

**South Worcestershire Development Plan Review  
Submission (Regulation 22)**

**Statement of Common Ground between the South  
Worcestershire Councils (Malvern Hills District Council,  
Wychavon District Council and Worcester City Council)  
and  
Worcestershire County Council  
Barwood Strategic Land**

**Relating to Rushwick Expanded Settlement SWDPR53**

**Date: 11 February 2025**



# 1. Introduction

1.1 This Statement of Common Ground relates to the strategic allocation identified for Rushwick, which is proposed for allocation as an expanded settlement under Policy SWDPR53 in the Regulation 22 Submitted South Worcestershire Development Plan review (SWDPR). This statement has been prepared to provide the Inspectors with a summary of matters of agreement and disagreement between Worcestershire County Council; Barwood Land; referred to throughout as “the Parties” and the South Worcestershire Councils (SWC). The site landownership parcels are shown in the map below (Fig.1).

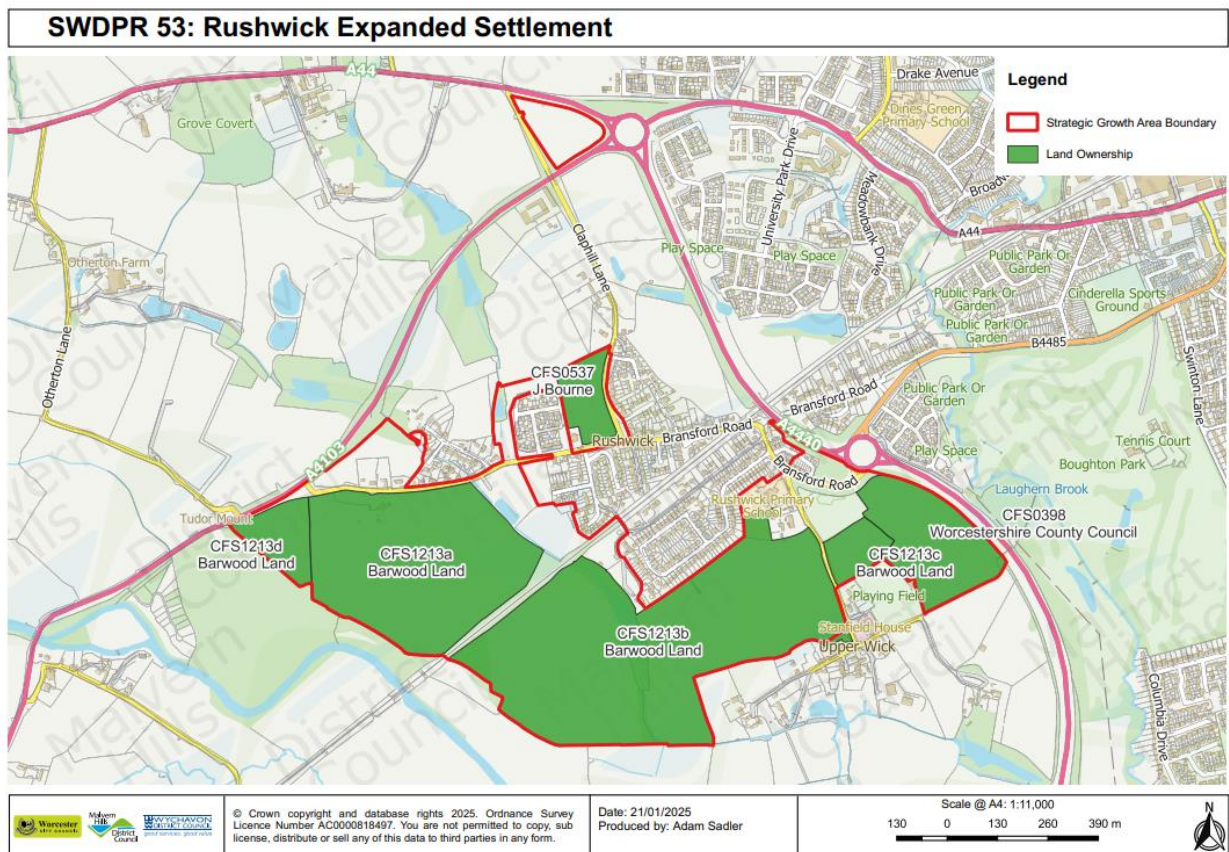


Fig.1: Rushwick SWDPR53 red line allocation plan, including Landownership Parcels for the Parties named within this agreement.

## 2. Description of the Site

- 2.1. The site area contained within the red line allocation plan (Fig 1) measures 68.01 hectares and is located approximately 2.5 miles south-west of Worcester. Rushwick is bounded by the A4103 to the northwest, the A4440 to the east and River Teme to the south. See Fig 2 below.
- 2.2. The village is accessed from either the A4440, A4103 or A44 and pedestrian access is achievable to the Worcester suburb of St John’s. The settlement lies on the Hereford to

Worcester/London main railway line although there is currently no station at Rushwick. Separation from the adopted SWDP Worcester West (SWDPR 60) allocation is achieved via the A44 and Significant Gap to the north and the Rushwick SWDPR 53 allocation seeks to retain the separate identity of Upper Wick to the south of the settlement.

