

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

**Date: 10<sup>th</sup> March 2025**



# 1. Introduction

1.1 In accordance with the NPPF (paragraph 24)<sup>1</sup>, public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities set out below. This forms part of each local planning authority's evidence for their respective emerging Local Plans.

1.2 This SoCG has been prepared to fulfil the duty to cooperate requirements in accordance with paragraph 28 of the NPPF<sup>2</sup> and the section of the Planning Practice Guidance on Maintaining Effective Cooperation.

## 2. Purpose

2.1. This Statement of Common Ground (SoCG) has been produced to support the South Worcestershire Development Plan Review (SWDPR), which has been jointly prepared by the South Worcestershire Councils (SWCs) - Malvern Hills District Council, Wychavon District Council and Worcester City Council. It sets out how the SWCs have engaged with Gloucestershire County Council (GCC) on a range of strategic cross-boundary matters.

2.2. Amongst other things, GCC has prepared and adopted the:

- Minerals Local Plan for Gloucestershire on 20th March 2020 which must be subject to a statutory review by no later than March 2025; and
- Gloucestershire Waste Local Plan in October 2004 and the Gloucestershire Waste Core Strategy in November 2012 which are currently under review and will be replaced by a new Waste Local Plan for Gloucestershire, in order to fulfil its Duty to Cooperate requirements.

## 3. Scope

3.1. Planning Practice Guidance (PPG)<sup>3</sup> provides details on the scope of a Statement of Common Ground (SoCG), which is detailed below.

- a short description and map of the administrative areas covered by the statement;
- the key strategic matters being addressed by the statement;
- the plan-making authorities responsible for joint working detailed in the statement, and list of any additional signatories;

<sup>1</sup> *Local planning authorities and county councils (in two-tier areas) are under a duty to cooperate with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries (NPPF, September 2023, Para 24)*

<sup>2</sup> *'In order to demonstrate effective and on-going joint working, strategic policymaking authorities should prepare and maintain one or more statements of common ground, documenting the cross-boundary matters being addressed and progress in cooperating to address these. These should be produced using the approach set out in national planning guidance, and be made publicly available throughout the plan-making process to provide transparency'(NPPF, September 2023, Para 27).*

<sup>3</sup> Paragraph: 011 Reference ID: 61-011-20190315 (PPG, 2019)

- governance arrangements for the cooperation process;
- if applicable, the housing requirements in any adopted and (if known) emerging strategic policies relevant to housing within the area covered by the statement;
- distribution of needs in the area as agreed through the plan-making process, or the process for agreeing the distribution of need (including unmet need) across the area;
- a record of where agreements have (or have not) been reached on key strategic matters, including the process for reaching agreements on these; and
- any additional strategic matters to be addressed by the statement which have not already been addressed.

3.2. The PPG also recognises that the ‘level of cooperation detailed in the statement is expected to be proportionate to the matters being addressed. The statement is expected to be concise and is not intended to document every occasion that strategic policy-making authorities meet, consult with each other, or for example, contact prescribed bodies under the duty to cooperate. The statement is a means of detailing key information, providing clear signposting or links to available evidence on authorities’ websites.’<sup>4</sup>

## **4. Relevant Local Authorities and Geography**

- 4.1. The relevant Local Authorities to this SoCG are the SWCs (Malvern Hills District Council, Wychavon District Council and Worcester City Council) and Gloucestershire County Council (GCC).
- 4.2. The administrative areas of Malvern Hills District Council, Wychavon District Council and Worcester City Council are located in the county of Worcestershire. Malvern Hills and Wychavon District Council's administrative area adjoins GCC's administrative area.
- 4.3. As the SWCs and GCC are neighbouring planning authorities, albeit at different levels within the local government hierarchy, it is important that effective duty to cooperate discussions are undertaken between them regarding strategic planning matters that cross administrative boundaries, as part of the South Worcestershire Development Plan Review.
- 4.4. The map below illustrates the location of the SWC administrative areas and administrative area of GCC which includes Gloucester City, Cheltenham Borough, Forest of Dean District and Tewkesbury Borough.

