | n/a       |
| <b>D. Community Facilities</b>   |  |                        |  |                |   |                     |                                   |           |
| Libraries                        | Unlikely to be major new capital investment in near future following the opening of "The Hive" in Worcester in summer 2012 | SWDP 7                 | County   | tbc            | tbc   | tbc                 | Further info in SWIDP             | Necessary |
| Faith Buildings                  | Information in SWIDP   | SWDP 7                 | Faith Partners, Local Authorities & Developers           | tbc            | tbc   | tbc                 | Updated info in SWIDP section 5D  | Necessary |
| Community Centres                | Community Facilities   | SWDP 7                 | Developers, Various service providers. Local communities | tbc            | Developers, Various service providers.<br><br>Local communities.<br><br>County        | tbc                 | Further info in SWIDP section 5D. | Necessary |
| Sports & Recreational Facilities | University of Worcester Sports Arena.  | Relevant SWDP policies | University, SE   | £10M           | University, SE, Trustees of the Foundation for Sports and the Arts England Basketball | 2013                | Opened 2013                       | Necessary |

| Category | Project  | SWDP Policy              | Delivery Partners   | Estimated cost | Potential sources of funding               | Estimated Timescale                | Costs/ Funding/ Delivery Notes                         | Status    |
|----------|--|--------------------------|---------------------|----------------|--|------------------------------------|--|-----------|
|          |  |                          |                     |                | England Badminton<br><br>Private donations |                                    |  |           |
|          | New Swimming Pool Worcester                                      | SWDP 43 44 and 45 sites  | SWC, SE, Developers | £10.5M         | SWC, SE, Developers                        | Potential completion date end 2016 | April 2013 figure                                      | Necessary |
|          | 4 court sports hall (Worcester West)                             | SWDP 45/2                | SWC Developers      | £2.7M (tbc)    | Developers                                 | 2016-2026                          | Plus full size synthetic turf pitch and tennis courts. | Necessary |
|          | 4 court sports hall (Worcester South)                            | SWDP 45/1                | SWC Developers      | £2.7M          | Developers                                 | 2021-2026                          | Plus outdoor tennis court.                             | Necessary |
|          | 6 Court badminton performance centre                             | SWDP 43, 44 and 45 sites | SWC Developers      | £4.5M          | Developers                                 | 2011-2016                          | Autumn 2012 figure                                     | Necessary |
|          | Football: full size 3G STP                                       | SWDP 43, 44 and 45 sites | SWC Developers      | £0.8M          | Developers                                 | 2011-2016                          | Autumn 2012 figure                                     | Necessary |
|          | 4 court indoor tennis centre                                     | SWDP 43, 44 and 45 sites | SWC Developers      | £5.5M          | Developers                                 | 2016-2021                          | Autumn 2012 figure                                     | Necessary |
|          | 2 MUGA   | SWDP 43, 44 and 45 sites | SWC Developers      | £1.6M          | Developers                                 | 2021-2026                          | Autumn 2012 figure                                     | Necessary |
|          | 8 Lane synthetic athletics track, Malvern Hills: Malvern College | SWDP 52                  | SWC Developers      | n/a            | Developers                                 | 2011-2016                          | Based on 2010 Sports Facilities Framework              | Necessary |
|          | 5 court sports hall – indoor cricket (Wychavon)                  | SWDP 48, 50, 51, 46,     | SWC Developers      | £3.4M          | Developers                                 | 2012-2016                          | Based on 2010 Sports Facilities Framework              | Necessary |

| Category | Project  | SWDP Policy                         | Delivery Partners       | Estimated cost | Potential sources of funding | Estimated Timescale | Costs/ Funding/ Delivery Notes | Status    |
|----------|--|-------------------------------------|-------------------------|----------------|------------------------------|---------------------|--------------------------------|-----------|
|          |  | 47, 59, 60, 61                      |                         |                |                              |                     |                                |           |
|          | 8 court sports hall - (Droitwich or Evesham in Wychavon)                                 | SWDP 48, 49<br>SWDP 50, 51          | SWC Developers          | £5.5M          | Developers                   | 2012-2016           | Autumn 2012 figure             | Necessary |
|          | 4 court sports hall - (expansion of existing facility) and 2 court sports hall, Wychavon | SWDP 48, 50, 51, 46, 47, 59, 60, 61 | SWC Developers          | £5.5M          | Developers                   | 2012-2016           | Autumn 2012 figure             | Necessary |
|          | 4 court sports hall, Wychavon  | SWDP 48, 50, 51, 46, 47, 59, 60, 61 | SWC Developers          | £2.7M          | SWC Developers               | 2016-2021           | Autumn 2012 figure             | Necessary |
|          | 2 x 3G Football STP  | SWDP 48, 50, 51, 46, 47, 59, 60, 61 | SWC Developers          | £1.6M          | Developers                   | 2016-2018           | April 2014 figure              | Necessary |
|          | Sand filled STP  | SWDP 48, 50, 51, 46, 47, 59, 60, 61 | SWC Developers          | £0.8M          | Developers                   | 2016-2018           | April 2014 figure              | Necessary |
|          | Outdoor athletics training facility, school site, Evesham                                | SWDP 50, 51                         | SWC/ County/ Developers | £0.4M          | SWC/ County/ Developers      | 2016-2021           | Autumn 2012 figure             | Necessary |
|          | Outdoor athletics training facility, School Site, Pershore                               | SWDP 46, 47                         | SWC/ County/ Developers | £0.4M          | SWC/ County/ Developers      | 2021-2026           | Autumn 2012 figure             | Necessary |