2.3. The topography of the settlement is undulating, and long distant views are afforded of the Malvern Hills. There is an unnamed watercourse that runs through the settlement discharging eventually to the River Teme.

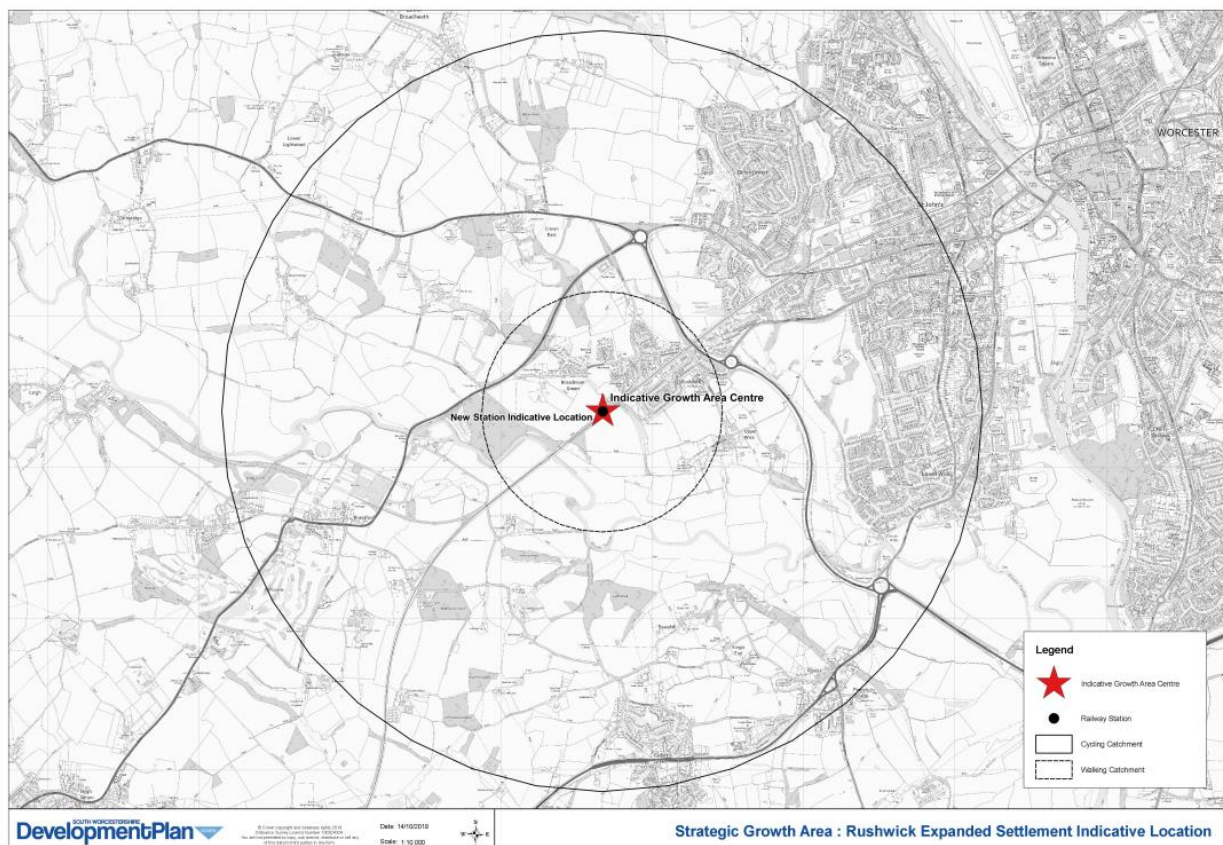


Fig 2: Location of Rushwick (SWDPR Preferred Options, 2019)

### 3. Proposed Development

3.1. In summary the submitted SWDPR policy SWDPR53 (p.222) identifies the following development requirements for this site:

- Approximately 1,000 new dwellings
- At least 5 ha of employment land
- Community infrastructure including retail, new primary school, village hall, sports facilities and a travelling showpeople site.
- Green and Blue infrastructure to include new open spaces, recreation land, allotments.

- Other infrastructure such as transport requirements to include a railway station and active travel improvements and connectivity to St John's and Worcester city centre.
- 3.2. Being well located for access to employment and services in the city of Worcester and opportunities to link to an existing public transport corridor, with the railway line from Worcester to Hereford running through the settlement, the expansion of Rushwick is in a highly sustainable location for new housing, employment, and related development.
- 3.3. Rushwick is identified as a Category 3 settlement in the Village Facilities and Rural Transport Study (September 2019) and currently has two key services - a village hall and a primary school. Improved public transport provision and delivery of other key services (including a local convenience store and a new primary school) are therefore identified in the SWDPR policy to support the delivery of sustainable development.
- 3.4. The land necessary for the opening of the railway station and associated infrastructure (access road and car park) are safeguarded and therefore secured to facilitate the operational delivery of the railway station later in the Plan period.