<sup>4</sup> Paragraph: 011 Reference ID: 61-011-20190315, PPG (2019)

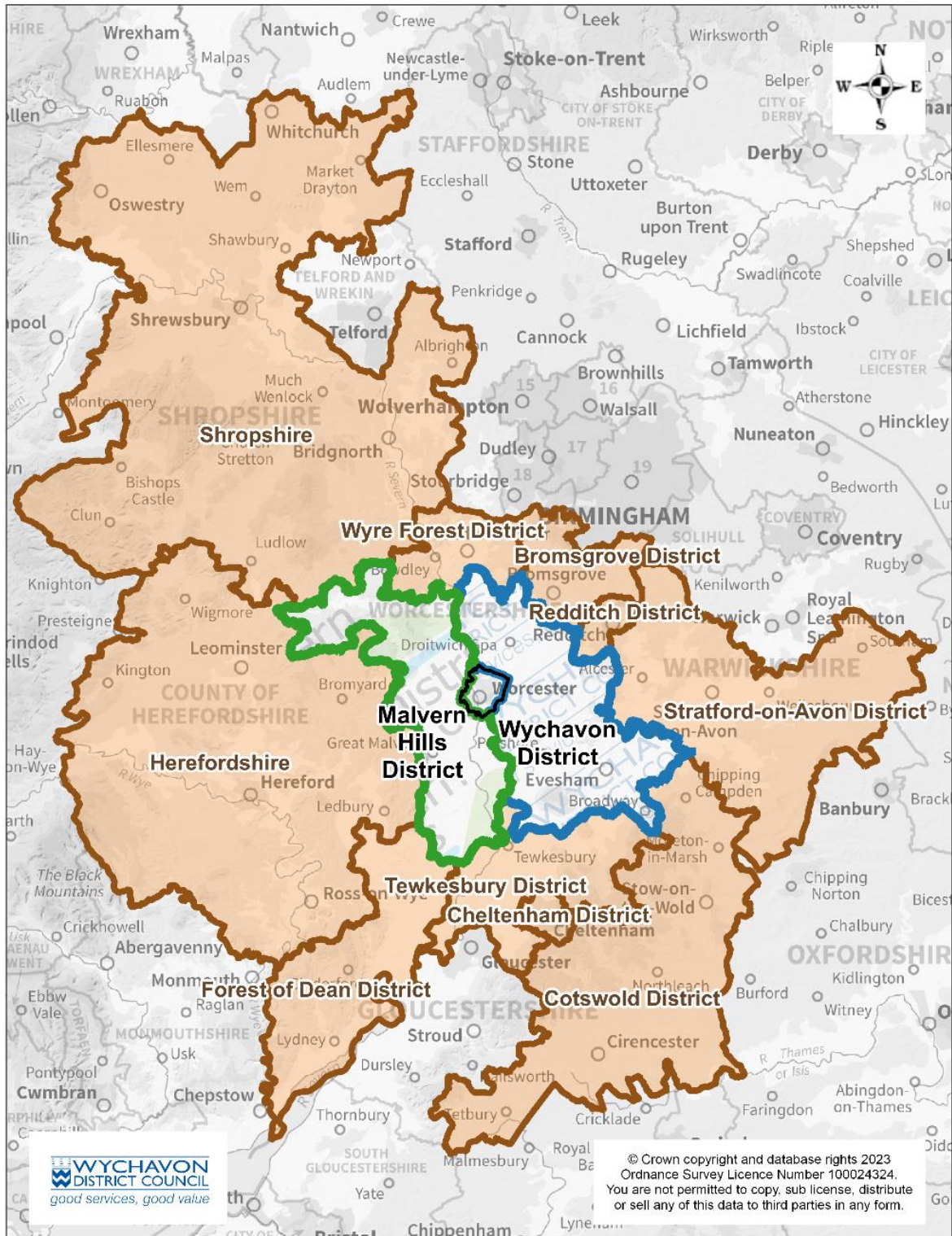


Figure 1 Map of SWCs and Neighbouring Authorities

## 5. Duty to Cooperate

### South Worcestershire Development Plan Review

- 5.1. The Development Plan for the SWC area currently comprises the South Worcestershire Development Plan (SWDP, adopted 2016), Local Transport Plan 4 (LTP, 2017), Minerals Local Plan (2022), Worcestershire Waste Core Strategy (2012), together with made Neighbourhood Plans. The SWDP was also prepared jointly by the three SWCs working together under similar joint plan making arrangements in place at that time. On completion of the SWDP Review process, the SWDP will be replaced by the 'South Worcestershire Development Plan Review, 2021-2041' (SWDPR).
- 5.2. The SWDPR includes strategic and detailed policies, together with site allocations for the Plan period 2021 to 2041.
- 5.3. There has been ongoing and active engagement between the SWCs and GCC throughout the SWDPR process and Duty to Cooperate discussions have occurred at appropriate times.
- 5.4. As part of the development of the SWDPR the SWCs have consulted GCC during the following consultations:
  - Traveller and Travelling Showpeople Site Allocations DPD Preferred Options - consultation concluded on 9 May 2016.
  - Traveller and Travelling Showpeople Site Allocations DPD Revised Preferred Options - consultation concluded on 18 April 2018.
  - Village Facilities and Rural Transport Proposed Methodology - consultation concluded on 2 July 2018.
  - SWDPR Call for Sites and Proposed SHELAA Methodology - consultation concluded on 2 July 2018.
  - Sustainability Appraisal Scoping Report - consultation concluded on 3 July 2018.
  - Development Boundaries Review Proposed Methodology - consultation concluded on 8 October 2018.
  - SWDPR Issues and Options - consultation concluded on 17 December 2018.
  - SWDPR Preferred Options - consultation concluded on 16 December 2019.
  - Renewable and Low Carbon Energy Call for Sites - consultation concluded on 3 April 2020.
