

Statement of Common Ground

between

**the South Worcestershire Councils (Malvern Hills District Council, Wychavon District Council and Worcester City Council)
("SWC")**

and

the Combined Landowners' Group comprising Bellway Homes, Hallam Land, Homes England, St Modwen, Summix and Wain Estates ("CLG")

relating to

the Worcestershire Parkway Strategic Growth Area ("WPSGA")

Date: 6 February 2025



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1. Introduction

- 1.1. This Statement of Common Ground (SoCG) relates to the Worcestershire Parkway Strategic Growth Area (WPSGA), which is proposed for allocation in the South Worcestershire Development Plan Review (SWDPR) in Policy SWDPR51. The boundary of the WPSGA is shown in **Figure 1**.
- 1.2. This Statement has been prepared by the South Worcestershire Councils (SWC) and the Combined Landowners' Group (CLG), which represents the six main landowners – Bellway Homes, Hallam Land (for Spetchley Estate), Homes England, St Modwen (for Merton College), Summix (as promoters and owners) and Wain Estates (as promoters). **Figure 2** shows land ownership at Worcestershire Parkway with the land controlled by the CLG identified. The SWC and CLG are referred to in this document as 'the parties'.
- 1.3. The SoCG documents those matters both agreed and not agreed between the SWC and CLG with regard to the SWDPR in respect of the WPSGA.
- 1.4. Through SWDPR51 and other policies in the plan, the WPSGA will accommodate a new settlement eventually growing to approximately 10,000 homes and 50 hectares of employment land, with a new town centre at its heart adjoining Worcestershire Parkway railway station.
- 1.5. The development will follow garden community and will deliver approximately 5,000 homes and up to 50 hectares of employment land within the Plan period to 2041 as well as the necessary supporting physical, social and green infrastructure. This will be guided by a Supplementary Planning Document (WPSPD) once prepared and adopted. Beyond the Plan period (post 2041), the WPSGA will deliver a further 5,000 homes and the requisite additional supporting infrastructure including education provision, supporting services and community facilities to support the 10,000 homes as a whole.
- 1.6. This SoCG reflects the progress made and position agreed between the parties with regard to representations made by the CLG at Regulation 19 stage. It is predicated on changes agreed between the parties on the content of policy SWDPR51 and related policies. These changes limit the areas of disagreement between the parties and, if considered appropriate by the Inspectors in light of any other representations made or heard during the examination process, the parties would support them being proposed as Modifications to the Plan.
- 1.7. This SoCG is provided without prejudice to other matters of detail not outlined in this document that the parties may wish to raise during the examination. Nor does it prejudice or prejudice the formal consideration by Wychavon District Council as the Local Planning Authority of any future planning applications for development within the proposed WPSGA.

Figure 1 Worcestershire Parkway Strategic Growth Area Boundary

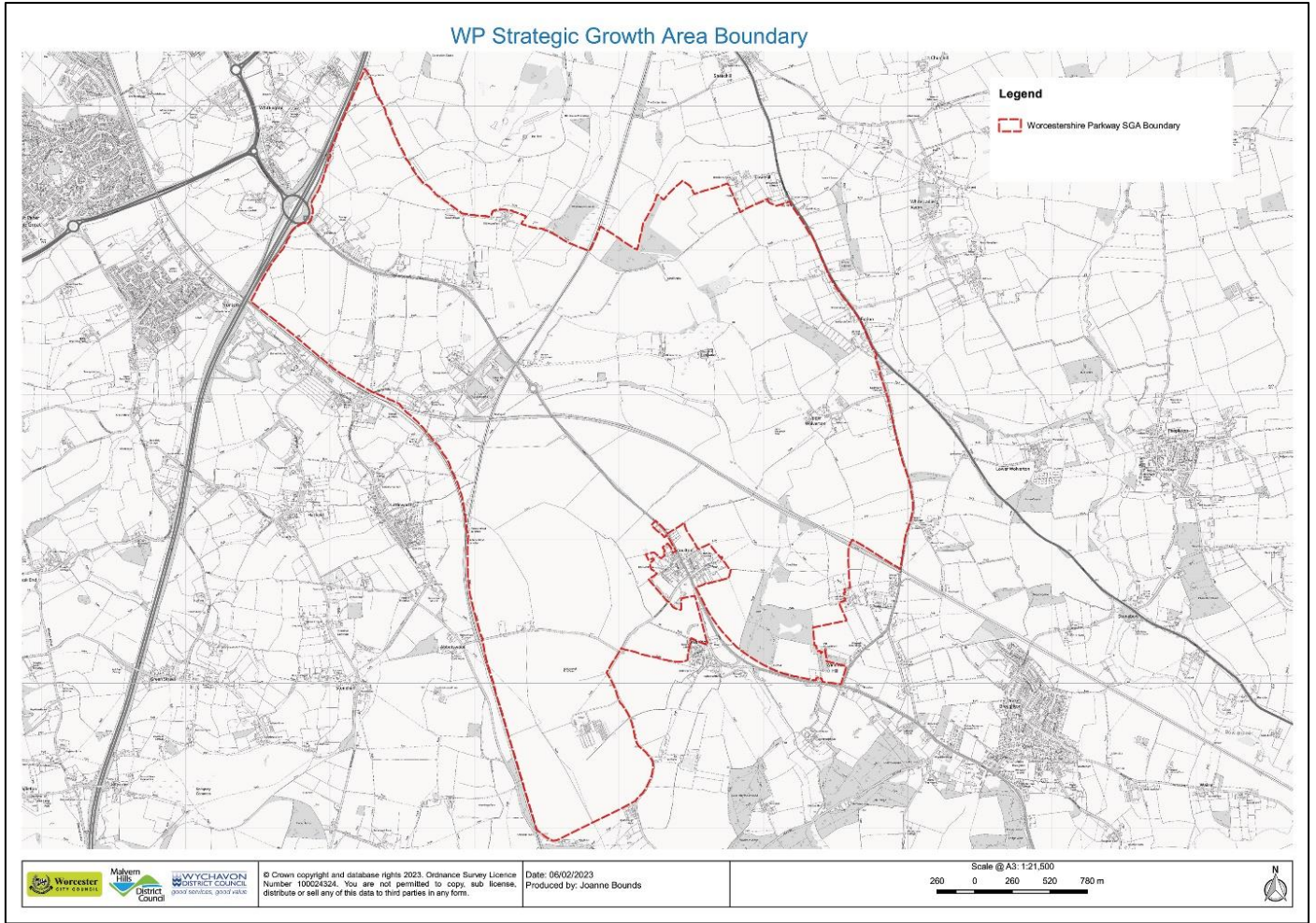
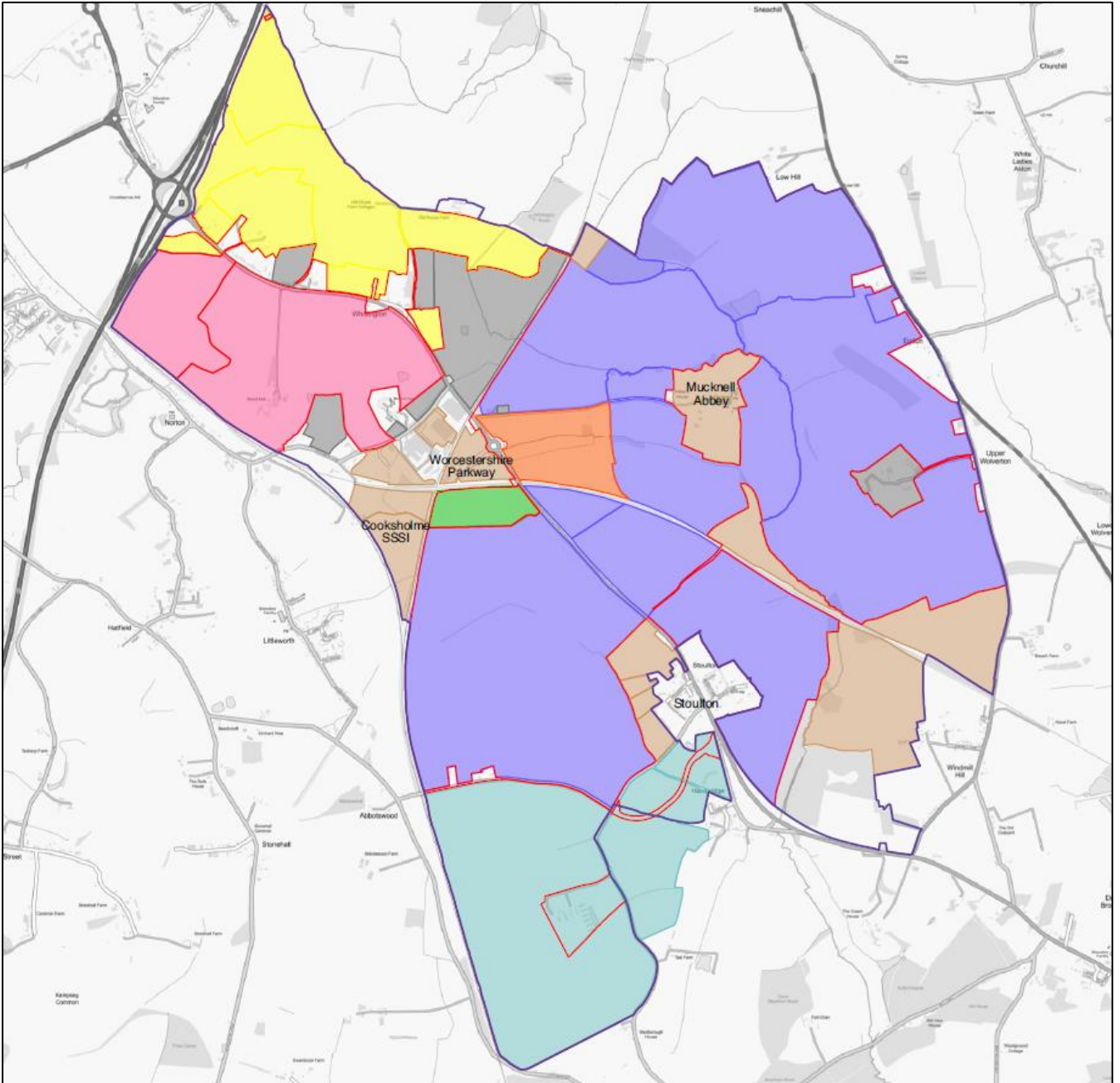