| Category | Project   | SWDP Policy              | Delivery Partners   | Estimated cost                                     | Potential sources of funding | Estimated Timescale | Costs/ Funding/ Delivery Notes | Status    |
|----------|---|--------------------------|---------------------|--|------------------------------|---------------------|--------------------------------|-----------|
|          | 25m Swimming (teaching pool) Worcester West         | SWDP 43, 44 and 45 sites | SWC, SE, Developers | £3.9M<br>(tbc)                                     | SE, SWC, Developers          | tbc                 | Autumn 2012 figure             | Necessary |
|          | Worcester South football pitch (6.4 ha)             | SWDP 45/1                | SWC, SE, Developers | (See note below for total sports provision figure) | SWC Developers               | 2016-2021           | Autumn 2012 figure             | Necessary |
|          | Worcester West football pitch (6.5 ha)              | SWDP 45/2                | SWC, SE, Developers | £1.1M  | SWC<br>Developers            | 2016-2021           | Autumn 2012 figure             | Necessary |
|          | Worcester East football pitch (6.9 ha)              | SWDP 45/3                | SWC, SE, Developers | £1.2M  | SWC<br>Developers            | 2016-2021           | Autumn 2012 figure             | Necessary |
|          | Worcester East cricket pitch (4 ha) (location tbc)  | SWDP45/3                 | SWC, SE, Developers | £0.85M   | SWC Developers               | 2016-2021           | Autumn 2012 figure             | Necessary |
|          | Worcester South - 2 ha for cricket                  | SWDP 45/1                | SWC, SE, Developers | £0.65M   | SWC Developers               | 2021-2026           | Autumn 2012 figure             | Necessary |
|          | Worcester West - 4 ha for cricket                   | SWDP 45/2                | SWC, SE, Developers | £0.85M   | SWC Developers               | 2016-2021           | Autumn 2012 figure             | Necessary |
|          | Worcester south – 7 ha for rugby                    | SWDP 45/1                | SWC, SE, Developers | £1.25M   | SWC Developers               | 2016-2021           | Autumn 2012 figure             | Necessary |
|          | Malvern Town - 6 ha for football                    | SWDP 56                  | SWC, SE, Developers | £1M  | SWC Developers               | 2016-2026           | Autumn 2012 figure             | Necessary |
|          | Malvern Town / Malvern North East- 2 ha for cricket | SWDP 56                  | SWC, SE, Developers | £0.65M   | SWC Developers               | 2021-2026           | Autumn 2012 figure             | Necessary |
|          | Evesham - 6 ha for football                         | SWDP 52                  | SWC, SE, Developers | £1M  | SWC Developers               | 2016-2026           | Autumn 2012 figure             | Necessary |

| Category                    | Project  | SWDP Policy                                     | Delivery Partners   | Estimated cost  | Potential sources of funding | Estimated Timescale | Costs/ Funding/ Delivery Notes                                   | Status    |
|-----------------------------|--|---|---------------------|-----------------|------------------------------|---------------------|--|-----------|
|                             | Evesham north - 6 ha for football  | SWDP 52   | SWC, SE, Developers | £1M             | SWC Developers               | 2011-2016           | Autumn 2012 figure   | Necessary |
|                             | Evesham south or south-west 4 ha for cricket   | SWDP 51 and 52                                  | SWC, SE, Developers | £0.85M          | SWC Developers               | 2011-2016 or 2026   | Autumn 2012 figure   | Necessary |
|                             | Evesham north - 2 ha for cricket   | SWDP 52   | SWC, SE, Developers | £0.65M          | SWC Developers               | 2011-2016           | Autumn 2012 figure   | Necessary |
|                             | Droitwich – Copcut Lane or Pulley Lane – 2 ha for cricket.   | SWDP 49   | SWC, SE, Developers | £0.65M          | SWC Developers               | 2012-2016           | Autumn 2012 figure   | Necessary |
|                             | Total for sports facilities listed above =   |   |                     | £76.35M         |                              |                     |  |           |
| E. Emergency Infrastructure |  |   |                     |                 |                              |                     |  |           |
|                             | Police Post for South Worcester  | SWDP 45/1                                       | WMP Developers      | £0.159-£0.450M  | WMP Developers               | 2012-2019           | Updated figure   | Necessary |
|                             | ANPR cameras-Worcester South   | SWDP 45/1                                       | WMP Developers      | £0.166M         | WMP Developers               | 2012-2019           | Updated figure   | Necessary |
|                             | Police Post for West Worcester   | SWDP 45/2                                       | WMP Developers      | £0.159-£0.450M  | WMP Developers               | 2012-2019           | Updated figure   | Necessary |
|                             | ANPR cameras – West Worcester  | SWDP 45/2                                       | WMP Developers      | £0.052M         | WMP Developers               | 2012-2019           | Updated figure   | Necessary |
|                             | Extension to Evesham Police Station  | SWDP 50, 51                                     | WMP Developers      | £1.42M          | WMP Developers               | 2012-2019           | Updated figure   | Necessary |
|                             | New Police Posts at: <ul style="list-style-type: none"><li>Worcester (2)</li><li>Droitwich</li><li>Hartlebury</li><li>North East Malvern</li></ul> | SWDP 43, 44, 45, 48, 49, 56 and 59, WC004 sites | WMP Developers      | £1.007M-£2.462M | Developers                   | 2012-2019           | Updated figure. Includes custody facility expansion at Worcester | Necessary |

