

Schedule of Proposed Changes to the Wychavon Town Spatial Framework SPD

Since the SPD went out to consultation the Government announced that Wychavon Town will not be taken forward in the New Towns programme. The Forward to this document will be updated to reflect this news.

Replace the second paragraph of the Forward with the following:

The proposed development around Worcestershire Parkway Railway Station was one of 12 sites the Government was assessing following the New Towns Taskforce Report. The Government has now confirmed just seven locations will be taken forward as New Towns during this Parliament, with Wychavon Town not on the list.

Wychavon Town will still be part of the Government's New Homes Accelerator programme and will receive specialist support from Homes England, the Government's housing and regeneration agency, to unblock barriers and speed up delivery of new housing and infrastructure.

Since the draft version of the SPD was prepared November 2025 for consultation additional design work has been undertaken as part of the preparation of the strategic infrastructure application. This work has demonstrated the need to provide a different configuration to the underbridge under the Cotswold Line. The SPD has been updated to reflect these changes throughout the document.

Furthermore, following discussions with the education authority, it has been agreed that the SEND school should be co located with the delivery of the secondary school not in the town centre to ensure it has its own private space. This change will be reflected in the Figure 15 Spatial Framework Plan, but all other plans will remain unchanged as it is clear what is the preferred location for the SEND school. SEND school to be co located with the first secondary school.

Name of organisation	Comments received	Response from WDC	Proposed amendments to the SPD
<i>Whittington Parish Council</i>	Support for landscape design, green buffers, retention of key views. However, concerned about the impacts of the proposals on existing residents.	Welcome support for aspects of the SPD, and note the concerns of existing residents.	
	Particularly concerned about the impact of the construction traffic arising from the proposals and need for timely delivery of infrastructure upon existing residents. Whittington will be impacted but gain few benefits from the proposals.	Noted concerns about the impact of construction traffic upon residents living along the B4084. WDC recognises the need for a comprehensive Construction and Environmental Management Plan which all developers at Wychavon Town must sign up to ensure that the amenity and safety of existing residents is protected.	Add text on p170 " A Construction Environmental Management Plan (CEMP) will be required to be prepared for the development and each planning application. The CEMP will outline how the construction of Wychavon Town will be managed to minimise the negative environmental impacts and comply with regulations."
	Document supports early delivery of employment land but no clarity as to when the Pershore Boulevard will be delivered.	To ensure that the Pershore Boulevard is delivered at an early stage in the proposals WDC and WCC have appointed Arcadis to prepare a Strategic Infrastructure planning application to gain planning permission for the strategic highway infrastructure. The transport modelling that is being undertaken informs the designs of the road junctions and will help to inform the timing when key pieces of infrastructure such as the Pershore Boulevard and all modes bridge need to be delivered and operational to support the new community.	
	SPD shows a traffic junction opposite existing residents on the Pershore Road.	There are junctions coming off the B4084 into the residential parcels but the key junction into the employment land is to be as shown on the framework masterplan and not opposite the residential homes along the Pershore Road.	
	Church Lane, Whittington and Woodbury Lane need significant improvements if they are to be safe for increased pedestrian and cyclists use. Other safety measures should include traffic lights at peak times on the Whittington	WDC will continue to work closely with WCC and National Highways to ensure that appropriate provision is provided for all road users, particularly pedestrians and cyclists. The SPD does not include details of these works however improvements to these lanes will be	

	traffic island, pedestrian crossing on the northbound slip road of the M5, Junction 7, 20mph zone on Church and Woodbury Lane	delivered over time as the settlement is built out linked to the SPD and the Infrastructure Delivery Plan.	
	Putting a Gypsy and Traveller site beneath Junction 7 will not provide an acceptable living environment for future occupiers	Any proposal for a gypsy and traveller site in the vicinity of Junction 7 of the M5 must be designed to ensure that any future occupiers' safety and amenity are fully considered.	
	Large warehouses will have a detrimental impact upon the views to the Malvern Hills and Crookbarrow Hill. At odds with residential area.	The employment units and warehouses must be designed to minimise impact upon the Malvern Hills and Crookbarrow Hill, and mitigate the impact on adjacent properties.	
	Support for playing fields to provide buffer to existing properties on Pershore Road and the employment sheds	Comments of support noted.	
	Existing residents of Whittington will lose their access to green open spaces and consideration should be given to using S106 to purchase Church Farm to provide more POS. A green space officer to manage the POS was promised to residents but has not happened.	All POS within the new settlement will be required to be managed through a long-term stewardship agreement. Overall, landscape and green spaces should cover a minimum of 40% of land area within the new settlement.	
<i>Norton-Juxta-Kempsey Parish Council</i>	The SPD should be expanded to include details as to how the new services education/health/retail will be extended to existing residents in surrounding settlements.	Comments noted. The expectation is that all the additional services will be needed to support the new community although existing residents will be expected to benefit from the use of new facilities.	
	Section 5.2 evidence base document infrastructure sequencing must be amended to ensure basis utilities specifically foul and surface drainage and electricity are prioritised as prerequisite alongside road infrastructure	Support for this position. Officers at WDC are working with Homes England, Arcadis and utilities providers to ensure that utilities are procured and delivered in a timely way alongside road infrastructure.	