## **4. Matters of Agreement**

### **The Site**

- 4.1. The parties to the SoCG agree to the following main principles for the Site:
- The amount and type of development on the site (with the exception of the provision of land for 10 Travelling Showpeople Plots, which is a matter of disagreement).
  - Proposed phasing of housing development in the period to 2041 as set out in Table 1 of the draft Housing Delivery Trajectory.
  - Delivery of the Site will be secured in compliance with all reasonable and relevant SWDPR policy requirements, subject to the balanced assessment of such requirements against other material planning considerations.
- 4.2. It is agreed that the red line plan of the allocation (as per the submitted SWDPR) should be updated to remove committed sites, as well as the existing settlement of Rushwick as denoted by the development boundary. This includes Land at Claphill Lane (REF: CFS0582), which has planning permission for 120 dwellings and a site to the Bransford Road (CFS0651) for 8 dwellings, as these are not contributing towards the infrastructure required by the Policy (See Fig. 3).

## SWDPR 53: Rushwick Expanded Settlement

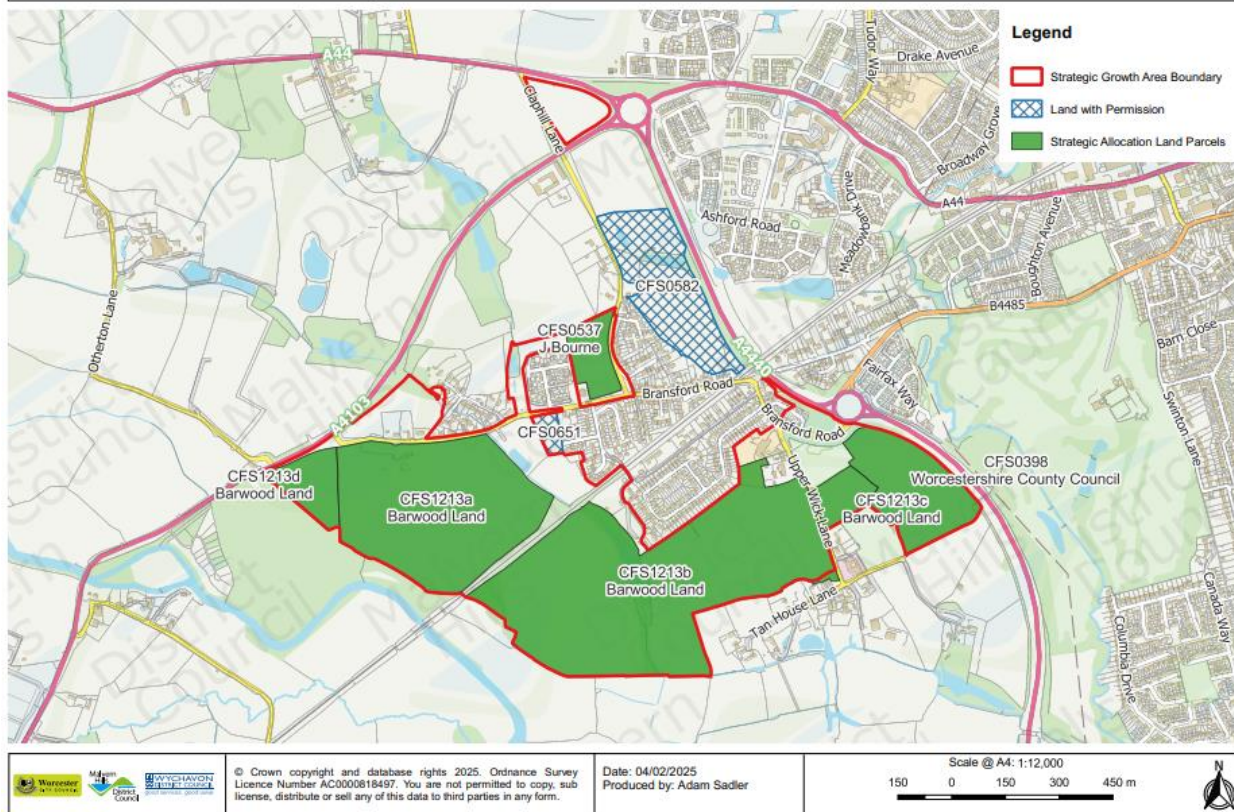


Fig 3. Map denoting sites with permission at Claphill Lane (REF: CFS0582) and Bransford Road (CFS0651) (blue hatching)

### Principle of Development

- 4.3. The principle of the development of the site as proposed by Policy SWDPR 53 is agreed and considered to be consistent with the NPPF and PPG, as demonstrated through the Council's evidence base work underpinning the SWDPR.
- 4.4. The site is considered to be in a highly sustainable location, as set out in the Reasoned Justification for the policy, that can assist in delivering development to help meet the identified needs of the South Worcestershire area.
- 4.5. The safeguarding in policy of land for a new rail station and up to 500 parking spaces within the plan period to 2041 reflects the rail-based development strategy set out in SWDPR 03.
- 4.6. The expansion of Rushwick will be delivered in accordance with a masterplan and design codes that take into account the Concept Plan for the SWDPR 53 allocation.