| Category             | Project  | SWDP Policy  | Delivery Partners                            | Estimated cost          | Potential sources of funding                   | Estimated Timescale | Costs/ Funding/ Delivery Notes  | Status    |
|----------------------|--|--|--|-------------------------|--|---------------------|---|-----------|
|                      | Additional Officers (set-up costs for 80no. officers)  | SWDP 43-54, 56-61 sites                                  | WMP Developers                               | £0.305M                 | WMP Developers                                 | 2013-2019           | Updated figure  | Necessary |
|                      | Additional vehicles and other operational equipment  | SWDP 43-54, 56-61 sites                                  | WMP Developers                               | £0.708M                 | WMP Developers                                 | 2013-2019           | Updated figure  | Necessary |
|                      | Additional central support staff (set up costs for 40. support staff)                            | SWDP 43-54, 56-61 sites                                  | WMP Developers                               | £0.108M                 | WMP Developers                                 | 2013-2019           | Updated figure  | Necessary |
|                      | Total for Police Infrastructure listed above   |  |  | £4.08 M - £6.121M       |  |                     |   |           |
|                      | Fire Service   | SWDP 50, 51  | H&W Fire and Rescue Service                  | n/a                     | H&W Fire and Rescue Service, Developers        | 2012-2019           | Other Fire Service requirements include new appliances – not costed as “Infrastructure” | Necessary |
|                      | Ambulance “Hub” Worcester  | SWDP 43,44 and 45 sites                                  | West Midlands Ambulance Service              | £0.40M                  | WM Ambulance Service, Developers               | 2012-2019           | To be confirmed   | Necessary |
|                      | Total for Emergency Infrastructure listed above  |  |  | £4.4M - £6.5M (approx.) |  |                     |   |           |
| GREEN INFRASTRUCTURE |  |  |  |                         |  |                     |   |           |
|                      | Sub-Regional facility: “Worcester/ Droitwich Park” (based on the canal ring)                     | SWDP 43, 44, 45, 48 and 49 sites and various rural sites | County, Developers, SWC, NE, EA, FC, WWT, BW | tbc                     | County, Developers, SWC, NE, EA, FC, WWT, C&RT | tbc                 | Concept only at this stage. To be updated in due course                                 | Necessary |
|                      | Sub-regional facility: “Hallow Riverside Park” (includes sites on both sidea of the River Severn | SWDP 45/2  | County, Developers, SWC, NE, EA, FC, WWT     | tbc                     | County, Developers, SWC, NE, EA, FC, WWT       | tbc                 | Concept only at this stage. To be updated in due course                                 | Necessary |

| Category | Project  | SWDP Policy          | Delivery Partners  | Estimated cost | Potential sources of funding   | Estimated Timescale | Costs/ Funding/ Delivery Notes                          | Status    |
|----------|--|----------------------|--|----------------|--|---------------------|---|-----------|
|          | between Grimley and Northwick)   |                      |  |                |  |                     |   |           |
|          | Sub-regional facility:<br>"Sandford (Clifton) Water Park" (south of Draycott and extending south to base of Knight Hill) | SWDP 45/1<br>SWDP 59 | County, Developers, SWC, NE, EA, FC, WWT, Minerals operators | tbc            | County, Developers, SWC, NE, EA, FC, WWT, Minerals operators (Landfill Community Fund) | tbc                 | Concept only at this stage. To be updated in due course | Necessary |

**South Worcestershire Councils. Originally published 22nd November 2012, with update and amendments up to 29th September 2014.**

**Policy referencing and explanatory notes updated on 23<sup>rd</sup> February 2016**

## Annex J: Superseded Saved Local Plan Policies and Proposals

The following saved policies and proposals, together with supporting paragraphs, in the adopted **Malvern Hills District Local Plan** 2006 will be replaced upon adoption of this Development Plan (Regulation 8(5)).

| Saved Policy Number / Policy Name   | SWDP Policy   |
|---|---|
| <b>Development Strategy</b>   |   |
| DS1 The Location of Development   | SWDP 2  |
| DS3 Generic Development Requirements  | Various, incl. SWDP 21 and SWDP 31  |
| DS4 Meeting the Strategic Housing Requirements                                  | SWDP 3  |
| DS5 Housing Sites within the Malvern Urban Area                                 | Most are built out or with planning permission except 2 sites re-allocated in SWDP 52; SWDP 53 Malvern Technology Centre  |
| DS7 North Site  | Mostly built out or has p.p. so not replaced  |
| DS8 The Strategic Employment Land Requirement                                   | SWDP 3  |
| DS9 Meeting the Strategic Employment Land Requirement                           | Various – New strategic sites for employment within MHDC are in specific allocations: SWDP 53 Malvern Technology Centre; SWDP 54 Blackmore Park; SWDP 56 North East Malvern |
| DS10 Development Associated with the A38 Technology Belt                        | SWDP 8 (although title of A38 technology belt not retained); SWDP 53 Malvern Technology Centre  |
| DS11 Rural Settlements  | SWDP 2  |
| DS12 Housing in Category 1 - 4 Settlements                                      | SWDP 2  |
| DS13 Employment Development within or immediately adjacent to Rural Settlements | SWDP 2, 8 and 12  |
| DS14 Housing Development in the Open Countryside                                | SWDP 2  |

| Saved Policy Number / Policy Name  | SWDP Policy                                     |
|--|---|
| DS15 Employment Development in Category 3 Settlements and Open Countryside | SWDP 12   |
| DS17 Significant Gaps  | SWDP 2  |
| DS18 Planning Obligations  | Various incl. SWDP4, 7, 15 and 62               |
| <b>Economic Prosperity</b>   |   |
| EP1 Protection of Existing Employment Land                                 | Partly replaced by SWDP 12 for rural employment |
| EP2 The Redevelopment or Expansion of Employment Sites and Buildings       | SWDP 8 and 12                                   |
| EP6 The Re-use of Rural Buildings  | SWDP 12   |
| EP7 Farm Diversification   | SWDP 12   |
| EP8 Agricultural and Forestry Development                                  | SWDP 12   |
| EP9 Town and District Centres  | SWDP 9  |
| EP10 Primary and Secondary Shopping Frontages                              | SWDP 10   |
| EP12 Upper Floors in Town Centres  | SWDP 10   |
| EP13 Garden Centres and Farm Shops   | SWDP 10   |
| EP14 Visitor Accommodation   | SWDP 35   |
| EP15 Static and Touring Caravans, Chalets and Camping Sites                | SWDP 36   |
| EP16 Marinas, Moorings and Unpowered Boating Facilities                    | SWDP 42   |
| EP17 Edith Walk, Great Malvern   | Allocation not carried forward                  |
| EP18 Tenbury Cattle Market / Teme Street                                   | Referred to in SWDP 57 B                        |
| EP20 Seaford Court, (Malvern Community Hospital)                           | Not carried forward as implemented              |
| EP21 Three Counties Showground   | SWDP 55   |
| <b>Quality of Life</b>   |   |
| QL1 Design of New Buildings and Related Development                        | SWDP 21   |
| QL2 Protection and Enhancement of Greenspace in and adjacent to Malvern    | SWDP 38   |