	Active Travel – the promotion of a route from Merton College land onto Church Lane appears to serve little purpose for commuting. Conflicting designations of Woodbury Lane requires clarification in the SPD – is it a priority route or not?	Comment noted about Woodbury Lane active travel route, there will be more clarity to its feasibility as the planning applications are determined. Acknowledge that the SPD plans need to be amended to clarify potential role of Woodbury Lane. Meanwhile WDC works closely with WCC looking at ways that safety for pedestrian and cyclists can be improved on this narrow lane in the short and medium term.	
	Littleworth village could become isolated from the new community. Solution would be a bridge over the railway so residents can access the Abbotswood Centre and WP railway station.	At present there are no plans for an additional crossing at this point however over time the case for additional crossings may become more viable.	
	Proposed split around Norton Lodge needs an immediate rethink	The alignment in the SPD showing the split around Norton Lodge demonstrates one way in which the road can be delivered. Agreed it may be more appropriate to avoid this split. This is being considered by Arcadis as they prepare the strategic highways infrastructure application.	SPD to be amended if required to ensure the wording around the alignment of Pershore Boulevard around Norton Lodge is sufficiently flexible to support the optimum route is chosen and delivered to provide the best proposals for the new community and existing residents.
	The SPD should include reference to a mandatory Construction Management Plan which must include enforceable routing plans, wheel washing facilities and a steering group with PC reps	Comments noted. Wording to be added to the SPD to ensure there is clear reference to a construction environmental management plan. The District Council and County Council are aware of the impacts the construction traffic will cause and will need to work closely with the parish councils and local residents and local businesses to manage the impacts.	Amend section 6.0 Delivery to reference the need for a CEMP to be in place P170 “ A Construction Environmental Management Plan (CEMP) will be required to be prepared for the development and each planning application. The CEMP will outline how the construction of Wychavon Town will be managed to minimise the negative environmental impacts and comply with regulations.”
<i>Stoulton Parish Council</i>	A Construction Management Plan should sit alongside the SPD.	A construction management plan will be prepared for developments coming forward at Wychavon Town.	As above
	EV charging must be provided for new homes alongside EV charging hubs	This is a requirement of Part L of Building Regulations.	

	The level of ambition for active travel and car free lifestyles is unrealistic; the delivery of appropriate and timely infrastructure is key. Delivery of the core road should not be iterative but designed and built to be future proofed for realistic traffic projections. Travelling from Pershore, Drakes Broughton and Stoulton to the rail station and beyond will be challenging and all this traffic will have to flow through the future town centre. Can it cope with future demand? Is it the intention to encourage traffic to use the A44 instead of the B4084?	The delivery of the all modes bridge is a policy requirement as set out in SWDPR55 The preparation of the infrastructure application by WDC and Arcadis informed by the transport modelling will establish when the all modes bridge across the Birmingham/Gloucester line needs to be delivered (BAG2 line). Early outputs from the traffic modelling suggested it was needed by 1000 homes occupied however to ensure it is delivered in a timely way and to control build costs WDC and WCC would expect the early delivery of this important piece of infrastructure. In terms of traffic flows along the B4084 and the A44 we are seeking a balanced approach to traffic flows. Traffic is expected to travel along both roads; the choice of route will be dependent upon the reason for the journey. As for all private car journeys the councils will continue to encourage and support modal shift to public transport where feasible.	
	We have been led to believe that the all modes bridge will not be delivered until 2041 which is not an acceptable situation.	The all modes bridge will be delivered when it is needed as demonstrated by the traffic modelling. The design of the bridge is currently underway as part of the preparation of the strategic infrastructure application.	
	We are concerned that planning applications will disregard guidance in the SPD as shown in the employment application next to J7.	Planning applications submitted for Wychavon Town must be in compliance with Policy SWDPR55 and have regard to the SPD which is a material consideration	
	Expectations on the dualling of the Cotswold line need to be managed it is not likely in the short to medium term.	Noted comments about the dualling on the Cotswold Line. Whilst this is supported by WDC and WCC, and working groups such as the North Cotswolds Taskforce have been established, there are currently no dates as to when this may occur.	
	Internalisation of trips is too optimistic, Wychavon Towns location next to M5 makes is very desirable for car commuters who don't use rail.	The expectation is that the future residents of Wychavon Town will make 40% of their trips within the new settlement on foot or by bike. The educational facilities and social and community facilities have been located to	