  - Country Park Call for Sites - consultation concluded on 24 July 2020.
  - SWDPR Further Regulation 18 (III) Sustainability Appraisal Consultation - consultation concluded on 19 April 2021.
  - Traveller and Travelling Showpeople Site Allocations DPD Revised Preferred Options - consultation concluded on 5 July 2021.
  - SWDPR Regulation 19 – consultation concluded on 23 December 2022.
  - Traveller and Travelling Showpeople Site Allocations DPD Publication – consultation concluded on 13 December 2022.
- 5.5. Duty to Cooperate discussions will continue at appropriate times as the SWDPR progresses.

## 6. Key Strategic Matters

6.1. Gloucestershire County Council (Minerals & Waste) responded to the Reg 19 Publication consultation stating that:

- they broadly support the key content put forward in policy SWDPR 01: Climate Change Mitigation and Adaptation. In particular, the prioritisation of sustainable construction techniques and materials involving the lowest embodied carbon and minimal ecological and carbon footprints; and the demand for BREEAM or Home Quality Mark assessments which are highly likely to result in an uplift in the use of construction products sourced from recycled materials. In turn, this should help reduce the demand on primary minerals locally and strategically; and also contribute towards the transition to a more circular economy, where increasingly materials find a new or an extended life and value, and the need for waste management is minimised.
- acknowledge and welcome the inclusion of policy SWDPR 39: Minerals and Waste Safeguarding. This policy should support the future safeguarding of underlying mineral resources, mineral infrastructure and waste management infrastructure across the South Worcestershire area. Through effective implementation, the policy should help to uphold the strategic coverage of mineral and waste resources in this part of the country and thus reduce the risk of putting undue pressure on facilities located within neighbouring Gloucestershire.