### Site Specific Information

- 4.7. The matters of agreement between "the Parties" and the South Worcestershire Councils (SWC) are set out below. Alongside the residential and employment development

proposed, and in accordance with the policy requirements set out in SWDPR 53 these are summarised as follows:

- 4.8. **Land Uses:** With the exception of the provision of the identified land in the Concept Plan for 10 Travelling Showpeople plots and yard, the land uses proposed by the policy are agreed.
- 4.9. **Rail Station:** The safeguarding of the land for the rail station and up to 500 car parking spaces is agreed as part of this SoCG. A separate SoCG has been entered into with the SWC, Worcestershire County Council, and Network Rail regarding the delivery of the rail station within the Plan period. This notes that delivering the station at Rushwick is dependent on the Worcester Re-signalling improvements and completion of the Midlands Rail Hub. The location for the station at Rushwick is suggested in the Concept Plan within SWDP55. Land for the station must be safeguarded prior to the commencement of development.
- 4.10. **Education:** With the exception of the size/number of classes per year group of the school, the parties agree to the policy requirement of making available land for a school and any contributions required for the construction and completion of a new primary school.
- 4.11. **Community Facilities:** The delivery of a new village hall, or financial contributions towards the existing village hall. Delivery of a centrally located retail convenience store.
- 4.12. **Infrastructure:** Subject to further review and discussion on the emerging Infrastructure Delivery Plan, the delivery of and financial contributions towards the necessary infrastructure where this can be agreed and subject to the contributions being made by all residential development within the red line boundary. This includes enhanced public transport links to Worcester City and Malvern, as well as enhanced active travel towards Worcester City and within the expanded settlement (refer to paragraph 4.11 of this document for further details).
- 4.13. **Green Infrastructure, Public Open Space and Sports Facilities:** The delivery of land and possible financial contributions towards the 40% Green Infrastructure (GI) requirement, recreation and play areas, sports facilities, and new playing pitches.
- 4.14. **Transport Hub, Sustainable Transport and Active Travel:** In advance of the opening of the new train station and commencement of rail services an integrated transport hub will be built in the initial phase of the development to provide opportunities for travel via sustainable transport. This will include public bus services, including Demand Responsive Transport to link with Worcester city and Malvern for education, employment and general resident travel needs. Opportunities and active travel routes for pedestrians and cyclists throughout the new development and towards Worcester city will be created. The transport hub will be located adjacent to the rail station and local centre with details to be provided on the

masterplan. A statement of common ground has been signed between Worcestershire County Council, Network Rail and SWCs regarding the ongoing collaboration in pursuit of the railway station at Rushwick.

## Masterplan

4.15. The expansion of Rushwick will be delivered in general accordance with a wider strategic site masterplan and site-wide design codes that take into account the Concept Plan for the SWDPR 53 allocation. The SWDPR Concept Plan and Barwood Land's draft masterplan are included within **Appendix 1**. These show the broad distribution of residential land uses as agreed, and includes the indicative locations of the primary school, station/transport hub, local centre and employment sites.

4.16. In respect of the Barwood Land masterplan and land use arrangements, the following is agreed:

- The Barwood Land site has the capacity to deliver the requirements of the policy as set out in Paragraph 3.1 above (with the exception of the Travelling Showpeople Site discussed below).
- The access points into the site will be:
  - A new traffic island at the western end, providing access to the site via A4103.
  - A new road link from the A4440 traffic island at the eastern end of Rushwick.
  - A secondary access onto Bransford Road via new priority junction.
  - An emergency access at Upper Wick

## 5. Areas of Disagreement

5.1 The areas of disagreement between 'the Parties' are set out below, these specifically relate to the following matters:

- **Amount of Housing:** Barwood Land considers that the policy wording "approximately 1,000 dwellings" should be amended to read "at least 1,000 dwellings". This is to ensure efficient use of the site, but also align with the requirement of the policy for "at least 5ha of employment land". Barwood Land considers that there is a need for the policy wording to take a consistent approach in terms of the provision of housing and employment land.
- **Travelling Showpeople site:** The principle of the provision of a site for Travelling Show People is not agreed by Barwood Land. Barwood Land do not consider that it has been demonstrated that Strategic Allocations would be suitable locations to deliver Traveller and Travelling Showpeople sites, and recent experience at West of Worcester demonstrates a more detailed assessment is required before reliance is put on Strategic Allocations to deliver this need. Barwood Land considers that contributions should be

sought by all major developments as it is a district wide need and not directly and solely generated by the three Strategic Allocations within the SWDPR.

- **Red line boundary (Fig 1)** As submitted, this includes a Travelling Showpeople site (CFS0190). Barwood disagree that CFS0190 should be included within the allocation.
- **2 Form Entry primary School:** Whilst there is not a disagreement with regards to the basic principle of the provision of a primary school. Barwood Land position is that the size of school required should be commensurate to the impact of the development at the time of agreement of s106 Head of Terms. Barwood Land would prefer if the specific reference to 2 Form Entry was removed from the policy and replaced with that which is suggested in Table 1. This matter is part of ongoing discussions between Barwood Land, WCC and SWCs.
- **Wording of SWDP Policy:** Barwood Land have requested the following amendments to be included as main modifications to the specific wording of the policy, to which the SWCs have responded in this document. The suggested changes reflect discussions held with the SWC, and to address the areas of disagreement above. The different proposed wording is identified below, with commentary from both parties for clarity.