Figure 2 Landownership Map for Worcestershire Parkway



| Promoter/ Developer | Areas |
|------------------------------|-------------------------|
| Bellway Homes | 9.43 ha |
| Hallam Land | 92.877 ha |
| Homes England | 21.767 ha |
| Merton College and St Modwen | 95.814 ha |
| Summix | 530.769 ha |
| Wain Estates | 146.008 ha |
| Grey box | Promoted by third party |
| Brown box | Not promoted |
| Blue outline | Allocation area |
| Red outline | Application areas |

2. The Policy Framework

- 2.1. Strategic Policy SWDPR51 sets out the policy framework for the WPSGA. The plan, as submitted (in the Regulation 19 version of the plan), sets out a Vision (section B), outlines the Scale of Development and Phased Delivery (sections C-E), Key Principles and Requirements (sections F-G), Delivery and Implementation (sections H-K).
- 2.2. Representations were made by each of the CLG landowners (some jointly) to policy SWDPR51, including suggested changes to policy wording, the Concept Plan and draft Spatial Framework.
- 2.3. Since submission of the draft SWDPR for examination, the SWC have appointed David Lock Associates (DLA), working with transport planners (KMC), to update the Concept Plan in the light of representations and further ongoing engagement with the CLG, and commence the preparation of a Framework Masterplan and draft Worcestershire Parkway Supplementary Planning Document (WPSPD) (in lieu of the Spatial Framework).
- 2.4. Given the above, SWCs have reviewed the Regulation 19 draft policy and consider that there are several proposed modifications required to ensure the policy has added clarity for development management purposes and is set out in a more logical manner to assist lay readers and local stakeholders; thereby ensuring it meets the test of soundness.
- 2.5. As a result, the SWC are proposing modifications to Policy SWDPR51 which address some of the concerns expressed in the CLG representations and will ensure that the policy more effectively delivers its objectives. This SoCG and **Appendix 1** records where the CLG supports these changes but also identifies those parts of the proposed modifications where agreement is yet to be reached (but could be with further changes to the revised policy wording).
- 2.6. The proposed changes to Policy SWDPR51 are contained in **Appendix 1** of this SoCG. The areas where the parties disagree is identified alongside the relevant section of the proposed modifications. To assist the Inspectors, the CLG has set out how the policy could be amended to reach further agreement between the parties on the revised policy wording. This is set out in the right-hand column of **Appendix 1** with a proposed 'CLG' version of the revised policy in **Appendix 2**.

3. Matters on which the Parties Agree

- 3.1. To assist the examination, the approach taken in this SoCG is to refer to the Inspectors' Matters, Issues and Questions (MIQ) issued on 3 January 2025 (EXAM36) where relevant, using the referencing style: "MIQ1".

Matter 1: Legal Compliance

- 3.2. The duty-to-cooperate requirements expect the SWC to co-operate with other LPAs and other prescribed bodies when it undertakes certain activities including the preparation of Local Plans. The CLG is satisfied that SWC has discharged its duty to cooperate in respect of the Submission Plan (MIQ1).
- 3.3. The CLG supports the Sustainability Appraisal as a sound assessment of the spatial development strategy and its support for Worcestershire Parkway as a sustainable location for growth (MIQ2).

Matter 2: The Spatial Development Strategy

- 3.4. The CLG supports the settlement hierarchy (MIQ11) and proposed settlement boundaries (MIQ12) insofar as they relate to Worcestershire Parkway and the definition of the WPSGA.
- 3.5. The CLG supports the distribution of development, specifically the quantum of development allocated to Worcestershire Parkway through policy SWDPR51 (MIQ13) and supports the rail-based strategy for directing growth (MIQ14) given the location of Worcestershire Parkway railway station and its capacity to support growth.

Matter 5: Housing Land Supply

- 3.6. The CLG supports the SWC position in respect of 5YHLS upon adoption in that the Worcestershire Parkway allocation (SWDPR51) can deliver dwelling completions within the first five years of the plan (MIQ36). Evidence will be presented to the examination by the CLG collectively and/or individually to demonstrate this.
- 3.7. The CLG supports the proposed housing allocation at Worcestershire Parkway (SWPDR51) and considers it has capacity to accommodate 5,000 homes during the Plan period and a further 5,000 beyond (MIQ39). The evidence on housing trajectory is realistic and justified insofar as it relates to the anticipated delivery rates for the SWDPR51 allocation subject to the SWC proving a commitment to expediting the progression of the WPSPD and associated strategy documents and the determination of future planning applications.

Matter 8: Economic Growth Strategy and Policies

- 3.8. The CLG supports the requirement for employment land at Worcestershire Parkway (50 hectares) as reflected in policy SWDPR02 (MIQs 70-72).

- 3.9. The CLG supports policy SWDPR11 including the identification of strategic sites and considers that the 50-hectare allocation at Worcestershire Parkway, close to Junction 7 of the M5, should be included in the list at (F) (**MIQ74**).
- 3.10. The CLG supports the new town centre planned for Worcestershire Parkway in policy SWDPR12, as required by policy SWDPR51, and its future inclusion in the Defined Centres Hierarchy (**MIQ75**). Homes England, as owner of the majority of the land for the new town centre, wishes to appear at the examination in respect of its joint representations to support the SWC on this point.

Matter 9: Strategic Allocations – Worcestershire Parkway

- 3.11. The CLG and SWC agree that the examination should primarily consider the revised wording of policy SWDPR51 as set out in **Appendix 1** to this SoCG.
- 3.12. To the extent that the examination process considers the Regulation 19 version of policy SWDPR51 at the hearing sessions, the CLG will rely on their Regulation 19 representations but the purpose of this SoCG is to set out an alternative version of that policy and those parts of it on which the parties are agreed or disagree.
- 3.13. Where areas within the revised policy wording are not agreed between the parties, these are outlined alongside the relevant part of the policy within **Appendix 1** and Section 4 of this SoCG. Where no comments are provided by the CLG in **Appendix 1** against a specified part of the revised policy, it can be considered as agreed between the parties.
- 3.14. The revised policy is structured differently to the Regulation 19 version but covers the same matters and broad provisions. This SoCG runs through the principal headings of the revised policy and cross-refers where relevant to the 28 MIQs (EXAM36) relating to Worcestershire Parkway.

Vision and Key Principles

- 3.15. The CLG supports the SWC site selection process which identified Worcestershire Parkway as a sustainable location for growth in a rail-based strategy capable of accommodating a new settlement of approximately 10,000 dwellings (**MIQ84**).
- 3.16. The CLG supports the extent of the proposed new settlement which extends beyond the land controlled by the CLG (**MIQ85**).
- 3.17. The CLG broadly supports the revised policy wording in SWDPR51 which refers to 40% affordable housing being delivered in accordance with Policy SWDPR18 (**MIQ97**). The CLG recognise the importance of Affordable Housing and the target to provide 40% of the new homes at Worcestershire Parkway as affordable.
- 3.18. However, the CLG consider changes to Policy SWDPR18 are required to enable the level of affordable housing provision to flex subject to viability constraints that may arise during the delivery of the allocation. The CLG's comments and proposed changes to Policy SWDPR18 will be addressed

under Matter 6 and MIQs 50 – 54. These will be focused on the need to ensure that Policy SWDPR18 is fit for purpose and enables schemes such as Worcestershire Parkway and its viability to be considered when determining the requisite level of affordable housing provision, particularly in the early phases of development when site preparation and upfront infrastructure costs are greatest. Further, St Modwen consider that “up to” should be included before “40%” in Part A of the revised Policy SWDPR51 to support this point.