6.2. Gloucestershire County Council (Highways) stated:

- The SWDP states that developers will be required to demonstrate transport impacts on the M5 Junction 5-7 and the A46(T). This requirement should be expanded to include the M50 and the M5 Junctions 8 and particularly 9 at a strategic road network level. The A46(T) should include the section through Gloucestershire to the M5 Junction 9. The impacts on the local road network within Gloucestershire, impacted by developments should also be considered. In the case of the development and transport impacts in South Worcestershire these will impact considerably on Gloucestershire as well. With significant development south of Worcester and around Pershore, Evesham and Mitton, transport demand will increase on Gloucestershire's roads, particularly on routes that are already prone to congestion and capacity constraints in and around Tewkesbury. The Cheltenham, Gloucester and Tewkesbury local plan authorities are working on an emerging Cheltenham, Gloucester and Tewkesbury Strategic and Local Plan (SLP) and are currently assessing options that will be part of a Reg 18 consultation later in 2023.<sup>5</sup> This will include consideration of the 2019 award of Garden Town status to the area of Tewkesbury east of the M5, comprising up to 10,000 new homes and 10,000 new jobs. The scale of growth within Gloucestershire must be carefully considered alongside the growth plans within the SWDP. From an initial high-level review of the SWDP site allocations, it can be said that the following highways/Junctions within Gloucestershire could be impacted by development traffic, although this list is not exhaustive; M5/M50 – Junctions 8-9, A46(T), A38, A438 – Mythe Bridge/Mythe Road Junction, A438 – Ashchurch Road/Barton Road/Tewkesbury Bypass, A435, B4080 – Bredon Road.

<sup>5</sup> This was correct at the time of writing the representations. A revised indicative timetable was published by the SLP authorities in March 2025. The timetable identifies consultation on a Pre-Submission Strategic and Local Plan (Regulation 19) in August-September 2026, and Submission to the Secretary of State (Regulation 22) in October-November 2026

6.3. The following key issues have been identified in the Duty to Cooperate dialogue and consultation between SWC and GCC.

- The SWDPR needs to be supported by transport modelling outputs which are essential for plan-making. Impact assessments should address the local road network links, the Strategic Road Network (SRN) and Major Road Network (MRN) and impacts identified and appropriately mitigated on both sides of the boundary. GCC first received modelling outputs from South Worcestershire in December 2024. Following a technical review by GCC's consultants AtkinsRealis, further work was undertaken and committed development has been included in the transport modelling by AECOM (working for National Highways).
- A technical note produced by AECOM presenting the outputs of this work is included in the SWDPR MIQ's. The technical note identifies some mitigation works but also notes that further work is required to ascertain whether they are feasible. The mitigation as proposed will not fully mitigate the impacts of the Mitton site and the modelling undertaken with the mitigation in place still results in a significant deterioration of performance of the local and strategic highway network. The following junctions/locations are identified as being significantly impacted by the Mitton Development and which will require mitigation:
  - The local road network, especially southbound toward Tewkesbury / Tewkesbury Town centre and including Sun St / High St and Oldbury Road/B4080 junctions.
  - Hardwick Bank Road / Tewkesbury Road junction;
  - A38 / A438 signalised junction; and
  - M5 J9, A46 and Shannon Way / A438.
- A review of the above technical note on behalf of GCC by AtkinsRealis identified some remaining concerns with the modelling work carried out where the reporting details are not clear. This includes the trip generation and distribution assumptions for Mitton development traffic, the accuracy of external to external growth and the assumptions about the Mitton site access arrangements. Furthermore, GCC note that no sensitivity testing in accordance with Planning Practice Guidance has been carried out to test the cumulative impact of the Mitton site and the proposed mitigation along with current live planning applications which are within Tewkesbury District and which will also impact on the same locations on the highway network. It is a reasonable assumption that some or all of these other planning applications may be permitted prior to Mitton coming forward and appropriate sensitivity testing in accordance with Planning Practice Guidance will be required when assessing the impacts of those developments.
- National Highways recognise the impact of the committed (consented and allocated) development on the M5 J9 as an unacceptable safety impact (ref. SoCG SWC/WCC / NH). The inclusion of the Mitton development without any proposed increase in capacity to the northbound off-slip would exacerbate the issue further. In contrast, the South Worcestershire Development Plan's impact without Mitton does not merit any mitigation measures. A more comprehensive mitigation scheme for M5 J9 is likely to be required to mitigate impacts of future housing and employment growth in Gloucestershire, and this will be for development promoters and the emerging Cheltenham, Gloucester and Tewkesbury Strategic Local Plan to address in collaboration with National Highways.