| Saved Policy Number / Policy Name                               | SWDP Policy  |
|---|--|
| QL3 Shopfronts  | No replacement policy                                      |
| QL4 Advertisement Signs   | SWDP 21 (partial)  |
| QL5 Walls, Gates, Fences or Other Means of Enclosure            | No replacement policy                                      |
| QL6 Telecommunications  | SWDP 26  |
| QL7 New Development in Conservation Areas                       | SWDP 6 and 24  |
| QL8 Demolition of Buildings in Conservation Areas               | SWDP 24 although covered in detail by heritage legislation |
| QL9 Settings of Conservation Areas                              | SWDP 6 and 24  |
| QL10 Alterations and Extensions to Listed Buildings             | SWDP 24  |
| QL11 Demolition of a Listed Building                            | SWDP 6 and 24  |
| QL12 Alternative Uses for Listed Buildings                      | SWDP 24  |
| QL13 New Development Affecting the Setting of Listed Building   | SWDP 24  |
| QL13a Enabling Development                                      | SWDP 24  |
| QL14 Scheduled Ancient Monuments and other Archaeological Sites | SWDP 6 and 24  |
| QL15 Historic Parks and Gardens                                 | SWDP 6 and 24  |
| QL16 Sites of Special Scientific Interest (SSSIs)               | SWDP 22  |
| QL17 Sites of Regional or Local Wildlife Importance             | SWDP 22  |
| QL19 Protection of Wider Biodiversity                           | SWDP 22  |
| QL20 Creation of Habitats                                       | SWDP 5 and 22  |
| QL21 Landscaping  | SWDP 21 and 25   |
| QL22 Protection of Trees, Woodland and Hedgerows                | SWDP 21 and 38   |
| <b>Providing Sustainable Transport</b>                          |  |
| ST1 Safeguarding Land for Transport Infrastructure              | SWDP 4   |
| <b>Community Needs</b>  |  |
| CN1 Dwelling Mix  | SWDP 14  |
| CN2 Providing Affordable Housing in New Housing Development     | SWDP 15 and 20 iii   |

| Saved Policy Number / Policy Name   | SWDP Policy           |
|---|-----------------------|
| CN3 Rural Exception Sites   | SWDP 16               |
| CN4 Rural Workers Dwellings   | SWDP 19 and Annex G   |
| CN5 Removal of Rural Workers Occupancy Conditions   | SWDP 19               |
| CN7 Sub-division of Existing Dwellings in the Open Countryside  | No replacement policy |
| CN8 Replacement Dwellings in the Open Countryside   | SWDP 18               |
| CN9 Extension and Alterations to Dwellings and the Erection of Outbuildings within the Domestic Curtilage | SWDP 21 (partial)     |
| CN10 Dependant Relatives Accommodation  | No replacement policy |
| CN12 Provision of Public Open Space   | SWDP 39               |
| CN13 Protection of Open Space, Sport and Recreation Facilities  | SWDP 38               |
| CN14 Recreation, Sports and Leisure Facilities  | SWDP 37 and 39        |
| CN15 Provision of New Local Shopping Facilities   | SWDP 10               |
| CN16 Provision of New Community Facilities  | SWDP 37               |
| CN17 Retention of Local Facilities  | SWDP 37               |

The following policies and proposals, together with supporting paragraphs, in the adopted **Worcester City Local Plan 2004** will be replaced upon adoption of this Development Plan (Regulation 8(5)).

| Policy Number                      | Policy Name   | SWDP Policy |
|------------------------------------|---|-------------|
| <b>Natural Environment Chapter</b> |   |             |
| NE2                                | SITES OF NATIONAL IMPORTANCE FOR NATURE CONSERVATION          | SWDP 22     |
| NE3                                | SITES OF REGIONAL OR LOCAL IMPORTANCE FOR NATURE CONSERVATION | SWDP 22     |
| NE4                                | NATURE CONSERVATION - GREEN SPACES                            | SWDP 38     |
| NE5                                | LANDSCAPE PROTECTION  | SWDP 25     |
| NE7                                | LANDSCAPING SCHEME  | SWDP 5      |
| NE9                                | THE GREEN NETWORK   | SWDP 38     |