Table 1: Barwood suggested amendments to SWDPR 53

SWDPR Regulation 19 Publication Document	Barwood Land SWDPR 53 Suggested amendments	Barwood Land Comments	SWC response
Site area: 84.29 hectares	Site area: <del>84.29</del> 65.75 hectares	This should be amended to only include land required to deliver the requirements of the policy. This figure excludes the Claphill Lane, Bransford Road and Travelling Showpeople site.	Removal of the Lioncourt site on Claphill Lane and the Custom Land site off Bransford Road reduces the total area to 68.01 hectares. The SWCs agree to this. The SWCs do not agree with removing the Travelling Showpeople site (CFS0190)
A. Land within the strategic allocation at Rushwick will be developed to deliver approximately 1,000 new dwellings within the Plan period, provide at least 5 hectares of employment land, a new railway station, a new primary school, retail and supporting services and other community facilities. Land for 10 Travelling Showpeople plots will be provided within or on the edge of the expanded settlement.	A. Land within the strategic allocation at Rushwick will be developed to deliver <del>approximately</del> <u>at least</u> 1,000 new dwellings within the Plan period, provide <del>at least</del> 5 hectares of employment land, a new railway station, a new primary school, retail and supporting services and other community facilities. <del>Land for 10 Travelling Showpeople plots will be provided within or on the edge of the expanded settlement.</del>	Covered by D viii below.  The removal of the requirement for Travelling Showpeople sites on site within the policy.	Disagree with amending “approximately” to “at least” for new dwellings. This is an area of disagreement.  Delete reference to “at least” for employment land to be consistent with SWDPR 51 and SWDPR 52.  Removal of reference to Travelling Showpeople site is not agreed by the SWCs and is an area of disagreement.
B. Development will not begin until the land necessary for the future delivery of the railway station and associated infrastructure has been secured to ensure the operational delivery of the railway station during the Plan period.	<del>B. Development will not begin until the</del> <u>The</u> land necessary for the future delivery of <u>a transport hub including</u> the railway station and associated infrastructure must be <del>secured</del> <u>safeguarded</u> to ensure the operational delivery of the railway station during the Plan period <u>to 2041.</u>	Updated wording - safeguarded for railway station and associated infrastructure use within the proposed masterplan.	Agree in principle. SWCs reserve the right to discuss this further. Stronger policy will be put forward by the SWCs to support the delivery of the Transport Hub and Railway Station.
C. Proposals to develop land within the strategic allocation will be expected to come	C. Proposals to develop land within the strategic allocation will be expected to come	No change	No change

forward in accordance with the requirements set out below.	forward in accordance with the requirements set out below.		
<p>D. Proposals to develop land within the strategic allocation at Rushwick will be required to:</p> <ul style="list-style-type: none"> <li>i. Safeguard land prior to commencement of development for a new railway station, associated infrastructure and car park with up to 500 car parking spaces;</li> <li>ii. Deliver the railway station and associated infrastructure (including cycling and e-mobility facilities) within the Plan period;</li> <li>iii. Deliver approximately 1,000 new dwellings, including: <ul style="list-style-type: none"> <li>1. Up to 40% affordable housing in accordance with SWDPR 18;</li> <li>2. A mix of types and sizes of market housing in accordance with SWDPR 16; and</li> <li>3. An overall site-wide average net density of 35 dwellings per hectare, with higher density development encouraged around the railway station and local centre.</li> </ul> </li> <li>iv. Deliver at least 5 hectares of dedicated employment land on the edge of the settlement with good access to the A4103 and A4440;</li> </ul>	<p>D. Proposals to develop land within the strategic allocation at Rushwick will be required to:</p> <ul style="list-style-type: none"> <li>i. Safeguard land prior to commencement of development for a new railway station, associated infrastructure and car park with up to 500 car parking spaces;</li> <li>ii. Deliver the railway station and associated infrastructure (including <b>bus stops</b>, cycling and e-mobility facilities) within the Plan period;</li> <li>iii. Deliver <b>approximately at least</b> 1,000 new dwellings, including: <ul style="list-style-type: none"> <li>1. Up to 40% affordable housing in accordance with SWDPR 18;</li> <li>2. A mix of types and sizes of market housing in accordance with SWDPR 16; and</li> <li>3. An overall site-wide average net density of <b>approximately</b> 35 dwellings per hectare, with higher density development encouraged around the railway station and local centre.</li> </ul> </li> <li>iv. Deliver at least 5 hectares of dedicated employment land on the edge of the settlement with good</li> </ul>	<ul style="list-style-type: none"> <li>ii. Bus stops missing from requirement</li> <li>iii should be 'at least' 1000 dwellings. See above.</li> <li>iii(3) Approximate density is considered to be more appropriate to allow for flexibility whilst masterplanning.</li> <li>iv. allows for flexibility when masterplanning.</li> <li>v. See above. Removing reference to the IDP allows for requirements to be established during application process. If required, wording should be 'having regard to IDP'. Remove reference to 2-form entry to ensure that contributions are commensurate to impact.</li> <li>vii. See above. Removing reference to the IDP allows for requirements to be established during application process. If required, wording should be 'having regard to IDP'.</li> <li>vii and xii. See above. Removing reference to the IDP allows for requirements to be established during application process. If required, wording</li> </ul>	<ul style="list-style-type: none"> <li>Agree adding "bus stops" at ii</li> <li>Disagree with amendment of "approximately" to "at least" at iii.</li> <li>Agree with addition of "approximately" for density at iii3.</li> <li>Agree with the addition of and/or at iv.</li> <li>Agree to removal of reference to IDP at v.</li> <li>Disagree with removing the reference to 2FE with regard to Primary School provision</li> <li>Disagree with changes at viii 10 travelling showpeople pitches are required on site.</li> <li>Agree with changes at xi1 and xi2.</li> <li>Disagree with adding 'necessary' at xii</li> </ul>