- The delivery of high-quality links for people walking and cycling is critical including along Bredon Road towards Tewkesbury town centre, along the Hardwick Bank Road towards North Ashchurch and to the east across the Carrant Brook. Significant works are required to deliver all these links to an appropriate standard which can be accessed by all users and these works must be secured through the SWDPR and included in the updated IDP.
- Cross boundary bus services could be an attractive alternative depending on service frequency, journey time and cost but the SWDPR does not discuss the potential for increased demand, or the potential for the proposals to create new services. It is recommended that ways to encourage and increase public transport use is considered and how, given the significant anticipated growth potential on either side of the authority border, it can be made an attractive alternative to the car for both local and cross boundary connectivity. This should include supporting the provision of interchange hubs both within the development and within Tewkesbury Town Centre.
- The SWDPR should also make reference to Mitton's likely rail-based travel demands. The impacts this would have upon the car park at Ashchurch station needs to be understood as capacity is limited. Furthermore, there may be demand for increased services at Ashchurch which are also limited. The significant infrastructure measures required to ensure links between Mitton and the railway station on foot and by bicycle are direct and useable by all need to be identified and secured through the SWDPR and included in the updated IDP.
- Development of the scale proposed in the SWDPR should safeguard sites and corridors so as not to prejudice sustainable transport network development including but not limited to the following:-
  - The North Cotswolds railway line which has stations at Pershore, Evesham and Honeybourne.
  - The former alignment of the Stratford to Cheltenham railway line, including the former Chord Lines at Honeybourne Junction.
  - Enhancements to Pershore Railway Station to include a second platform, a 500-space car park and a pedestrian bridge over the railway tracks
  - The transport infrastructure set out in the strategic allocations at Worcestershire Parkway (SWDPR 51), Throckmorton Airfield (SWDPR 52), and Rushwick (SWDPR 53).
- SWCs, Worcestershire County Council (WCC) and GCC agree to continue collaborative working between the three authorities to ensure that transport demand is properly monitored, managed and mitigated, to support sustainable transport connectivity.

6.4. The Duty to Cooperate process has been progressed in a positive and progressive manner by both bodies. Whilst this SoCG identifies outstanding areas where there remains some disagreement between the Parties, it is considered this does not represent a failure of the Duty to Cooperate process, but instead are issues which can be discussed through the Examination into the South Worcestershire Development Plan Review if considered necessary. GCC is committed to continue to work in cooperation with the SWCs to reach agreement about the impacts of the SWDPR and mitigation within Gloucestershire.



## **Housing Market Area**

- 6.5. The area covered by the SWCs is considered to represent a broadly self-contained housing market area (HMA) in terms of migration and travel to work.
- 6.6. However, it is acknowledged that the duty to cooperate is not restricted to just Local Planning Authorities within the same HMA. As such, the SWCs and Gloucestershire County Council have liaised closely during the SWDPR process, in accordance with the duty to cooperate.

## **Housing Need and Requirement**

- 6.7. Using the Government's standard method calculation (using the 2022 baseline data and median workplace-based affordability ratio published in 2022, the housing requirement for the SWCs is currently 1,293 dwellings per annum (equating to 25,860 dwellings over the 20 year period from 2021–2041). The assessment of need will be kept under review.
- 6.8. In summary, the SWCs are proposing to meet the entirety of their LHN within the South Worcestershire HMA area and are therefore not seeking Gloucestershire County Council to meet any of their need.

## **Employment Land Requirement**

- 6.9. The Economic Development Needs Assessment (EDNA) published in March 2022, has informed the need for employment land in the SWDPR for the period to 2041. The EDNA currently identifies a gross employment land demand for 350.50 ha, of which 71.75 ha is already committed, i.e. planning permissions plus proposed SWDP allocations without planning permission. The proposed employment allocations in the SWDP Review total 290.70ha (including 75 ha at the strategic locations). This gives a surplus of 11.95ha of employment land across the plan area. The SWCs are proposing to meet the entirety of their employment land requirement within South Worcestershire and are therefore not seeking Gloucestershire County Council to meet any of their need.