		be within achievable walking distances to support active travel. Future residents will travel out of the settlement by private car and public transport. The new settlement will be designed to support modal shift away from the private car where possible. However, it would be unrealistic not to acknowledge that there will be travel out of the site by car onto the M5 or into Worcester for those unable to take rail or bus options.	
	Storage and distribution sheds do not provide high quality jobs for local residents	Storage and distribution centres do provide jobs but noted not a diverse range of job opportunities. It is anticipated that there will be a wider range of job opportunities provided through the different uses in the town centre. The number and type of jobs created will ultimately depend on the end occupier.	
	Need to recognise that people will travel out for leisure and social reasons and the town can't meet all residents' needs.	Noted that future resident will travel out of WT for some leisure activities.	
	How will a sustainable community be delivered? Will developers absorb the costs of PV solar on roofs, battery storage?	WDC will work closely with developers to ensure the highest standard of building occurs to meet the nation's net zero targets. The expectation is that Future Homes Standards (implemented through building regulations) will be in force by the time the first homes are delivered and through this legislation solar panels will be required on all new homes with limited practical exemptions.	
	Managing green and blue infrastructure is very important, support the Stoulton Buffer, good water management is essential to avoid surface water flooding.	Comments noted. The long-term stewardship of Wychavon Town will include the management of POS and SuDS. Agree good water management is essential to avoid surface water flooding which is on the increase owing to climate change.	
	Timing of planning applications is key and concerned that the strategic infrastructure application is being submitted after other applications have been determined.	Comment noted. WDC cannot control when planning applications are submitted however all applications must be in compliance with the adopted development plan and have regard to the SPD so will be determined on that basis. The infrastructure application being submitted in December 2026 will not detract from high quality	

		decision making which seeks to deliver a comprehensively planned new community supported by necessary infrastructure.	
	SPD lacks sufficient details as to how impacts upon existing residents will be mitigated.	Comments noted. The spatial framework in the SPD has sought to fully consider the impact of the proposals upon existing residents and the surrounding landscape. We acknowledge that the delivery of Wychavon Town will bring considerable change to existing residents who live within and around the town. The CEMP will set out how construction traffic will be managed and routed during the construction phase but both WDC and WCC are aware that there will be disruption but measures to minimise this will be used.	
<i>Drakes Broughton & Wadborough with Pirton PC</i>	Welcome green infrastructure to be introduced however concerned about impact of the proposal on traffic and implications for existing residents especially during the construction. Limited understanding on the impact of small surrounding communities who rely on the B4084 to move around. Careful consideration is needed before the SPD is finalised The narrow lanes cannot take additional traffic or construction traffic and there is insufficient detail to reassure local residents about the impacts from construction traffic.	Comments noted. The spatial framework in the SPD has sought to fully consider the impact of the proposals upon existing residents and the surrounding landscape. We acknowledge that the delivery of Wychavon Town will bring considerable change to existing residents who live within and around the town. The CEMP will set out how construction traffic will be managed and routed during the construction phase but both WDC and WCC are aware that there will be disruption but measures to minimise this will be used.	
	It's unclear how the development will improve health and wellbeing.	WT will be built to ensure people can move around safely on foot or cycle and have access to public open space, thus supporting a healthier lifestyle.	
<i>White Ladies Aston Village Meeting</i>	SPD lacks detail as to how existing communities will be protected and how education, health and retail services within Wychavon Town will be extended to the surrounding villages	Comments noted. The spatial framework in the SPD has sought to fully consider the impact of the proposals upon existing residents and the surrounding landscape. We acknowledge that the delivery of Wychavon Town will bring considerable change to existing residents who live within and around the town.	