| Policy Number                    | Policy Name   | SWDP Policy     |
|----------------------------------|---|-----------------|
| NE11                             | M5 PROTECTION CORRIDOR  | SWDP 2          |
| NE12                             | GREEN BELT AREA   | SWDP 2          |
| NE19                             | PRIVATE MOORINGS ANCILLARY TO DWELLINGS - RIVER SEVERN                      | SWDP42          |
| NE20                             | SAFEGUARDING WATERCOURSES   | SWDP 28         |
| NE21                             | FLOOD PLAIN - ["BLUE ZONE"]   | SWDP 28         |
| NE22                             | FLOOD PLAIN - ["YELLOW ZONE"]   | SWDP 28         |
| NE23                             | FLOOD PLAIN - ["RED ZONE"]  | SWDP 28         |
| <b>Built Environment Chapter</b> |   |                 |
| BE1                              | ENVIRONMENTAL STANDARDS FOR DEVELOPMENT                                     | SWDP 21         |
| BE2                              | CHARACTER AND APPEARANCE OF THE CITY  | SWDP 21         |
| BE4                              | PERCENT FOR ART   | SWDP 21         |
| BE12                             | BOUNDARY TREATMENTS IN CONSERVATION AREAS                                   | SWDP 6 and 24   |
| BE14                             | ALTERATIONS AND EXTENSIONS TO LISTED BUILDINGS                              | SWDP 6 and 24   |
| BE16                             | THE SETTING OF LISTED BUILDINGS   | SWDP 6 and 24   |
| BE18                             | BUILDINGS OF LOCAL INTEREST - NEW DEVELOPMENT                               | SWDP 6 and 24   |
| BE19                             | BUILDINGS OF LOCAL INTEREST - RECORDING                                     | SWDP 6 and 24   |
| BE20                             | BUILDINGS OF LOCAL INTEREST - SALVAGE                                       | SWDP 6 and 24   |
| BE21                             | DEVELOPMENT WITHIN ARCHAEOLOGICALLY SENSITIVE AREAS - DESIGN PRINCIPLES     | SWDP 6 and 24   |
| BE24                             | PROTECTION OF NATIONALLY AND INTERNATIONALLY IMPORTANT ARCHAEOLOGICAL SITES | SWDP 6 and 24   |
| BE26                             | HISTORIC LANDSCAPES AND FEATURES  | SWDP 6 and 24   |
| BE27                             | ACCESS TO AND INTERPRETATION OF THE HISTORIC ENVIRONMENT                    | SWDP 6 and 24   |
| BE29                             | LIGHT   | SWDP 31 in part |

| Policy Number                 | Policy Name  | SWDP Policy           |
|-------------------------------|--|-----------------------|
| BE39                          | ADVERTISEMENTS AFFECTING CONSERVATION AREAS AND/OR LISTED BUILDINGS                      | SWDP 6 and 24         |
| BE43                          | TELECOMMUNICATIONS   | SWDP 25               |
| <b>Transportation Chapter</b> |  |                       |
| TR1                           | FOOTPATH/CYCLEWAY NETWORK  | No replacement policy |
| TR2                           | FOOTPATH/CYCLEWAY - PRIVATE DEVELOPMENT  | No replacement policy |
| TR4                           | CYCLE PARKING  | SWDP 4                |
| TR6                           | CITY CENTRE PEDESTRIAN ROUTES  | No replacement policy |
| TR10                          | CAR PARKING - PRICING CONTROL  | No replacement policy |
| TR12                          | PARKING STANDARDS  | SWDP 4                |
| TR13                          | CAR PARKING RESTRAINT  | No replacement policy |
| TR14                          | FINANCIAL CONTRIBUTIONS FROM DEVELOPMENTS TO MEET TRAVEL DEMAND                          | SWDP 4, 7 and 62      |
| TR15                          | DISABLED PERSONS CAR PARKING REQUIREMENTS  | SWDP 4                |
| TR17                          | DIGLIS ACCESS ROAD   | No replacement policy |
| TR19                          | TRAFFIC CALMING  | No replacement policy |
| TR23                          | GREEN TRANSPORT PLANS  | SWDP 4                |
| <b>Housing Chapter</b>        |  |                       |
| H16                           | EXTENSIONS TO EXISTING DWELLINGS TO PROVIDE SEPARATE LIVING ACCOMMODATION (GRANNY FLATS) | No replacement policy |
| H17                           | SUB-DIVISION OR MULTI-OCCUPANCY OF DWELLINGS   | SWDP 14               |
| H18                           | CHANGE OF USE TO HOSTEL - CAR PARKING REQUIREMENTS                                       | No replacement policy |

| Policy Number              | Policy Name  | SWDP Policy                                  |
|----------------------------|--|--|
| H19                        | RESIDENTIAL CARE HOMES   | No replacement policy                        |
| H21                        | AREA OF RESTRAINT : OMBERSLEY ROAD/DROITWICH ROAD                          | Alternative policy provision under SWDP 14 c |
| H22                        | AREA OF RESTRAINT : SHRUBBERY AVENUE (WEST)                                | Alternative policy provision under SWDP 14 d |
| H23                        | ST JOHN'S DISTRICT CENTRE: RETENTION OF RESIDENTIAL UNITS OF ACCOMMODATION | SWDP10 in part. Not carried forward in part. |
| <b>Employment Chapter</b>  |  |  |
| E1                         | ALLOCATED EMPLOYMENT LAND ON BROWNFIELD SITES                              | SWDP 43                                      |
| E2                         | ALLOCATED EMPLOYMENT LAND ON GREENFIELD SITES                              | SWDP 43                                      |
| E4                         | SAFEGUARDING EXISTING EMPLOYMENT AREAS                                     | No replacement policy                        |
| E7                         | OFFICE DEVELOPMENT (OUTSIDE THE CENTRAL OFFICE AREA)                       | SWDP10 in part. Not carried forward in part. |
| E8                         | LOSS OF OFFICE FLOORSPACE (OUTSIDE CENTRAL OFFICE AREA)                    | SWDP 8                                       |
| E10                        | WORKING FROM HOME  | No replacement policy                        |
| <b>City Centre Chapter</b> |  |  |
| CC2                        | RETAIL DEVELOPMENT IN THE CENTRAL SHOPPING AREA                            | SWDP 9                                       |
| CC3                        | EXTENSIONS AND ANCILLARY USES- USE OF UPPER FLOORS                         | No replacement policy                        |
| CC5                        | CONTINUOUS SHOPPING FRONTAGE (PRIMARY STREETS)                             | SWDP 10                                      |
| CC6                        | CONTINUOUS SHOPPING FRONTAGE (SECONDARY STREETS)                           | SWDP 10                                      |