## **Distribution of Development**

- 6.10. Policy SWDP 02 of the adopted SWDP (2016) sets out the development strategy and settlement hierarchy for south Worcestershire to 2030. SWDP 02 focuses most development on the main urban areas (Worcester city and the towns of Droitwich Spa, Evesham, Malvern, Pershore, Tenbury Wells and Upton upon Severn), where both housing needs and accessibility to lower-cost public services are greatest. In order to deliver the social objectives of sustainable development, the adopted SWDP directs some growth to rural settlements (Category 1, 2 and 3 villages) that enjoy some local facilities and services.
- 6.11. Emerging Policy SWDPR 03 in the SWDPR sets out the revised development strategy and settlement hierarchy for south Worcestershire for the period 2021-2041. The revised strategy for the pattern and scale of additional development focuses as much of the additional growth as possible within easy reach of existing or proposed new rail stations in order to facilitate rail travel and reduce dependence on the private car. The SWDPR focuses the majority (8,000 new dwellings) of the additional circa 11,000 dwellings required at three new or expanded settlements - Worcestershire Parkway centred around Worcestershire

Parkway rail station (5,000 dwellings), Throckmorton Airfield with proposed improved access to Pershore rail station (2,000 dwellings) and Rushwick with a proposed new rail station (1,000 dwellings). The circa 12,300 dwellings is the LHN for 2021-2041 at 25,860 dwellings plus the additional 500 dwellings at Mitton, minus outstanding deliverable SWDP allocations, commitments and an appropriate windfall allowance, and a 10% additional buffer.

- 6.12. Whilst the SWDPR proposes the majority of new dwellings in the main urban areas and new or expanded settlements, in order to deliver the social objectives of sustainable development, the SWDPR continues to direct some growth to rural settlements that enjoy some local facilities and services. The SWDPR proposes around 1445 new dwellings across Category 1, Category 2 and Category 3 villages.
- 6.13. GCC supports the rail-based strategy that underpins the SWDPR, focussing as much of the additional growth as possible within easy reach of existing or proposed rail stations in order to facilitate rail travel and reduce dependence on the private car. GCC does however wish to ensure that Transport Assessment outputs in relation to the delivery of this strategy, mitigate any potential severe impact on Gloucestershire's road network.

## **7. Other Strategic Matters**

### **Gypsies and Travellers**

- 7.1. The South Worcestershire Gypsy and Traveller Accommodation Assessment (GTAA), published in 2019, informed the early stages of the SWDPR but has been superseded by an update to the GTAA published in 2024. The GTAA Update identifies a requirement for 63 permanent Traveller pitches and 12 permanent Travelling Showpeople plots between 2024 and 2029. It also identifies a likely longer-term requirement for 38 Traveller pitches and 1 Travelling Showpeople plot between 2029 - 2034; 42 Traveller pitches and 1 Travelling Showpeople plot between 2034-2039; and 24 Traveller pitches and 2 Travelling Showpeople plots between 2039-2041.
- 7.2. The SWCs have put forward a strategy for the delivery of sites through proposed main modifications to the gypsy and traveller policy in the SWDPR. The Inspectors will decide through the examination process the soundness of this approach or whether a separate site allocations DPD is required as previously put forward. The SWCs will update annually the supply of deliverable sites, with a rolling five-year cumulative requirement for pitches, set against a rolling five-year delivery of pitches. Planning permissions granted between 1 January 2019 and 31 December 2023 have already been accounted for in the GTAA figures either as existing pitches or pitches available as supply and, to avoid double counting, cannot be counted again. Any pitches granted since 1 January 2024 can be counted as new supply helping to meet the needs identified in the GTAA Update and will count towards the 5-year land supply of pitches. None of the sites currently proposed are in close proximity to the boundary with Gloucestershire, they do not raise any cross boundary issues.

## **Infrastructure Provision**

- 7.3. Worcestershire has a mature economy, with well-established transport networks and connectivity between economic centres already in place. The SWDPR aims to ensure that development brings about improvements to the transport network. The Worcestershire LTP4 and associated local transport plan policies, Infrastructure Delivery Plan and overarching strategies (including the Worcester Transport Strategy) provide the basis on which to develop and deliver the existing network.