- 3.19. Both the regulation 19 version and the revised policy SWDPR51 require the delivery of a new town centre to support the new community. The CLG supports the need for the new town centre to form part of the early phasing of the development (alongside the early phases of residential development to ensure that the town centre is viable) and for the uses within it to evolve and develop over time as the community grows. The parties agree that the town centre should include a range of facilities, services and new homes as defined in the NPPF (**MIQ99**).

Supplementary Planning Document (WPSPD) and Site Wide Strategies

- 3.20. The CLG supports the requirement for SWC to prepare a Worcestershire Parkway Supplementary Planning Document (WPSPD) to provide further guidance to inform the delivery of the new garden community (**MIQ86**). However, the WPSPD must not introduce new policy and only seek to provide further guidance to support the policy requirements set out in SWDPR51. Although the CLG support the need for a WPSPD to be prepared, the CLG does not fully support the revised wording proposed and this is detailed in Section 4 of this SoCG.
- 3.21. The parties recognise that the preparation of the WPSPD must be done in collaboration between the SWC and the CLG (and other stakeholders), as it is vital that the CLG and landowners are fully involved in this process to secure a successful outcome.
- 3.22. The parties agree that a firm commitment to the preparation and subsequent adoption of the WPSPD must be made by SWC which should seek adoption of the WPSPD within three months of adoption of the SWDPR (**MIQ87**). However, meeting this timescale must not be at the expense of collaboration with the CLG and other stakeholders as set out above. This should be set out in SWC’s Local Development Scheme. This is required to provide confidence that early delivery of dwelling completions can be achieved and clarity for all stakeholders.
- 3.23. The CLG supports the proposed change to SWDPR51 which no longer requires compliance with the Concept Plan but regards it as illustrative and as the basis for developing the WPSPD (now in section E of the revised policy). The revised Concept Plan is included at **Appendix 3** and will be part of the explanatory text and not part of policy (**MIQ88**). The CLG do however consider that further amendments to the revised wording in Section E are required to provide greater clarity and to include more positive wording around how applications should be determined against the WPSPD.
- 3.24. Subject to the above change in the status of the Concept Plan, the CLG supports the broad distribution of land uses shown on the revised Concept Plan which are shown as being illustrative

rather than fixed (**MIQ89**) and considers the relationships between existing and proposed uses has been considered as part of the masterplanning process (**MIQ90**).

- 3.25. Criterion H of the Regulation 19 version of SWDPR51 sets out that a comprehensive masterplan will be prepared by the site promoters in collaboration with and agreed by the Local Planning Authority in consultation with Worcestershire County Council. This is no longer the case in the revised version of policy SWDPR51 agreed by the SWC and CLG. The masterplan approach has nevertheless been effective in jointly identifying opportunities and constraints in reaching a broadly agreed distribution of land uses, quantum of development and infrastructure requirements. These are reflected in the revised Concept Plan which is included as **Appendix 3**. This is illustrative only and provides the basis for further work to develop a Framework Masterplan as part of the WSPD (**MIQ91**). The timing of the masterplan would therefore coincide with approval of the WSPD (**MIQ92**).
- 3.26. The CLG is working in collaboration to deliver the new community and has agreed a Memorandum of Understanding (MOU) to support the delivery of the allocation which will be submitted under separate cover to the examination (**MIQ91**).
- 3.27. The requirement for Design Codes in G8 iv of the regulation 19 policy has been replaced with Part I of the revised policy which now requires developers to prepare area specific Design Codes in accordance with the design principles in the WSPD and submit these alongside Reserved Matters applications which is supported by the parties (**MIQ105**).

Delivery and Implementation

- 3.28. The CLG supports the SWC housing delivery trajectory in EXAM24/EXAM24A insofar that the Worcestershire Parkway allocation (SWDPR51) can deliver dwelling completions within the first five years of the plan being adopted subject to the SWC providing a commitment to expediting the progression of the WSPD and associated strategy documents and the determination of future planning applications. The CLG will present evidence at the hearing session for Matters 5 and/or 9 to demonstrate that a number of parcels can come forward in this timescale (**MIQ93**).
- 3.29. The CLG supports the proposed phasing of the development in the plan period and beyond 2041. The above evidence will support the contention that 5,000 dwellings and 50ha of employment land can be completed by 2041 on the basis that development can come forward within the early phases across the Worcestershire Parkway allocation (**MIQ94**).
- 3.30. The CLG considers that both Worcestershire Parkway and Throckmorton New Settlement can deliver new homes simultaneously (**MIQ95**).
- 3.31. Updated evidence has recently been published by SWC in respect of viability and the CLG are still reviewing this, with a view to making its position clear in Hearing Statements (**MIQ96**).
- 3.32. The revised policy SWDPR51 no longer states that the overall site-wide average net density target of 40 dwellings per hectare (see Part G of the Regulation 19 version of the policy) (**MIQ98**). Instead, the revised policy at Part K states that higher density development will be required on land within the

town centre and in proximity to the railway station in order to deliver appropriate forms of development and establish sustainable patterns of movement and active travel which is supported by the parties.

Creation of a Co-ordinated Movement Network and Required Infrastructure

- 3.33. The CLG supports the premise of a Movement Strategy which sets out an active travel-led approach, prioritising demand management over highway interventions where possible. The transport infrastructure now set out in section N of the policy (replacing that in G.vii in the Regulation 19 version) is broadly supported with some flexibility around triggers to reflect the monitor and manage approach. This includes reference to an all-modes bridge over the north-south rail line and an LTN1/20 compliant link over the west-east rail line, providing greater specificity than the rail crossings mentioned in the Regulation 19 policy (**MIQ103**).
- 3.34. Notwithstanding the above, St Modwen consider that references in the policy to “all-modes bridge” should be replaced with “crossing” in Part N3 (and Part Qii) to provide sufficient flexibility should evidence demonstrate that a suitable alternative to an all-modes bridge can be provided that delivers the requisite connectivity to the town centre, educational and community facilities.
- 3.35. However, the CLG does not support the proposed wording for Part N5 (relating to the timing of the LTN1/20 link) in its current form and consider some additional wording is required which is set out in Section 4 of this SoCG.
- 3.36. The revised policy (in Part O ii) reflects the fact that the IDP will be a living document and will be updated from time to time and therefore some flexibility in the framing of policy is necessary to allow for changes in circumstance over the plan period (**MIQ111**).

Provision of Infrastructure

- 3.37. Although the CLG supports the need for the garden community to meet the full needs arising for education provision, it does not agree with the need to include specific education requirements within the policy wording and, in particular, the proposed trigger points set out in G iv of the regulation 19 policy or Part P i, ii, and iii of the revised policy (**MIQ100**). The areas of disagreement are set out in Section 4 of this SoCG.

Safeguarding of Land

- 3.38. The CLG supports the inclusion of section Q on safeguarded land and has sought to reflect those requirements on the illustrative Concept Plan. However, the St Modwen consider “all-modes bridge” should be changed to “crossing” in Part Qii and the CLG consider that the wording for Part Qiii requires a minor amendment which is set out in Section 4 of this SoCG.

Sustainable Design and Construction

- 3.39. The CLG supports the inclusion of Parts R and S of the revised policy SWDPR51.

3.40. The revised policy no longer requires the preparation of an Energy and Carbon Strategy as set out in G viii part 1 of the regulation 19 policy. Instead, the revised policy requires development to adopt zero-carbon and energy positive technology to ensure climate resilience (Part A) and to incorporate and deliver opportunities to exemplify and where possible exceed sustainable design and construction standards in the Plan (Part R). The revised policy is supported by the parties in this regard (**MIQ106**).

A Comprehensive Network of Green and Blue Infrastructure

3.41. The CLG supports the inclusion of Parts T, U and V the revised policy SWDPR51.

3.42. The parties agree with the landscape requirements set out in Part T of the revised policy and these form part of the landscape-led approach which will be a matter for consideration in the WPSPD and master planning process (**MIQ107**). The CLG also consider that through the detailed masterplanning process, Cooksholme Meadow SSSI can be appropriately protected (**MIQ108**).