| Policy Number           | Policy Name  | SWDP Policy           |
|-------------------------|--|-----------------------|
| CC7                     | CONTINUOUS SHOPPING FRONTAGE [HERITAGE STREETS]  | SWDP 10               |
| CC9                     | A3 USES - RESTRICTED AREAS   | SWDP 9 in part        |
| CC10                    | A3 USES - CRITERIA   | SWDP 9 in part        |
| CC11                    | MIXED USE DEVELOPMENT SITES  | SWDP 44               |
| CC12                    | CITY CENTRE - RETENTION OF RESIDENTIAL UNITS OF ACCOMMODATION                                  | SWDP 10 in part       |
| CC13                    | CITY CENTRE - CONVERSION OF UPPER FLOORS TO RESIDENTIAL USE                                    | SWDP 6                |
| CC14                    | CITY CENTRE - DEVELOPMENT OR REDEVELOPMENT SCHEMES - RESIDENTIAL USES                          | No replacement policy |
| CC15                    | OFFICE DEVELOPMENT IN THE CITY CENTRE  | No replacement policy |
| CC16                    | LOSS OF EXISTING OFFICES (CITY CENTRE)   | No replacement policy |
| <b>Shopping Chapter</b> |  |                       |
| SH1                     | LARGE SCALE RETAIL DEVELOPMENT OUTSIDE THE CENTRAL SHOPPING AREA AND ST JOHN'S DISTRICT CENTRE | SWDP 10               |
| SH2                     | FOODSTORE ALLOCATION - ST JOHN'S   | Built out             |
| SH3                     | APPROACH CORRIDORS - CHANGE OF USE   | SWDP 10               |
| SH4                     | LOSS OF RETAIL USES TO RESIDENTIAL USE   | SWDP 10               |
| SH5                     | FOOD OUTLETS AND HOT FOOD TAKE-AWAYS   | No replacement policy |
| SH6                     | ST JOHN'S DISTRICT SHOPPING CENTRE   | No replacement policy |
| SH7                     | DISTRICT AND NEIGHBOURHOOD SHOPPING CENTRES - RETAIL DEVELOPMENT                               | SWDP 10               |
| SH8                     | NEIGHBOURHOOD SHOPPING CENTRES - CHANGE OF USE   | SWDP 10               |
| SH10                    | SMALL SCALE SHOPS (INCLUDING CORNER SHOPS) - CHANGE OF USE                                     | SWDP 10               |



| Policy Number                                 | Policy Name   | SWDP Policy           |
|---|---|-----------------------|
| SH11  | PETROL FILLING STATIONS - RETAIL SALES                                    | SWDP 10               |
| SH12  | SHOP FRONTS   | SWDP 21 in part       |
| <b>Community, Leisure and Tourism Chapter</b> |   |                       |
| CLT6  | LOSS OF EDUCATIONAL BUILDINGS   | No replacement policy |
| CLT10   | REQUIREMENTS FOR ADDITIONAL EDUCATIONAL FACILITIES RELATED TO DEVELOPMENT | SWDP 7 and 62         |
| CLT11   | ALLOTMENT PROVISION   | No replacement policy |
| CLT12   | ALLOCATED SITES FOR COMMUNITY FACILITIES                                  | Facilities built      |
| CLT14   | NEW AND EXTENSIONS TO EXISTING COMMUNITY FACILITIES                       | No replacement policy |
| CLT15   | LOSS OF EXISTING COMMUNITY FACILITIES                                     | No replacement policy |
| CLT16   | CHILDREN'S NURSERIES AND PLAYGROUPS                                       | No replacement policy |
| CLT18   | DEVELOPMENT OF AND EXTENSIONS TO, WORSHIP FACILITIES                      | No replacement policy |
| CLT19   | RETENTION OF PUBLIC HOUSES  | No replacement policy |
| CLT20   | CEMETERY PROVISION  | No replacement policy |
| CLT21   | LOCAL RECYCLING POLICY  | No replacement policy |
| CLT22   | SUB REGIONAL INDOOR SPORTS FACILITIES                                     | SWDP 43/24            |
| CLT23   | CRITERIA FOR LARGE SCALE LEISURE FACILITIES                               | No replacement policy |
| CLT24   | CRITERIA FOR SMALL SCALE LEISURE FACILITIES                               | No replacement policy |
| CLT25   | LOSS OF EXISTING LEISURE FACILITIES                                       | SWDP 37               |
| CLT28   | SPORTS PITCHES - NEW  | Facilities built      |

## Annex J: Superseded Saved Local Plan Policies and Proposals

| Policy Number | Policy Name   | SWDP Policy           |
|---------------|---|-----------------------|
| CLT31         | MAJOR SPECTATOR SPORTS  | No replacement policy |
| CLT32         | SPORTS STADIUM FOR RELOCATION OF WORCESTER CITY FOOTBALL CLUB | SWDP 43/20            |
| CLT33         | LOSS OF RECREATIONAL OPEN LAND                                | SWDP 37 and 38        |
| CLT34         | OPEN SPACE STANDARD AND CONTRIBUTIONS                         | SWDP 39               |
| CLT38         | HOTELS  | SWDP 35               |
| CLT44         |   | No replacement policy |

The following policies and proposals, together with supporting paragraphs, in the adopted **Worcester Balanced Housing Market Development Plan Document** 2007 will be replaced upon adoption of this Development Plan (Regulation 8(5)).