## **Climate Change and the Renewable Energy**

- 7.4. To increase the security of energy supply and reduce greenhouse gas emissions the SWDPR proposes to allocate 9 solar farms in south Worcestershire. None of the proposed solar farms are in close proximity to the Gloucestershire County Council administrative boundary.

## **Natural Environment, including Areas of Outstanding Natural Beauty and Proposed New Areas of Informal Recreation**

- 7.5. The Cotswolds National Landscape and Malvern Hills Areas of Outstanding Natural Beauty (AONB) are nationally important landscapes and form an important part of the borders between south Worcestershire, Cotswold District, Tewkesbury District and Herefordshire.
- 7.6. To reduce the pressure from increased footfall on the Malvern Hills, the SWDPR will propose designating three new Areas of Informal Recreation (AIRs) in south Worcestershire (since reduced to one) but Gloucestershire County Council is unlikely to add significant pressure on the Malvern Hills from any of its plan-making functions.

## **Neighbourhood Plans**

- 7.7. Currently, the following designated Neighbourhood Areas adjoin south Worcestershire and Gloucestershire – Eldersfield in Malvern Hills (Neighbourhood Planning - Malvern Hills District Council) and Ashton-under Hill and Beckford in Wychavon (Neighbourhood Planning - Wychavon District Council) and Twyning and Ashchurch Rural in Tewkesbury Borough). In addition, there is a made Neighbourhood Plan for Bredon, Bredon's Norton and Westmancote (July 2017). The SWCs and Gloucestershire County Council will continue to raise awareness of, and consult on, emerging Neighbourhood Plans at relevant stages.

## **Minerals and Waste**

- 7.8. Worcestershire County Council is the Minerals and Waste Planning Authority for Worcestershire. The SWCs are therefore not responsible for allocating minerals or waste sites. Therefore, no significant cross boundary issues are identified.

## Highways

- 7.9. Gloucestershire has sections of single carriageway SRN roads with safety, congestion, and severance of communities as ongoing issues, which include the A46 corridor, a key strategic route connecting the Southwest with East Midlands from the M5 J9 at Tewkesbury, Ashchurch. This is a priority route in the context of regional and national road network importance, with its links to economic growth, HS2, international gateways to ports and airports. Addressing these problems are a high priority for Gloucestershire County Council (GCC), Western Gateway STB and Midlands Connect. GCC has been progressing the business case for an improvement at M5 J9 for a number of years and has already spent over £13M on this work, as part of the DfT's Large Local Majors (LLM) fund. The Strategic Outline Business Case (SOC) is with the DfT (submitted to DfT in September 2022) for assessment, and work continues on the Outline Business Case (OBC). The scheme supports achievement of the 'Improve safety for all' outcomes identified in the route strategy for the South Midlands by reducing congestion and severance and improving facilities for active travel along the existing A46. DfT has recently informed GCC that the scheme is unlikely to be delivered until RIS4, but GCC requests that serious consideration is given to ongoing scheme development by National Highways during the RIS3 period. National Highways has agreed to 'adopt' the M5 J9 scheme on successful completion of the OBC, currently scheduled for late 2026/early 2027.
- 7.10. RIS3 (2025-2030) identifies issues of congestion, severance, safety and growth that have implications for M5 J9 and the A46, the RIS3 Birmingham – Exeter Route Strategy sets out the regional significance of this scheme.
- 7.11. Midlands Connect has identified three strategic trade and logistics corridors and is developing holistic improvement plans to benefit all road users, facilitate economic growth, decarbonisation and reduced congestion. The A46 'Trans-Midlands Trade Corridor' is one of these routes. The A46 meets with the M5 at Junction 9 and acts as a regionally significant trade corridor, providing premises for a number of road-reliant industries. The route passes close to Birmingham and East Midlands Airport, with the ports of Bristol and Humber at either end.
- 7.12. Western Gateway has identified four Strategic corridors for prioritised interventions, including the Midlands to South-West 'Western Growth Corridor'. This nationally significant economic corridor, connecting the economies of the South-West, Western Gateway and Midlands Engine aligns with the Birmingham to Exeter route. The corridor supports access to national and international markets and helps drive growth and economic performance for the country as a whole. The multimodal corridor plan focuses on strategic journeys along the M5, A38 and A46, and has fed into the Western Gateway long-term Strategic Transport Plan.
- 7.13. SWCs and Gloucestershire County Council are in agreement with the principle of improving the A46 Strategic Corridor through a new off-line route, the details of which will be worked up. Therefore, this SoCG refers only to the principle.