4. Matters on which the parties disagree

- 4.1. With respect to the revised wording of policy SWDPR51, the areas where the parties disagree are outlined alongside the relevant section of the policy wording in **Appendix 1** to this SoCG. The CLG are broadly in agreement on the further changes required to the revised policy aside for how the SPD is to be treated.
- 4.2. This section identifies those areas of the revised policy (with reference to the relevant section) where the parties are not agreed.
1. Affordable housing with respect to SWDPR18 (Part A) and the CLG's view that amendments are needed to the SWDPR affordable housing policy (SWDPR18) to enable the level of affordable housing provision to flex subject to viability constraints that may arise during the delivery of the allocation. St Modwen consider that "up to" should be included before "40%" in Part A;
 2. References to "compliance with" and "follow the principles" rather than "generally accord with" when referencing the requirements of policy SWDPR51 (Part C) and the Concept Plan (Part E);
 3. The last two sentences in Part E which sets out how planning applications are dealt with. The CLG consider that these should be deleted, and a reference included instead to applications being considered against the SPD once in place to allow the potential for applications to be determined ahead of the SPD if it has been delayed;
 4. The need for Parts F and G of the revised policy to be combined and made more concise with the detailed text being included within the reasoned justification instead. In the CLG's view this would result in a more concise policy wording and avoid repetition;
 5. The need for an additional sentence to be included at the end of Part H to outline how applications are to be considered should the WSPSPD be delayed;
 6. St Modwen consider that references in Part N3 and Part Qii to "all-modes bridge" should be changes to "crossing" to enable greater flexibility in the delivery of the connections to the town centre, educational and community facilities that should be evidence-led;
 7. The need for Part N5 to be amended to include reference to a monitor and manage approach to provide greater flexibility so the link can be provided when it is required;
 8. The need for the introduction to Part O to refer to the local planning authority rather than the garden community as the entity that will ensure the provisions in Oi, ii and iii are followed;
 9. The prescriptive nature of the education requirements included within the policy wording (Part P i, ii, and iii) which will change over the course of the allocation's delivery as the need for school places will evolve over time. Connected to this, the CLG also disagrees with the proposed trigger for the Secondary School which requires delivery by 800 occupations on the basis that the school is likely to be unviable at this early stage of the development. The CLG also considers it unnecessarily restrictive to safeguard land for primary schools that are required post 2041; and
 10. The inclusion of "accommodate a low key vehicular link west from the B4084" should be deleted from Qiii as the wording is unnecessarily prescriptive.






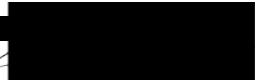

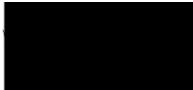

- 4.3. **Appendix 1** outlines the changes the CLG considers necessary to the revised policy wording in order to reach agreement with SWC on Policy SWDPR51. The CLG has also set out how the policy could be amended to reach further agreement between the parties on the revised policy wording and this is set out in the proposed 'CLG' version of the revised policy in **Appendix 2**.
- 4.4. In the absence of agreement on the matters outlined above, the CLG will put forward their respective positions to the Inspectors within the Hearing Statements and at the hearing sessions.

5. Conclusions

- 5.1. The CLG and SWC agree that the examination should primarily consider the revised wording of policy SWDPR51 as set out in **Appendix 1** to this SoCG.
- 5.2. To the extent that the examination process considers the Regulation 19 version of policy SWDPR51 at the hearing sessions, the CLG will rely on their Regulation 19 representations but the purpose of this SoCG is to set out an alternative version of that policy and those parts of it on which the parties are agreed or disagree.

6. Signatories

6.1. This Statement has been agreed and signed by the following:

| | | |
|---|---|--|
| <p>South Worcestershire Councils (Wychavon and Malvern Hills District Councils)</p> <p>Name: Ian MacLeod</p> <p>Position: Director of Planning and Infrastructure, Malvern Hills District Council and Wychavon District Council</p> <p>Date agreed: 06.02.2025</p> <p>Signature:</p>  | <p>South Worcestershire Councils (Worcester City Council)</p> <p>Name: Duncan Rudge</p> <p>Position: Head of Planning, Worcester City</p> <p>Date agreed: 06.02.2025</p> <p>Signature:</p>  | <p>Bellway Homes</p> <p>Name: Fergus Thomas</p> <p>Position: Strategic Land Director – Central Region</p> <p>Date agreed: 06.02.2025</p> <p>Signature:</p>  |
| <p>Hallam Land</p> <p>Name: Andy Birch</p> <p>Position: Executive Director</p> <p>Date agreed: 06.02.2025</p>   | <p>Homes England</p> <p>Name: Ben Frodsham</p> <p>Position: Head of Planning & Enabling - Central</p> <p>Date agreed: 06.02.2025</p> <p>Signature:</p>  | <p>St Modwen</p> <p>Name: Rebecca Palmer</p> <p>Position: Senior Planning Manager (St Modwen Developments Limited)</p> <p>Date agreed: 06.02.2025</p> <p>Signature:</p>  |
| <p>Summix</p> <p>Name: Niamh O'Connor</p> <p>Position: Partner (Summix MDB Development Ltd and WPW Development Ltd)</p> <p>Date agreed: 06.02.2025</p> <p>Signature:</p>  | <p>Wain Estates</p> <p>Name: Neil Lewis</p> <p>Position: Planning Director</p> <p>Date agreed: 06.02.2025</p> <p>Signature:</p>  | |

Appendix 1: Proposed Modifications to SWDPR51

SoCG APPENDIX 1 – PROPOSED MODIFICATIONS TO SWDPR 51 (WORCESTERSHIRE PARKWAY)

| SWC Proposed Modifications to Policy SWDPR 51 | Areas not agreed between CLG and SWC |
|---|--|
| Vision and Key Principles | |
| <p>A. The strategic allocation of up to 10,000 new dwellings and approximately 50 hectares of employment land at Worcestershire Parkway will be developed to deliver an exemplar garden community with an appropriate mix and size of dwellings (including C2 dwellings) of which 40% will be delivered as affordable homes in accordance with policy SWDPR18. Worcestershire Parkway will be designed and delivered following garden community principles which include:</p> <ul style="list-style-type: none"> • Ensuring that the movement framework across the site is integrated and accessible with walking, cycling and public transport designed to be the most attractive forms of local transport. • Providing a strong vision, leadership and community engagement for the proposals. • Providing mixed-tenure homes and housing types that are genuinely affordable. • Providing development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains. • Providing development that adopts zero-carbon and energy positive technology to ensure climate resilience. • Providing a strong community with recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods. | <p>Whilst the CLG recognise the importance of Affordable Housing and the target to provide 40% of the new homes at Worcestershire Parkway as affordable, the CLG consider changes to Policy SWDRPR18 are required to enable the level of affordable housing provision to flex subject to viability constraints that may arise during the delivery of the allocation.</p> <p>In addition, St Modwen consider that “up to” should be included before “40%” in Part A of the policy wording to further support this point.</p> <p>The CLG’s proposed changes to Policy SWDPR 18 will be addressed under MIQ53 which in the CLG’s view are required to ensure the scheme remains viable throughout its delivery.</p> |
| <p>B. The garden community will be developed with a new town centre at its heart, with delivery of this centre to be commenced as part of the early phasing of the development including new homes and good connections to adjoining neighbourhoods. This will establish a sense of place at the outset with a range of facilities for new residents and will help to embed sustainable and active travel habits at an early phase of the garden community. It is acknowledged that town centre uses will evolve over time and will develop as the community grows.</p> | |
| <p>C. The new community must be as self-sufficient as reasonably practicable regarding transport, movement, utilities, education, health, community, and other infrastructure. Infrastructure and facilities must be provided alongside the employment and residential development to ensure the needs of residents are met at each stage of development. The comprehensive delivery of Worcestershire Parkway will be compliant with the requirements of this policy.</p> | <p>The CLG consider that “be compliant” in the final sentence should be changed to “generally accord” as there is some flexibility in the requirements which means “compliant” is too rigid.</p> |
| <p>D. The garden community will be developed to form a distinctive townscape with outstanding accessible landscape influenced by heritage features and local historic character. New neighbourhoods, buildings and spaces will be planned to create a unique and distinctive character, taking advantage of long-range and local views to create interest and drawing on the historic character of the area.</p> | |
| Supplementary Planning Document (WSPD) and Site Wide Strategies | |
| <p>E. A Supplementary Planning Document (WSPD) for Worcestershire Parkway garden community will be prepared by the local planning authority (LPA) in collaboration with the landowners and local stakeholders and will follow the principles in the illustrative Concept Plan (Figure 1). All planning applications must accord with the adopted WSPD. No applications will be determined in advance of the adoption of the WSPD.</p> | <p>The CLG consider that WSPD should “generally accord with” rather than “follow the principles” in the Concept Plan.</p> <p>The CLG also consider that the final sentence:</p> <p>“All planning applications must accord with the adopted WSPD. No applications will be determined in advance of the adoption of the WSPD.”</p> <p>Should be replaced with:</p> <p>“Planning applications for development within the strategic allocation will be considered against the WSPD once adopted”</p> <p>The CLG proposes removing the negative wording around how planning applications are dealt with, including instead a reference to applications being considered against the SPD once in place. This would allow the potential for applications to be determined ahead of the SPD if it has been delayed and not to grant permissions would risk delivery of the plan’s housing trajectory. The CLG also considers that a firm commitment to a timetable and the CLG’s involvement in the preparation of the SPD is essential.</p> <p>In order to further mitigate the risk of the SPD delaying delivery, SWC could use the Framework Masterplan that is being prepared as a part of the SPD as a means to assess and determine planning applications prior to the SPD being formally adopted.</p> |
| <p>F. The number of dwellings in each neighbourhood, disposition of land uses and requirements for key connections will be confirmed through a comprehensive design-led approach following the principles in this policy and will be developed further in</p> | <p>The CLG proposes combining F and G into a list of topics to be covered by the WSPD, and “developed further”, incorporating the wording proposed by SWC.</p> |