| Policy Number | Policy Name  | SWDP Policy  |
|---------------|--|--|
| H1            | Housing Land Supply – Strategic Context                  | SWDP3  |
| H2            | Allocated Housing Sites                                  | Partially replaced by SWDP43/9, the other sites are built-out, under construction or no longer available |
| H3            | Phasing of Allocated Housing Sites                       | SWDP3, 43 and 45   |
| H4            | Housing Land Review                                      | SWDP 3 and 62  |
| H5            | Windfall Housing Sites                                   | SWDP3  |
| H6            | Housing Types and Densities                              | SWDP13, 14 and 15  |
| H7            | Windfall Housing Sites – Provision of Affordable Housing | SWDP 15  |
| H8            | Allocated Housing Sites – Affordable Housing Provision   | SWDP 15  |
| H9            | Affordable Housing Schemes                               | SWDP15*  |
| H10           | Affordable Housing Schemes – Occupancy Conditions        | SWDP15*  |
| H11           | Gypsy and Traveller Sites                                | SWDP17   |

\* Means of implementation of policy to be set out in the Affordable Housing Supplementary Planning Document

The following policies and proposals, together with supporting paragraphs, in the adopted **Wychavon District Local Plan** 2006 will be replaced upon adoption of this Development Plan (Regulation 8(5)).

| Policy Number                       | Policy Name  | SWDP Policy                         |
|-------------------------------------|--|-------------------------------------|
| <b>General Strategy</b>             |  |                                     |
| <b>General Development Policies</b> |  |                                     |
| GD1                                 | LOCATION STRATEGY FOR NEW DEVELOPMENT                              | SWDP 2                              |
| GD2                                 | GENERAL DEVELOPMENT CONTROL  | Principally SWDP 1, 4, 7, 21 and 31 |
| GD3                                 | PLANNING OBLIGATIONS   | Principally SWDP 4, 7, 39 and 62    |
| <b>Strategic Requirements</b>       |  |                                     |
| SR1                                 | HOUSING LAND SUPPLY  | Principally SWDP 3, 46-51 and 59    |
| SR2                                 | EMPLOYMENT LAND SUPPLY   | Principally SWDP 3, 47, 49 and 51   |
| SR3                                 | RETAIL ALLOCATIONS IN TOWN CENTRES                                 | SWDP 3                              |
| SR4                                 | MIXED USES   | SWDP 49                             |
| SR5                                 | MINIMISING CAR DEPENDENCY  | SWDP 4                              |
| <b>Strategic Land Protection</b>    |  |                                     |
| SR6                                 | SAFEGUARDED LAND FOR TRANSPORT INFRASTRUCTURE                      | SWDP 4                              |
| SR7                                 | DEVELOPMENT IN THE GREEN BELT                                      | SWDP 2                              |
| SR8                                 | MAJOR DEVELOPED SITE IN THE GREEN BELT – HARTLEBURY TRADING ESTATE | SWDP 2                              |
| SR9                                 | AREAS OF DEVELOPMENT RESTRAINT                                     | No replacement policy               |
| SR10                                | STRATEGIC GAPS   | SWDP 2                              |
| <b>Prudent Use Of Resources</b>     |  |                                     |
| <b>Conserving Natural Resources</b> |  |                                     |

| Policy Number                                    | Policy Name   | SWDP Policy           |
|--|---|-----------------------|
| RES4   | CONSERVING WATER RESOURCES  | SWDP 30               |
| <b>Making the Best Use of Land and Buildings</b> |   |                       |
| RES7   | CONVERSION OF EXISTING BUILDINGS OUTSIDE DEFINED DEVELOPMENT BOUNDARIES TO NON-RESIDENTIAL USES | SWDP 12               |
| RES8   | CONVERSION OF EXISTING BUILDINGS OUTSIDE DEFINED DEVELOPMENT BOUNDARIES TO RESIDENTIAL USE      | SWDP 12               |
| RES9   | REPLACEMENT BUILDINGS IN THE COUNTRYSIDE OUTSIDE DEFINED DEVELOPMENT BOUNDARIES                 | SWDP 18               |
| <b>Protecting The Environment</b>                |   |                       |
| <b>Protecting Existing Assets</b>                |   |                       |
| ENV1   | LANDSCAPE CHARACTER   | SWDP 21 and 25        |
| ENV2   | COTSWOLDS AREA OF OUTSTANDING NATURAL BEAUTY(AONB)  | SWDP 23               |
| ENV3   | SITES OF INTERNATIONAL IMPORTANCE FOR NATURE CONSERVATION                                       | SWDP 22               |
| ENV4   | SITES OF SPECIAL SCIENTIFIC INTEREST  | SWDP 22               |
| ENV5   | SITES OF REGIONAL OR LOCAL WILDLIFE IMPORTANCE  | SWDP 22               |
| ENV6   | PROTECTED SPECIES   | SWDP 22               |
| ENV7   | PROTECTION OF WIDER BIODIVERSITY  | No replacement policy |
| ENV8   | PROTECTION OF HEDGEROWS, TREES AND WOODLAND   | No replacement policy |
| ENV9   | REGIONALLY IMPORTANT GEOLOGICAL AND GEOMORPHOLOGICAL SITES                                      | SWDP 22               |
| ENV10  | SITES OF ARCHAEOLOGICAL SIGNIFICANCE  | SWDP 6 and 24         |
| ENV11  | HISTORIC PARKS AND GARDENS  | SWDP 6 and 24         |
| ENV12  | CONSERVATION AREAS (GENERAL)  | SWDP 6 and 24         |
| ENV13  | ALTERATIONS TO LISTED BUILDINGS   | SWDP 6 and 24         |