<p>v. Deliver a new centrally located 2 form entry primary school including nursery provision (as specified in the IDP schedule);</p> <p>vi. Deliver supporting services and other community facilities, including:</p> <ol style="list-style-type: none"> <li>1. Centrally located convenience floorspace that meets the day-to-day needs of the local community only without impacting on the vitality and viability of existing centres in accordance with SWDPR 12;</li> <li>2. New sports facilities and playing pitches close to the existing cricket club to provide a cluster of sports facilities; and</li> <li>3. A new or improved Village Hall.</li> </ol> <p>vii. Deliver all necessary transport infrastructure, referring to the Infrastructure Delivery Plan, including, but not limited to:</p> <ol style="list-style-type: none"> <li>1. An active travel bridge across the railway to serve the railway station;</li> <li>2. Junction improvements on A4103 to provide access to the west of Rushwick;</li> <li>3. New and improved active travel routes, including links</li> </ol>	<p>access to the A4103 <del>and</del> <u>and/or the</u> A4440;</p> <p>v. Deliver <u>land for</u> a new centrally located <del>2-form entry</del> primary school including nursery provision <u>and financial contributions commensurate to the impact</u> <del>(as specified in the IDP schedule)</del>;</p> <p>vi. Deliver supporting services and other community facilities, including:</p> <ol style="list-style-type: none"> <li>1. Centrally located convenience store that meets the day-to-day needs of the local community only without impacting on the vitality and viability of existing centres in accordance with SWDPR 12;</li> <li>2. New sports facilities and playing pitches close to the existing cricket club to provide a cluster of sports facilities; and</li> <li>3. A new or improved Village Hall.</li> </ol> <p>vii. Deliver all necessary transport infrastructure, <u>having regard to the Infrastructure Delivery Plan</u> <del>referring to the Infrastructure Delivery Plan</del>, including, but not limited to:</p> <ol style="list-style-type: none"> <li>1. An active travel bridge across the railway to serve the railway station;</li> </ol>	<p>should be 'having regard to IDP'.</p> <p>viii. see comments above</p> <p>x. to allow for flexibility in masterplanning</p>	
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<p>between the development and Worcester city; and</p> <p>4. A mobility hub including, but not limited to, park and ride interchange facility, electric vehicle charging points, cycle and e-mobility hire, storage lockers and a last mile delivery solution using appropriate technologies.</p> <p>viii. Include provision for 10 plots for Travelling Showpeople within or on the edge of the expanded settlement in accordance with SWDPR 20;</p> <p>ix. Deliver sustainable design and construction, including:</p> <ol style="list-style-type: none"> <li>1. Renewable or low carbon energy in accordance with SWDPR 33, including examination of the opportunities for a decentralised heat network;</li> <li>2. No built development in the parts of the site allocation liable to flooding, as defined in the Strategic Flood Risk Assessment and / or site specific Flood Risk Assessment;</li> <li>3. Management of surface water drainage. Proposals should have due regard to</li> </ol>	<ol style="list-style-type: none"> <li>2. Junction improvements on A4103 to provide access to the west of Rushwick;</li> <li>3. New and improved active travel routes, including links between the development and Worcester city; and</li> <li>4. A mobility hub including, but not limited to, park and ride interchange facility, electric vehicle charging points, cycle and e-mobility hire, storage lockers and a last mile delivery solution using appropriate technologies.</li> </ol> <p>viii. <u>Off-site contribution towards the provision of 10 plots for Travellers or Travelling Showpeople;</u> <del>include provision for 10 plots for Travelling Showpeople within or on the edge of the expanded settlement in accordance with SWDPR 20;</del></p> <p>ix. Deliver sustainable design and construction, including:</p> <ol style="list-style-type: none"> <li>1. Renewable or low carbon energy in accordance with SWDPR 33, including examination of the opportunities for a decentralised heat network;</li> <li>2. No built development in the parts of the site allocation liable to flooding, as defined</li> </ol>		
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<p>the SuDs hierarchy that is set out in SWDPR 35; and</p> <p>4. Proposals to be accompanied by a minerals resource assessment which includes information concerning the availability of minerals within the site, their scarcity, the timescale for the development and the practicality and viability of the prior extraction of any identified mineral resources.</p> <p>x. Deliver 40% Green Infrastructure (excluding private gardens) in accordance with SWDPR 7, including:</p> <ol style="list-style-type: none"> <li>1. A community green at Broadmore Green to maintain a key view to the Malvern Hills and conserve the setting of a Grade II Listed Building;</li> <li>2. A community park south of Christine Avenue to maintain a key view to the Malvern Hills;</li> <li>3. A community allotment and community orchard to provide separation and maintain the individual identity of Upper Wick and</li> </ol>	<p>in the Strategic Flood Risk Assessment and / or site specific Flood Risk Assessment;</p> <p>3. Management of surface water drainage. Proposals should have due regard to the SuDs hierarchy that is set out in SWDPR 35; and</p> <p>4. Proposals to be accompanied by a minerals resource assessment which includes information concerning the availability of minerals within the site, their scarcity, the timescale for the development and the practicality and viability of the prior extraction of any identified mineral resources.</p> <p>x. Deliver 40% Green Infrastructure (excluding private gardens) in accordance with SWDPR 7, including:</p> <ol style="list-style-type: none"> <li>1. A community green around <u>the approximate area of</u> <del>at</del> Broadmore Green to maintain a key view to the Malvern Hills and conserve the setting of a Grade II Listed Building;</li> <li>2. A community park south of Christine Avenue <u>to retain</u></li> </ol>		
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<p>settings of local Listed Buildings; and</p> <p>4. Local Equipped Areas of Play (LEAPs), Local Areas of Play (LAPs) and Neighbourhood Equipped Areas for Play (NEAPs).</p> <p>xi. Deliver at least 10% net gain in biodiversity, including provision of a Green Infrastructure corridor linking watercourses which provide habitat connections from Broadmore Green to the River Teme; and</p> <p>xii. Contribute to new or improved infrastructure in accordance with SWDPR 9, referring to the Infrastructure Delivery Plan, including education, transport, sporting and recreational facilities, emergency and healthcare services.</p>	<p><del>maintain</del> a key view to the Malvern Hills;</p> <p>3. A community allotment and community orchard to provide separation and maintain the individual identity of Upper Wick and settings of local Listed Buildings; and</p> <p>4. Local Equipped Areas of Play (LEAPs), Local Areas of Play (LAPs) and Neighbourhood Equipped Areas for Play (NEAPs).</p> <p>xi. Deliver at least 10% net gain in biodiversity, including provision of a Green Infrastructure corridor linking watercourses which provide habitat connections from Broadmore Green to the River Teme; and</p> <p>xii. Contribute to new or improved infrastructure in accordance with SWDPR 9, referring to the <del>Infrastructure Delivery Plan</del>, including <b>necessary</b> education, transport, sporting and recreational facilities, emergency and healthcare services.</p>		
<p>E. The proposed expansion of Rushwick will deliver a scheme in accordance with an agreed comprehensive masterplan for the site allocation, taking into account the Concept Plan (Figure 4). The masterplan will be prepared by the Local Planning Authority</p>	<p>E. The proposed expansion of Rushwick will deliver a scheme in <b>general</b> accordance with an agreed comprehensive masterplan for the site allocation, taking into account the Concept Plan (Figure 4). <del>The masterplan will be prepared by the Local Planning Authority</del></p>	<p>It is not considered necessary to specify who is responsible for the preparation of the masterplan. It is considered that this could more effectively be prepared by the promoters</p>	<p>Agree. Requires rewording as submitted text refers to the LPA preparing the masterplan. As no longer the case needs to refer to the applicant/developer.</p>