| | |
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| <p>the WPSPD. The appropriate range of densities within each neighbourhood will be determined through the WPSPD and will reflect site characteristics and ensure the most efficient use of land.</p> | <p>In the CLG's view this would result in a more concise policy wording and avoid repetition.</p> |
| <p>G. The WPSPD will include principles governing the overall phasing, sequencing and delivery of development and infrastructure to ensure the coordinated design and delivery of key infrastructure throughout the garden settlement. The WPSPD will include the following high level site wide strategies:</p> <ol style="list-style-type: none"> 1. A Movement Strategy that informs the design of the garden settlement and will prioritise active travel, walking, wheeling, and cycling infrastructure and provides public transport priority; 2. A Phasing Strategy which sets out triggers for the delivery of infrastructure to ensure that the necessary infrastructure is delivered in a timely manner; 3. An Infrastructure Delivery Strategy including an educational strategy to demonstrate how the phasing of the town centre, community facilities, and education facilities will be coordinated and delivered to ensure effective provision of services and facilities for new residents throughout the build out period and to ensure the co-ordinated delivery of schools and school places; 4. A Green and Blue Infrastructure Strategy to enhance existing, and create new, green and blue infrastructure assets. The Strategy will demonstrate how the overall 40% GI provision will be delivered to meet the requirement of Policy SWDPR7 and how green / blue infrastructure connections between neighbourhoods will be secured; 5. A Design Principles Strategy that provides the key design and placemaking elements required for each neighbourhood to achieve overall design quality and ensure complementarity and consistency across the garden community; 6. A Drainage (including sewage) and Utilities Strategy to ensure the coordinated and effective provision of services to serve the new development and mitigate any impacts on the surrounding area; 7. A Stewardship and Management Strategy for the green and blue infrastructure, the public realm and public community and educational facilities over the long term. To ensure the long-term maintenance and stewardship of the garden community developers will be required to sign up to a site wide stewardship mechanism to be delivered in perpetuity; 8. A Heritage and Archaeology Strategy which will identify how the development will conserve and enhance local heritage assets and their setting; 9. A Monitor and Manage Strategy for the identification of the necessary transportation infrastructure required to support the transport policy objectives and the timely delivery of that transportation infrastructure. Through adherence to the Monitor and Manage Strategy and the Movement Strategy in the WPSPD, proposals will be required to demonstrate that the necessary transport connectivity, active travel infrastructure, public transport priority and transport capacity is available for each quantum of development along with considering the cumulative development of the garden community. | <p>The CLG considers that the detailed text in G is more appropriate to the Reasoned Justification and therefore a simple list of items for the WPSPD should be contained in policy as part of section E.</p> <p>The CLG considers that parts F and G of the policy wording should read as follows:</p> <p>“The WPSPD will provide guidance on the disposition of land uses, overall phasing of development, sequencing and coordination of infrastructure delivery. The WPSPD will include the following high level site wide strategies:</p> <ol style="list-style-type: none"> 1. A Movement Strategy 2. A Phasing and Infrastructure Strategy, reflecting the Worcestershire Parkway IDP which will be updated as required 3. A Green and Blue Infrastructure Strategy 4. A Design Principles Strategy 5. A Drainage and Utilities Strategy 6. A Stewardship and Management Strategy 7. A Heritage and Archaeology Strategy 8. A Monitor and Manage Strategy for the delivery of transport infrastructure” |
| <p>Delivery and Implementation</p> | |
| <p>H. Detailed strategies or compliance statements for each of the matters listed above, including a detailed implementation strategy which reflects the principles set out in the High-Level Site Wide Strategies will be required to accompany each planning application where relevant within the allocation. These will be approved as part of any planning consent.</p> | <p>The CLG consider that an additional sentence should be added to part H to read as follows:</p> <p>“Should development need to come forward in advance of the adoption of the WPSPD, applications would need to address the Site Wide Strategies where relevant to the proposals.”</p> <p>The CLG consider this is required should the preparation and adoption of the WPSPD be delayed.</p> |
| <p>I. To ensure the garden settlement will be supported by the local and strategic infrastructure necessary to ensure sustainable development, the Council will refuse any piecemeal planning applications that would undermine the ability to secure and deliver infrastructure in a comprehensive and co-ordinated manner. As part of any reserved matters or detailed application submission, the developer will be required to submit an area specific Design Code in accordance with the design principles in the WPSPD for approval by the local planning authority.</p> | |
| <p>J. The phasing strategy for the garden settlement will be set out in the WPSPD. In the Plan period to 2041 the site will deliver:</p> | |

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| <ul style="list-style-type: none"> • A minimum of 5,000 dwellings in a series of well-connected neighbourhoods each served by facilities, schools, and services within the local centres and the main town centre; • a high degree of self-containment achieved by maximising the opportunities to deliver walkable catchments; • 50 hectares of employment land • a main town centre • Two Gypsy and Traveller sites (10 Gypsy and Traveller pitches per site) and one Travelling Show People site (10 plots per site) with a further Gypsy and Traveller site of 10 pitches to be delivered beyond the plan period; and • a minimum of 40% of the gross site area to be Green Infrastructure. | |
| <p>K. Higher density development will be required on land within the town centre and in proximity to the railway station in order to deliver appropriate forms of development and establish sustainable patterns of movement and active travel.</p> | |
| <p>L. Beyond 2041 the balance of the additional 10,000 dwellings and employment land will be completed. This will require the delivery of further infrastructure including education provision, supporting services and community facilities.</p> | |
| Creation of a Co-ordinated Movement Network and Required Infrastructure | |
| <p>M. The garden community will be based on a comprehensive sustainable movement network that connects key locations including the town centre and railway station. A monitor and manage approach will be adopted for the assessment and determination of planning applications and infrastructure provision to ensure the right transport infrastructure, including public transport, is provided at the right time including appropriate mitigation in relation to the local and strategic road networks particularly in relation to M5 Junctions 6 & 7.</p> | |
| <p>N. Transport infrastructure necessary for the delivery of the garden community as a whole but required in the early phases of the development (the Plan period) includes, but is not limited to the following:</p> <ol style="list-style-type: none"> 1. Cycling and walking and wheeling networks to provide direct and safe connections throughout and between the main town centre, local centres, Pershore and Worcester (including enhancements to the bridge and underpass over the M5) as set out in the Movement Strategy. Dedicated cycle way provision must avoid M5 Junction 7; 2. The delivery of a new access road linking the B4084 and the Railway Station with the A44 and a new access road to Mucknell Abbey; 3. A new all modes bridge, for vehicles, pedestrians and cyclists, between the western neighbourhoods, the town centre, educational and community facilities, and the southern neighbourhoods. The delivery of the bridge will be triggered by and in accordance with the Monitor and Manage framework. Prior to the completion of the All Modes Bridge any residential development in the Western Neighbourhoods will need to demonstrate an effective safe route to schools strategy and access to the town centre by active travel. 4. A new access road to link the main town centre and southern neighbourhoods with the B4084, ensuring that this route avoids the settlement of Stoulton (also referred to as the Stoulton Bypass); 5. An LTN1/20 compliant direct link between the southern neighbourhood and the town centre to ensure an active travel link to the communities which are located to the south of the B4084. This link will be delivered prior to the opening of the secondary school; 6. A network of commercial and visitor mobility hubs including a large central hub located in the vicinity of the railway station and main town centre. Each hub will reflect its location but could include electric vehicle charging points, car clubs, cycle and e-mobility hire, storage lockers, and a last mile delivery solution using appropriate technologies; 7. The expansion of the existing Park and Rail interchange facility at Worcestershire Parkway railway station. | <p>The CLG considers that “not limited to” in the first sentence should be deleted as the policy should be identifying the necessary transport infrastructure based on evidence.</p> <p>Part N3 St Modwen consider that references in the policy to “all-modes bridge” should be replaced with “crossing” to provide sufficient flexibility should evidence demonstrate that a suitable alternative to an all-modes bridge can be provided that delivers the requisite connectivity to the town centre, educational and community facilities.</p> <p>Part N5 The CLG consider that item 5 should be amended as follows:</p> <ol style="list-style-type: none"> 5. An LTN1/20 compliant direct link between the southern neighbourhood and the town centre to ensure an active travel link to the communities which are located to the south of the B4084. This link should be delivered prior to the opening of the secondary school, unless it can be demonstrated through a Monitor and Manage approach that alternative measures can fulfil the objectives of the Movement Strategy; <p>The additional text in (5) would in the CLG’s view provide flexibility around delivery of the link to the southern neighbourhood where alternative measures can be shown to be effective.</p> |
| <p>O. The garden community will:</p> <ol style="list-style-type: none"> i. ensure the timely delivery of all necessary infrastructure, to serve the new community in a comprehensively planned and co-ordinated manner. ii. ensure that the number and phasing of dwellings to be permitted and the timing of development delivery will be directly linked to the delivery of critical and necessary infrastructure having regard to the latest Worcestershire Parkway IDP (which will be updated from time to time) and including but not limited to education, transport, sporting and recreational facilities, emergency, and healthcare services. iii. require all applicants to enter into appropriate legal agreements to ensure that contributions are secured on an equitable/ pro rata basis to ensure the costs of site wide infrastructure required to secure the comprehensive delivery of the garden community are shared in a fair and reasonable manner. | <p>The CLG consider that the first sentence:</p> <p>‘The garden community will’</p> <p>Should be changed to read:</p> <p>‘In granting planning permission for any applications for development within the new settlement, the local planning authority will’</p> <p>The CLG consider that this is change is necessary as it will be down to the local planning authority (rather than the garden community) to ensure and require points i, ii and iii are followed.</p> |