| Policy Number                           | Policy Name  | SWDP Policy                       |
|---|--|-----------------------------------|
| ENV14                                   | SETTINGS OF LISTED BUILDINGS                               | SWDP 6 and 24                     |
| ENV15                                   | DEMOLITION OF A LISTED BUILDING                            | SWDP 6 and 24                     |
| ENV16                                   | ENABLING DEVELOPMENT                                       | SWDP 6 and 24                     |
| <b>Avoiding Hazards</b>                 |  |                                   |
| ENV17                                   | DEVELOPMENT IN AREAS OF HIGH FLOOD RISK                    | SWDP 28                           |
| ENV18                                   | DEVELOPMENT IN AREAS OF LOW TO MEDIUM FLOOD RISK           | SWDP 28                           |
| ENV19                                   | SURFACE WATER RUN-OFF                                      | SWDP 28, 29 and 30                |
| ENV22                                   | CONTAMINATED AND UNSTABLE LAND                             | SWDP 31                           |
| ENV24                                   | DEVELOPMENT CLOSE TO HAZARDOUS INSTALLATIONS AND PIPELINES | No replacement policy             |
| <b>Social Progress</b>                  |  |                                   |
| <b>Building Sustainable Communities</b> |  |                                   |
| COM1                                    | MIX OF DWELLING TYPES                                      | SWDP 14                           |
| COM2                                    | AFFORDABLE HOUSING   | SWDP 15                           |
| COM3                                    | RURAL EXCEPTION SITES                                      | SWDP 16                           |
| COM4                                    | PROVISION OF SUPPORTED AND SHELTERED HOUSING               | SWDP 20                           |
| COM5                                    | GYPSY SITES – EXISTING PROVISION                           | SWDP 17                           |
| COM7                                    | AGRICULTURAL WORKERS' AND OTHER RURAL WORKERS' DWELLINGS   | SWDP 19                           |
| COM8                                    | TEMPORARY AGRICULTURAL AND OTHER RURAL WORKERS' DWELLINGS  | SWDP 19                           |
| COM9                                    | AGRICULTURAL OR RURAL WORKERS' OCCUPANCY CONDITIONS        | SWDP 19                           |
| COM10                                   | PROVISION OF RURAL COMMUNITY FACILITIES                    | SWDP 37 (NB not just rural areas) |
| COM11                                   | PROTECTION OF COMMUNITY FACILITIES                         | SWDP 37 (NB not just rural areas) |
| COM12                                   | PROVISION OF PUBLIC OPEN SPACE                             | SWDP 39                           |

| Policy Number                          | Policy Name  | SWDP Policy           |
|--|--|-----------------------|
| COM13                                  | PROTECTION OF OPEN SPACE AND SPORT AND RECREATIONAL BUILDINGS AND LAND IN TOWNS AND VILLAGES | SWDP 38               |
| COM14                                  | SPECIALIST SPORT AND RECREATION FACILITIES IN THE COUNTRYSIDE                                | No replacement policy |
| COM15                                  | WATERWAYS  | SWDP 40, 41 and 42    |
| <b>Enhancing People's Surroundings</b> |  |                       |
| SUR1                                   | BUILT DESIGN   | SWDP21                |
| SUR2                                   | LANDSCAPE DESIGN   | SWDP21                |
| SUR3                                   | PARKING PROVISION  | SWDP21                |
| SUR4                                   | SHOPFRONTS AND SIGNS   | SWDP21                |
| SUR6                                   | EXTENSIONS TO BUILDINGS  | No replacement policy |
| SUR7                                   | ANNEXE ACCOMMODATION   | No replacement policy |
| SUR8                                   | EXTENSIONS TO CURTILAGES   | No replacement policy |
| <b>Economic Opportunity</b>            |  |                       |
| <b>Employment Land</b>                 |  |                       |
| ECON1                                  | PROTECTION OF EXISTING EMPLOYMENT LAND   | SWDP 8 and 12         |
| ECON2                                  | EXPANSION OF EXISTING RURAL EMPLOYMENT SITES   | SWDP 8 and 12         |
| <b>Lorries in the Vale</b>             |  |                       |
| ECON3                                  | B8 'EXCEPTIONS' POLICY   | No replacement policy |
| ECON4                                  | B8 RELOCATION  | No replacement policy |
| ECON5                                  | EMPLOYMENT DEVELOPMENT WITHIN THE VALE OF EVESHAM HGV CONTROL ZONE                           | SWDP 11               |
| ECON6                                  | EMPLOYMENT DEVELOPMENT ADJACENT TO DEVELOPMENT BOUNDARIES OF VILLAGES                        | No replacement policy |
| ECON7                                  | AGRICUTURAL BUILDINGS, STRUCTURES AND ASSOCIATED WORKS                                       | No replacement policy |
| ECON9                                  | FARM SHOPS AND ROADSIDE STALLS   | SWDP 10               |
| ECON10                                 | THROCKMORTON AIRFIELD  | No replacement policy |



| Policy Number | Policy Name  | SWDP Policy           |
|---------------|--|-----------------------|
| ECON11        | FREIGHT  | No replacement policy |
| ECON12        | TELECOMMUNICATIONS INFRASTRUCTURE                            | SWDP 26               |
| ECON13        | LARGE SCALE RETAIL DEVELOPMENT                               | SWDP 10               |
| ECON14        | PRIMARY SHOPPING FRONTAGE                                    | SWDP 10               |
| ECON15        | SECONDARY SHOPPING FRONTAGE                                  | SWDP 10               |
| ECON17        | RETAIL SALES AT PETROL FILLING STATIONS                      | SWDP 10               |
| ECON18        | GARDEN CENTRES   | SWDP 10               |
| ECON19        | TOURIST ACCOMMODATION OUTSIDE DEFINED DEVELOPMENT BOUNDARIES | SWDP 34 and 35        |
| ECON20        | CARAVAN SITES AND CAMPING SITES                              | SWDP 36               |

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#### Urdu

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