<p>in consultation with landowners and Worcestershire County Council.</p>	<p><del>in consultation with landowners and Worcestershire County Council.</del></p>	<p>(in consultation with the LPA and consultees) given that this should be informed by the technical work being undertaken on the site. Indeed Paragraph 3.19 of the supporting text suggests that this will be submitted as part of a planning application and conditioned. If wording is required, it should be clear that it should be prepared by the applicant.</p>	
<p>F. The number and phasing of dwellings to be permitted, and the timing of housing delivery will be linked to the planned infrastructure delivery. This will be agreed and conditioned through the planning application process, in consultation with the Local Planning Authority. Section 106 funding may be required over an extended time period, and this is likely to exceed 10 years.</p>	<p>F. The number and phasing of dwellings to be permitted, and the timing of housing delivery will be linked to <del>the planned</del> infrastructure delivery. This will be agreed and conditioned through the planning application process, in consultation with the Local Planning Authority. Section 106 funding may be required over an extended time period, and this is likely to exceed 10 years.</p>	<p>Minor change to allow for flexibility</p>	
<p>G. In compliance with Policy SWDPR 27, proposals will be required to ensure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in-combination with other plans or projects</p>	<p>G. In compliance with Policy SWDPR 27, proposals will be required to ensure no adverse impact upon the site integrity of any European site, or associated functionally linked land or watercourses, either alone or in-combination with other plans or projects.</p>	<p>No change</p>	<p>No change</p>





## 6. Conclusions

6.1. The parties agree that:

The elements of the SWDPR 53 policy requirement identified above are supported, and importantly the safeguarding of land and delivery of the rail station within the Plan period up to 2041 (SWDPR53 A; B; D i; ii). However, agreement has not been reached in relation to term “approximately” in the policy at criterion A. to describe the amount of development required, the requirement of a 2 Form Entry Primary School in the policy specifically and the provision of a site for Travelling Showpeople within the strategic site allocation.