| Provision of Infrastructure | |
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| <p>P. The delivery of the garden community will include new educational facilities which will be delivered in line with a monitor and manage approach to ensure that provision matches the needs arising from the development in a phased and co-ordinated manner. It is currently anticipated that the scheme will require:</p> <ul style="list-style-type: none"> i. A total of 9 forms of entry primary schools to 2041 alongside nursery provision, SEND and Post 16 facilities (to be located in the town centre); ii. A secondary school (7 forms of entry) of which a minimum of 4 forms must be delivered prior to the occupation of 800 homes to serve the needs of the development; iii. Land to be safeguarded for the provision of a further secondary school) and three additional primary schools (2 x 3 forms of entry and 1 X 2 forms of entry) post plan period. <p>The provision of new primary and secondary educational infrastructure on site beyond the Plan period will need to meet in full the needs of the development and must have regard to the most recent IDP and the educational strategy in the WPSPD.</p> <ul style="list-style-type: none"> i. Provision of community infrastructure to include a leisure centre, youth centres, indoor and outdoor sports and recreation facilities and playing pitches including ancillary facilities, a public administration centre and civic spaces such as a multipurpose community centre, faith spaces, arts, cultural, library and visitor facilities. ii. Facilities to ensure the garden settlement can be appropriately serviced by the emergency services. iii. Provision of medical and healthcare facilities including GP surgeries located in the town centre and/or local centres where these are required by the Primary Care Trust or the Clinical Commissioning Group based upon the proportionate needs arising from the delivery of development; and iv. Appropriately designed waste/recycling facilities where these are required by Worcestershire County Council | <p>The CLG supports the need for the garden community to meet the full needs arising from the development for education provision but consider that that sub-paras (i) to (iii) are not necessary and are overly prescriptive given that the wording includes a requirement that education provision will match the need arising from the allocation. Combined with a monitor and manage approach, this ties provision back to the further work involved in the WPSPD and future updates to the IDP which will ensure that the most up-to-date requirements for new schools are clearly outlined. With this in mind the CLG does not agree with the triggers for the new secondary school which are currently set out in the policy wording.</p> <p>In addition, the Safeguarding of a site for a further secondary school is covered in section Q and does not need repeating in this section of the policy.</p> <p>The safeguarding of land for three additional primary schools is not considered to be required by the CLG as, unlike the secondary school, the location of the primary schools needs to be more flexible over the lifetime of the development.</p> <p>The CLG also consider that:</p> <p>'The provision of new primary and secondary educational infrastructure on site beyond the Plan period will need to meet in full the needs of the development and must have regard to the most recent IDP and the educational strategy in the WPSPD.'</p> <p>Should be deleted as it is unnecessary and unduly repetitive as the introduction to Part P makes the same point.</p> |
| Safeguarding of Land | |
| <p>Q. The following land must be safeguarded on the site:</p> <ul style="list-style-type: none"> i. Land for the whole route of the development road link from the B4084 to the A44 as sections of the link road may need to be delivered in phases to serve the development; ii. Land to deliver the All Modes Bridge across the Birmingham and Gloucester line (BAG 2); iii. Land to deliver an additional platform and dualling of the North Cotswold Line between Worcestershire Parkway and Worcester Shrub Hill Station to deliver the aspirations of the Worcestershire Rail Investment Strategy including the safeguarding of land sufficient to accommodate a low key vehicular link west from the B4084 to allow future vehicular access including drop-off to the station platforms from the south and the facilitation of a link to the southern neighbourhoods where feasible; iv. Land to provide for the LTN1/20 link between the southern neighbourhoods and the town centre v. Land to ensure the delivery of a third railway crossing location between Abbotswood and Littleworth; vi. Land for the site of a further secondary school post 2041. | <p>In terms of Qii, St Modwen consider that references in the policy to “all-modes bridge” should be replaced with “crossing” to provide sufficient flexibility should evidence demonstrate that a suitable alternative to an all-modes bridge can be provided that delivers the requisite connectivity to the town centre, educational and community facilities.</p> <p>In terms of Part Qiii, the CLG consider that “accommodate a low key vehicular link west from the B4084 to” should be deleted as the wording is unnecessarily prescriptive.</p> |
| Sustainable Design and Construction | |
| <p>R. The garden community will incorporate and deliver opportunities to exemplify and where possible exceed sustainable design and construction standards in the Plan. Proposals must demonstrate how best practice in energy conservation and generation will be achieved at both the micro- and macro-level in homes and commercial buildings.</p> | |
| <p>S. No built development in any part of the garden settlement will be permitted in areas at high risk of flooding (whether existing or identified in the future). Opportunities for additional flood storage through the provision of green and blue infrastructure and flood alleviation plans to provide flood risk betterment should be identified and implemented across the site throughout the lifetime of the development.</p> | |
| A Comprehensive Network of Green and Blue Infrastructure | |
| <p>T. The garden settlement will deliver a minimum of 40% Green Infrastructure of gross land area (excluding private gardens) including:</p> <ul style="list-style-type: none"> a. Community Park and Town Parks and strategic green infrastructure/advance planting; b. Community greens, allotments and orchards; c. Green buffers to maintain the garden community's identity as a separate settlement within the wider landscape, and to protect existing settlements within and adjacent to the allocation; and | |

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| <p>d. Local Equipped Areas of Play (LEAPs), Local Areas of Play (LAPs) and Neighbourhood Equipped Areas of Play (NEAPs).</p> | |
| <p>U. In compliance with Policy SWDPR 29 proposals will be required to ensure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in combination with other plans or projects</p> | |
| <p>V. No development including a new access will be permitted at Cooksholme Meadow SSSI and a buffer of at least 15m is to be maintained between the SSSI and any development. Biodiversity net gains should be used to enhance the habitat connectivity of the SSSI.</p> | |

Appendix 2: Proposed Modifications to SWDPR51 (CLG Version)

SoCG APPENDIX 2 – PROPOSED MODIFICATIONS TO SWDPR 51 (CLG VERSION)

| Proposed Modifications to Policy SWDPR 51 (CLG version) | |
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| Vision and Key Principles | |
| A. | <p>The strategic allocation of up to 10,000 new dwellings and approximately 50 hectares of employment land at Worcestershire Parkway will be developed to deliver an exemplar garden community with an appropriate mix and size of dwellings (including C2 dwellings) of which 40%¹ will be delivered as affordable homes in accordance with policy SWDPR18. Worcestershire Parkway will be designed and delivered following garden community principles which include:</p> <ul style="list-style-type: none"> • Ensuring that the movement framework across the site is integrated and accessible with walking, cycling and public transport designed to be the most attractive forms of local transport. • Providing a strong vision, leadership and community engagement for the proposals. • Providing mixed-tenure homes and housing types that are genuinely affordable. • Providing development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains. • Providing development that adopts zero-carbon and energy positive technology to ensure climate resilience. • Providing a strong community with recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods. |
| B. | <p>The garden community will be developed with a new town centre at its heart, with delivery of this centre to be commenced as part of the early phasing of the development including new homes and good connections to adjoining neighbourhoods. This will establish a sense of place at the outset with a range of facilities for new residents and will help to embed sustainable and active travel habits at an early phase of the garden community. It is acknowledged that town centre uses will evolve over time and will develop as the community grows.</p> |
| C. | <p>The new community must be as self-sufficient as reasonably practicable regarding transport, movement, utilities, education, health, community, and other infrastructure. Infrastructure and facilities must be provided alongside the employment and residential development to ensure the needs of residents are met at each stage of development. The comprehensive delivery of Worcestershire Parkway will be compliant generally accord with the requirements of this policy.</p> |
| D. | <p>The garden community will be developed to form a distinctive townscape with outstanding accessible landscape influenced by heritage features and local historic character. New neighbourhoods, buildings and spaces will be planned to create a unique and distinctive character, taking advantage of long-range and local views to create interest and drawing on the historic character of the area.</p> |

¹ Note that St Modwen consider that “up to” should be added to the policy before “40%”.