## 8. Matters of Agreement

8.1 GCC notes the AECOM technical note and the SoCG between the SWCs, WCC and NH. GCC also notes that further work is needed and is in progress that will inform the feasibility and sufficiency of the mitigation measures. This further work will also identify if there would be any unacceptable impact on highway safety or whether the residual cumulative impacts on the GCC road network, following mitigation, would be severe, taking into account all reasonable future scenarios. There has been insufficient time to reach a definitive position on the detailed mitigation prior to 11<sup>th</sup> March 2025, but this work is in progress and will include work by all parties.

8.2 The SWCs and GCC are in agreement that the following list of infrastructure improvements will be included in Policy SWDPR 54 as a main modification to the plan:

*Deliver all necessary transport infrastructure, referring to the Infrastructure Delivery Plan, including but not limited to:*

- *Junction Improvements M5 J9 (proportionate contribution or works)*
- *Junction capacity and public realm improvements to support walking and cycling in Tewkesbury Town Centre.*
- *Junction Improvements at:*
  - *The Hardwick Bank Road / Tewkesbury Road junction;*
  - *The A38 / A438 junction.*
  - *Shannon Way / A438 / A46.*
- *The provision and improvement of the following key walking and cycling links (referred to in the 2024 Tewkesbury Local Cycling & Walking Infrastructure Plan) which serve the development site to ensure they can safely be used by people of all ages and abilities walking, cycling or wheeling;*
  - *from the site along the Bredon Road to Tewkesbury Town centre;*
  - *from the site along or parallel to Hardwick Bank Road to its junction with 'The Park' to provide access to North Ashchurch, employment and the station.*
  - *from the site across the Carrant Brook.*
- *The provision of a mobility hub (referred to in the GCC Bus Service Improvement Plan) within the site and a link through the site which can be used by a bus.*
- *The provision of an access onto Hardwick Bank Road with a modal filter to allow direct access to the site by walking, cycling and bus.*
- *The implementation of a site wide travel plan which includes measures to monitor and manage trips from the site and minimise car trips.*
- *A financial contribution towards the delivery of a mobility hub (ref. Bus Service Improvement Plan) within Tewkesbury Town Centre.*

*The exact requirements and trigger points for delivery will need to be addressed as part of the assessment of the planning application(s).*

8.3. The IDP will be updated to include all transport infrastructure necessary to deliver the Mitton allocation including but not limited to the measures listed above.

## 9. Matters of Disagreement

9.1 There are no matters of disagreement between SWCs and GCC.




9.2 GCC and SWCs are committed to engaging in continued discussion on cross-boundary matters relevant to SWDPR.

## 10. Governance Arrangements

10.1 The governance arrangements are key to the effectiveness and implementation of the SoCG. The Method of Approval is by the Signatories in Section 11 below.

## 11. Signatories

11.1 This SoCG has been agreed and signed by the following:

<b>South Worcestershire Councils</b>	<b>Gloucestershire County Council</b>
<p>Name: Ian Macleod</p> <p>Position: Director of Planning and Infrastructure, Malvern Hills District Council and Wychavon District Council</p> <p>Date agreed: 10 March 2025</p> <p>Signature: </p> <p>And, Name: Duncan Rudge</p> <p>Position: Head of Planning, Worcester City Council</p> <p>Date agreed: 10 March 2025</p> <p>Signature: </p>	<p>Name: Simon Excell</p> <p>Position: Assistant Director of Planning &amp; Economic Development</p> <p>Date agreed: 10 March 2025</p> <p>Signature: </p>