## 7. Signatories

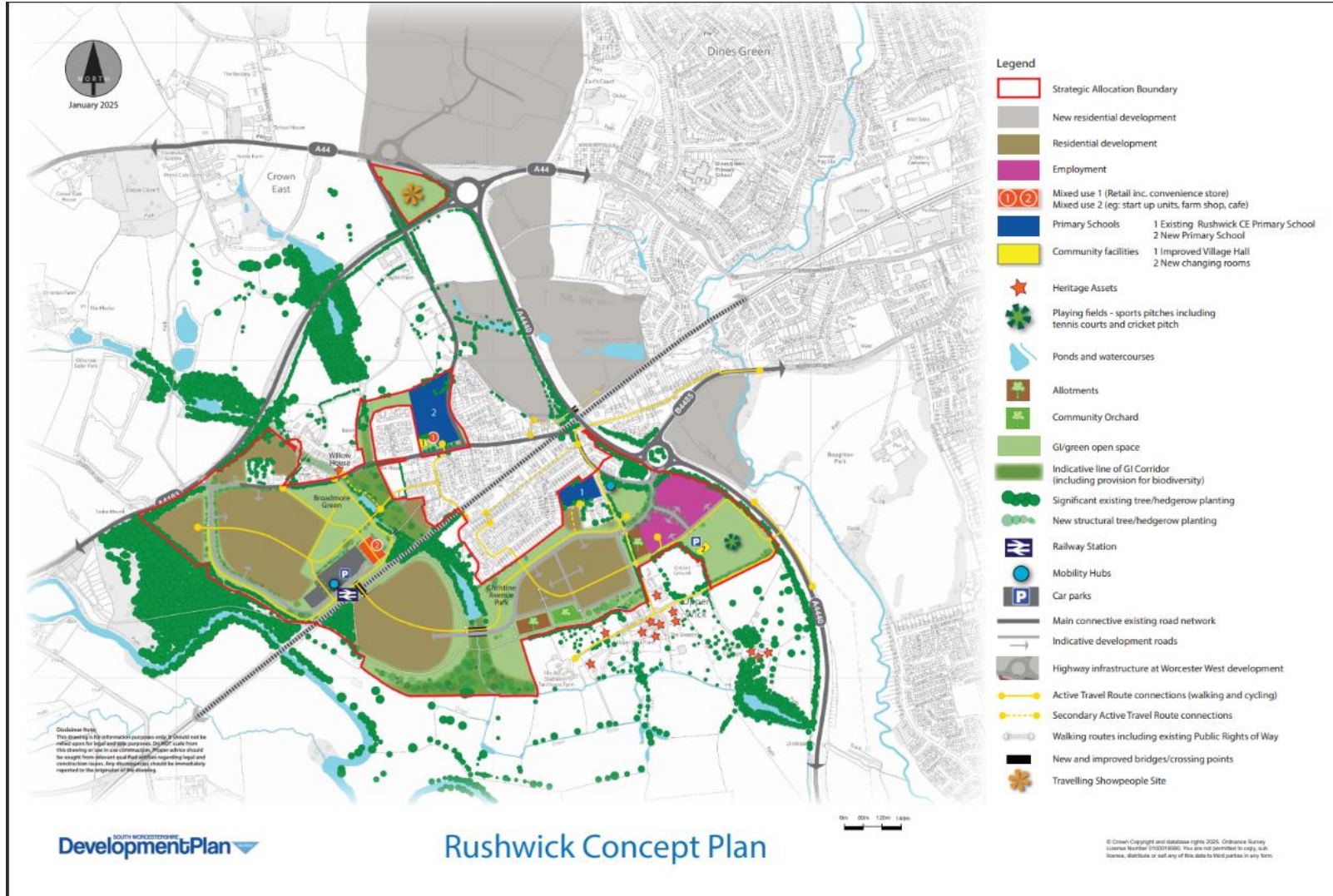
7.1. This SoCG has been agreed and signed by the following:

<b>South Worcestershire Councils</b>	<b>The Parties</b>
Name: Ian Macleod	Name(s): Chris Chiverton for Barwood Land and J Bourne
Position: Director of Planning and Infrastructure, Malvern Hills District Council.	Position: Chris Chiverton, Land Director
Date agreed: 21 February 2025	Date agreed: 18 February 2025
Signature: 	Signature: 
Name: Duncan Rudge	Name: John Hobbs
Position: Head of Planning, Worcester City Council	Position: Strategic Director for Economy and Infrastructure, Worcestershire County Council (as landowner)
Date agreed: 21 February 2025	Date agreed: 12 February 2025
Signature: 	Signature: 



# APPENDIX 1

## SWDPR revised concept plan



# Barwood Land's draft masterplan