Supplementary Planning Document (WSPD) and Site Wide Strategies

E. A Supplementary Planning Document (WSPD) for Worcestershire Parkway garden community will be prepared by the local planning authority (LPA) in collaboration with the landowners and local stakeholders and will ~~follow the principles in generally accord with the illustrative Concept Plan (Figure 1). All planning applications must accord with the adopted WSPD. No applications will be determined in advance of the adoption of the WSPD.~~ Planning applications for development within the strategic allocation will be considered against the WSPD once adopted.

~~F.—The number of dwellings in each neighbourhood, disposition of land uses and requirements for key connections will be confirmed through a comprehensive design-led approach following the principles in this policy and will be developed further in the WSPD. The appropriate range of densities within each neighbourhood will be determined through the WSPD and will reflect site characteristics and ensure the most efficient use of land.~~

G. The WSPD will provide guidance on the disposition of land uses, overall phasing of development, sequencing and coordination of infrastructure delivery. The WSPD will include the following high level site wide strategies:

1. A Movement Strategy.
2. A Phasing and Infrastructure Strategy, reflecting the Worcestershire Parkway IDP which will be updated as required.
3. A Green and Blue Infrastructure Strategy.
4. A Design Principles Strategy.
5. A Drainage and Utilities Strategy.
6. A Stewardship and Management Strategy.
7. A Heritage and Archaeology Strategy.
8. A Monitor and Manage Strategy for the delivery of transport infrastructure.

~~G.—The WSPD will include principles governing the overall phasing, sequencing and delivery of development and infrastructure to ensure the coordinated design and delivery of key infrastructure throughout the garden settlement. The WSPD will include the following high level site wide strategies:~~

- ~~1.—A Movement Strategy that informs the design of the garden settlement and will prioritise active travel, walking, wheeling, and cycling infrastructure and provides public transport priority;~~
- ~~2.—A Phasing Strategy which sets out triggers for the delivery of infrastructure to ensure that the necessary infrastructure is delivered in a timely manner;~~
- ~~3.—An Infrastructure Delivery Strategy including an educational strategy to demonstrate how the phasing of the town centre, community facilities, and education facilities will be coordinated and delivered to ensure effective provision of services and facilities for new residents throughout the build out period and to ensure the co-ordinated delivery of schools and school places;~~
- ~~4.—A Green and Blue Infrastructure Strategy to enhance existing, and create new, green and blue infrastructure assets. The Strategy will demonstrate how the overall 40% GI provision will be delivered to meet the requirement of Policy SWDPR7 and how green / blue infrastructure connections between neighbourhoods will be secured;~~

5.-A Design Principles Strategy that provides the key design and placemaking elements required for each neighbourhood to achieve overall design quality and ensure complementarity and consistency across the garden community;

6.-A Drainage (including sewage) and Utilities Strategy to ensure the coordinated and effective provision of services to serve the new development and mitigate any impacts on the surrounding area;

7.-A Stewardship and Management Strategy for the green and blue infrastructure, the public realm and public community and educational facilities over the long term. To ensure the long-term maintenance and stewardship of the garden community developers will be required to sign up to a site wide stewardship mechanism to be delivered in perpetuity;

8.-A Heritage and Archaeology Strategy which will identify how the development will conserve and enhance local heritage assets and their setting;

9.-A Monitor and Manage Strategy for the identification of the necessary transportation infrastructure required to support the transport policy objectives and the timely delivery of that transportation infrastructure. Through adherence to the Monitor and Manage Strategy and the Movement Strategy in the WSPD, proposals will be required to demonstrate that the necessary transport connectivity, active travel infrastructure, public transport priority and transport capacity is available for each quantum of development along with considering the cumulative development of the garden community:

Delivery and Implementation

H. Detailed strategies or compliance statements for each of the matters listed above, including a detailed implementation strategy which reflects the principles set out in the High-Level Site Wide Strategies will be required to accompany each planning application where relevant within the allocation. These will be approved as part of any planning consent. **Should development need to come forward in advance of the adoption of the WSPD, applications would need to address the Site Wide Strategies where relevant to the proposals.**

I. To ensure the garden settlement will be supported by the local and strategic infrastructure necessary to ensure sustainable development, the Council will refuse any piecemeal planning applications that would undermine the ability to secure and deliver infrastructure in a comprehensive and co-ordinated manner. As part of any reserved matters or detailed application submission, the developer will be required to submit an area specific Design Code in accordance with the design principles in the WSPD for approval by the local planning authority.

J. The phasing strategy for the garden settlement will be set out in the WSPD. In the Plan period to 2041 the site will deliver:

- A minimum of 5,000 dwellings in a series of well-connected neighbourhoods each served by facilities, schools, and services within the local centres and the main town centre;
- a high degree of self-containment achieved by maximising the opportunities to deliver walkable catchments;
- 50 hectares of employment land
- a main town centre
- Two Gypsy and Traveller sites (10 Gypsy and Traveller pitches per site) and one Travelling Show People site (10 plots per site) with a further Gypsy and Traveller site of 10 pitches to be delivered beyond the plan period; and

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| <ul style="list-style-type: none"> • a minimum of 40% of the gross site area to be Green Infrastructure. |
| <p>K. Higher density development will be required on land within the town centre and in proximity to the railway station in order to deliver appropriate forms of development and establish sustainable patterns of movement and active travel.</p> |
| <p>L. Beyond 2041 the balance of the additional 10,000 dwellings and employment land will be completed. This will require the delivery of further infrastructure including education provision, supporting services and community facilities.</p> |
| <p>Creation of a Co-ordinated Movement Network and Required Infrastructure</p> |
| <p>M. The garden community will be based on a comprehensive sustainable movement network that connects key locations including the town centre and railway station. A monitor and manage approach will be adopted for the assessment and determination of planning applications and infrastructure provision to ensure the right transport infrastructure, including public transport, is provided at the right time including appropriate mitigation in relation to the local and strategic road networks particularly in relation to M5 Junctions 6 & 7.</p> |
| <p>N. Transport infrastructure necessary for the delivery of the garden community as a whole but required in the early phases of the development (the Plan period) includes, but is not limited to the following:</p> <ol style="list-style-type: none"> 1. Cycling and walking and wheeling networks to provide direct and safe connections throughout and between the main town centre, local centres, Pershore and Worcester (including enhancements to the bridge and underpass over the M5) as set out in the Movement Strategy. Dedicated cycle way provision must avoid M5 Junction 7; 2. The delivery of a new access road linking the B4084 and the Railway Station with the A44 and a new access road to Mucknell Abbey; 3. A new all modes bridge², for vehicles, pedestrians and cyclists, between the western neighbourhoods, the town centre, educational and community facilities, and the southern neighbourhoods. The delivery of the bridge will be triggered by and in accordance with the Monitor and Manage framework. Prior to the completion of the All Modes Bridge any residential development in the Western Neighbourhoods will need to demonstrate an effective safe route to schools strategy and access to the town centre by active travel. 4. A new access road to link the main town centre and southern neighbourhoods with the B4084, ensuring that this route avoids the settlement of Stoulton (also referred to as the Stoulton Bypass); 5. An LTN1/20 compliant direct link between the southern neighbourhood and the town centre to ensure an active travel link to the communities which are located to the south of the B4084. This link will be delivered prior to the opening of the secondary school, unless it can be demonstrated through a Monitor and Manage approach that alternative measures can fulfil the objectives of the Movement Strategy; 6. A network of commercial and visitor mobility hubs including a large central hub located in the vicinity of the railway station and main town centre. Each hub will reflect its location but could include electric vehicle charging points, car clubs, cycle and e-mobility hire, storage lockers, and a last mile delivery solution using appropriate technologies; 7. The expansion of the existing Park and Rail interchange facility at Worcestershire Parkway railway station. |

² St Modwen consider that references to “all-modes bridge” should be changed to “crossing”.

- O. ~~The garden community will:~~ In granting planning permission for any applications for development within the new settlement, the local planning authority will:
- i. ensure the timely delivery of all necessary infrastructure, to serve the new community in a comprehensively planned and co-ordinated manner.
 - ii. ensure that the number and phasing of dwellings to be permitted and the timing of development delivery will be directly linked to the delivery of critical and necessary infrastructure having regard to the latest Worcestershire Parkway IDP (which will be updated from time to time) and including but not limited to education, transport, sporting and recreational facilities, emergency, and healthcare services.
 - iii. require all applicants to enter into appropriate legal agreements to ensure that contributions are secured on an equitable/ pro rata basis to ensure the costs of site wide infrastructure required to secure the comprehensive delivery of the garden community are shared in a fair and reasonable manner.

Provision of Infrastructure

- ~~P:~~ The delivery of the garden community will include new educational facilities which will be delivered in line with a monitor and manage approach to ensure that provision matches the needs arising from the development in a phased and co-ordinated manner. ~~In addition to educational facilities, it is currently anticipated that the scheme will also require:~~
- ~~i.—A total of 9 forms of entry primary schools to 2041 alongside nursery provision, SEND and Post 16 facilities (to be located in the town centre);~~
 - ~~ii.—A secondary school (7 forms of entry) of which a minimum of 4 forms must be delivered prior to the occupation of 800 homes to serve the needs of the development;~~
 - ~~iii.—Land to be safeguarded for the provision of a further secondary school) and three additional primary schools (2 x 3 forms of entry and 1 X 2 forms of entry) post plan period.~~
 - ~~iv.—The provision of new primary and secondary educational infrastructure on site beyond the Plan period will need to meet in full the needs of the development and must have regard to the most recent IDP and the educational strategy in the WPSPD.~~
- i. Provision of community infrastructure to include a leisure centre, youth centres, indoor and outdoor sports and recreation facilities and playing pitches including ancillary facilities, a public administration centre and civic spaces such as a multipurpose community centre, faith spaces, arts, cultural, library and visitor facilities.
 - ii. Facilities to ensure the garden settlement can be appropriately serviced by the emergency services.
 - iii. Provision of medical and healthcare facilities including GP surgeries located in the town centre and/or local centres where these are required by the Primary Care Trust or the Clinical Commissioning Group based upon the proportionate needs arising from the delivery of development; and
 - iv. Appropriately designed waste/recycling facilities where these are required by Worcestershire County Council

Safeguarding of Land

- Q. The following land must be safeguarded on the site:

- i. Land for the whole route of the development road link from the B4084 to the A44 as sections of the link road may need to be delivered in phases to serve the development;
- ii. Land to deliver the All Modes Bridge³ across the Birmingham and Gloucester line (BAG 2);
- iii. Land to deliver an additional platform and dualling of the North Cotswold Line between Worcestershire Parkway and Worcester Shrub Hill Station to deliver the aspirations of the Worcestershire Rail Investment Strategy including the safeguarding of land sufficient to **accommodate a low key vehicular link west from the B4084 to** allow future vehicular access including drop-off to the station platforms from the south and the facilitation of a link to the southern neighbourhoods where feasible;
- iv. Land to provide for the LTN1/20 link between the southern neighbourhoods and the town centre
- v. Land to ensure the delivery of a third railway crossing location between Abbotswood and Littleworth;
- vi. Land for the site of a further secondary school post 2041.

Sustainable Design and Construction

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

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

A Comprehensive Network of Green and Blue Infrastructure

T. The garden settlement will deliver a minimum of 40% Green Infrastructure of gross land area (excluding private gardens) including:

- a. Community Park and Town Parks and strategic green infrastructure/advance planting;
- b. Community greens, allotments and orchards;
- c. Green buffers to maintain the garden community’s identity as a separate settlement within the wider landscape, and to protect existing settlements within and adjacent to the allocation; and
- d. Local Equipped Areas of Play (LEAPs), Local Areas of Play (LAPs) and Neighbourhood Equipped Areas of Play (NEAPs).

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

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

³ St Modwen consider that references to “all-modes bridge” should be changed to “crossing”.

Appendix 3: Concept Plan



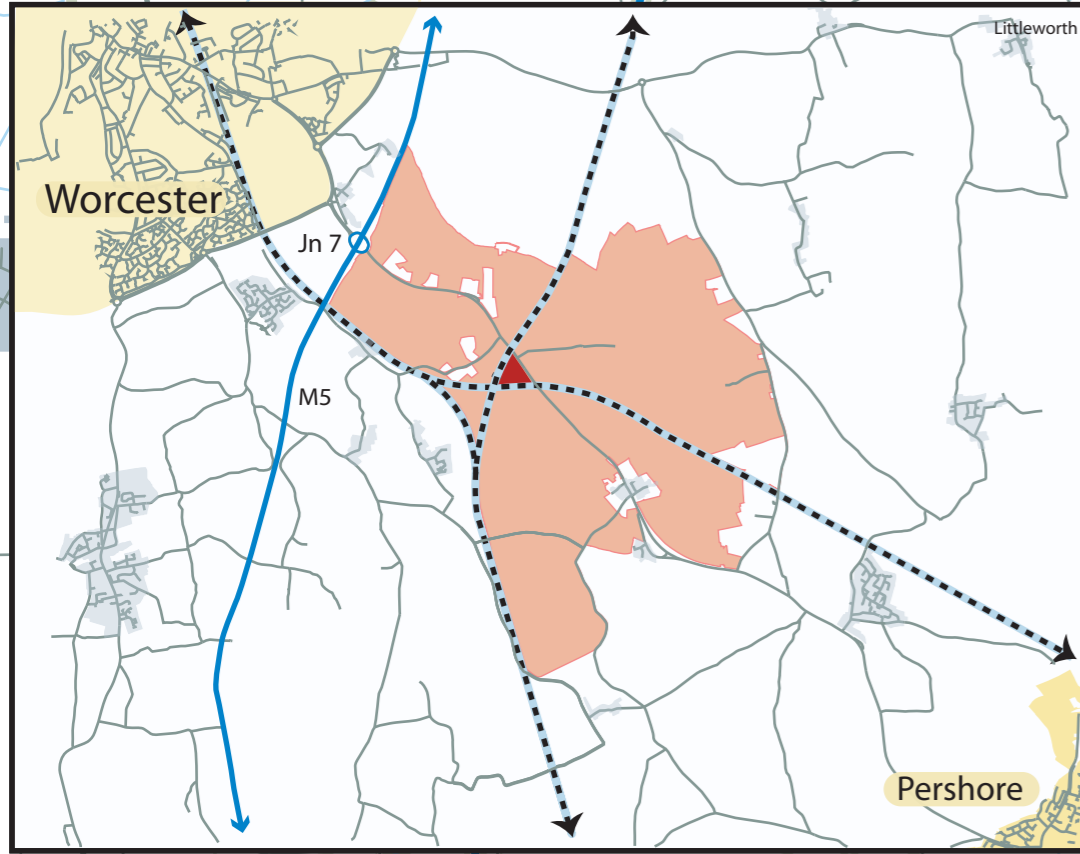
Legend

Existing

- Worcestershire Parkway Train Station
- Railway Infrastructure
- Crookbarrow Hill - Scheduled Monument
- Cooksholme Meadow (SSSI - Site of Special Scientific Interest)
- Existing Employment
- Local and National Highway Infrastructure
- Millennium Way

Proposed - Indicative Location/Boundaries

- Neighbouring Villages/Settlements
- Strategic Growth Area Boundary (SGA)
- Expansion of Park and Rail Facilities including mobility hub
- Land safeguarded for additional platform and dualling of the North Cotswold Line
- Stoulton Buffer
- Pershore Road / B4084 Corridor and Stoulton Bypass
- Public Transport and Active Travel Only Connections
- Development Road Access Points
- Town Centre (incl. higher density residential)
- Local Centres
- Secondary School
- Post 16 Education Provision (Town Centre)
- Primary School
- Special School (SEN)
- Safeguarded Land for Secondary School
- Potential Sports / Leisure Provision - Plan period to 2041 and beyond plan period
- Residential Development
- Dedicated Employment Land
- Core Green Infrastructure Features/Connections
- Wider Green Infrastructure network
- Community Park
- Renewable Power
- Gypsy and Traveller / Travelling Showpeople Sites



Disclaimer Note:
This drawing is for information purposes only. It should not be relied upon for legal and title purposes. Do NOT scale from this drawing or use in use construction. Proper advice should be sought from relevant qualified entities regarding legal and construction issues. Any discrepancies should be immediately reported to the originator of the drawing.

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