	Sequencing of infrastructure ensuring how basic utilities such as water management/surface water, power and road networks are prioritised.	WDC are working with all the utilities providers and Homes England to ensure that the utilities are delivered in a timely way. This is also involving clear alignment with the delivery of the highways infrastructure so continues to be a key consideration in the preparation of the Strategic Infrastructure planning application.	
	Active travel cohesion: this needs better explanation and how it relates to commuting	The SPD has set out proposed active travel corridors to ensure people can safely get to schools, shops etc. Work will continue outside of this SPD to seek to improve active travel links into Worcester and Pershore.	
	Studies must be undertaken to consider the impacts upon small communities and how they will access the amenities of Wychavon Town and the Parkway station and how to avoid small villages becoming rat runs	As the development is built out WCC will be monitoring motorists travel habits as they may try and reroute around the development. Action will be taken by the highways authority in the event rat running becomes unacceptable in the surrounding villages.	
	SPD should reference the timing and preparation of a construction management plan.	The CEMP will set out how construction traffic will be managed and routed during the construction phase but both WDC and WCC are aware that there will be disruption but measures to minimise this will be used.	
<i>Cllr Robert Adams District Councillor</i>	Support the comments from the PCs. Key points: 1. Infrastructure must be provided at the start 2. Comprehensive traffic construction plan must be produced at the start 3. Woodbury Lane is heavily used and should be an active travel corridor 4. Whittington Village roundabout must be improved by WCC 5. Gateway to Wychavon Town at Junction 7 must be well designed to create a wow factor not to be dominated by commercial sheds.	All comments noted. WDC is seeking the early delivery of infrastructure to support existing and future residents. We continue to work with local residents through the project board, providing newsletters and ensuring the Wychavon Town website is kept up to date.	

	6. Keep residents well informed by hosting events+ when there is new information available.		
<i>Bellway Strategic Land (Part of Bellway Homes Ltd) reps prepared by Pegasus Group</i>	Note references to Garden Settlement still referenced in the evidence base document (Appendix 2).	Noted. This document is the evidence base, at the time of preparation the decision not to use the term garden settlement had not been confirmed.	
	SPD should acknowledge Bellway's land offers the opportunity for early delivery	Noted. SPD does not need to specifically mention Bellway's role as a housebuilder. The landowner plan indicates their landholdings. Noted. The strategic transport model has provided sufficient information to support the allocation in the SWDPR and further transport modelling is being undertaken to inform the detailed design of the strategic highways infrastructure. This infrastructure requirement is set out in Policy SWDPR55.	
	SPD overly prescriptive in advance of the transport modelling	The SPD has set out a spatial framework based upon the traffic modelling and all the other evidence available. In the event that further traffic modelling demonstrates that a specific junction or road configuration needs to be amended the SPD does not preclude this happening. The key principles for the strategic infrastructure are listed in the SWDPR	
	Purpose of the SPD page 6 para 3 change wording should be changed to "The SPD has regard to the indicative Concept Plan".	Noted, Wording to be changed to reflect the wording in Policy SWDPR55	Page 6 Para 3 wording should be changed to "The SPD has regard to the indicative Concept Plan".

	How to use the SPD p7. Inspectors made it clear that planning applications must have regard to the SPD not accord with the SPD – delete the sentence “Applicants must therefore demonstrate a comprehensive approach to development as required by SWDPR55 and this SPD”.	Noted. Wording to be changed to reflect the wording in SWDPR 55	P7 Amend to say planning applications must have regard to the SPD not accord with the SPD
	SPD does not address the park and ride function of WP rail station and as to whether it should be retained as a regional facility as there is a clear conflict with the SPD’s vision for WT. P31 Direct conflict between a regional rail station and the need to promote active travel and reduce car dependency. The SPD should usefully set out now that it is the long-term goal of the site to enable a shift in the function of the Station from Parkway to TC with a reduction in parking. P43 contradictory suggests that the SPD supports growth of the car park. If the station creates more traffic the associated infrastructure to support these additional movements to be met by the Parkway Operators when carpark is expanded	Noted. Worcestershire Parkway will retain its regional function in the short to medium term. Over time as Wychavon Town develops the railway station is expected to be fully utilised by both local residents and people travelling in to the rail station. As such, its function may change but that is not to be addressed in this SPD. No change required.	
	The Vision is at odds with SPD emphasis on retaining WP rail car park and in the absence of viability testing should say up to 40% affordable housing	Noted. No change to the SPD. The role of Worcestershire Parkway rail station will not change in the short to immediate term but that does not preclude it changing over the longer term as the settlement is built out and new residents start using the opportunities provided by the proximity of the rail station. SWDPR 55 para A states 40% of homes will be delivered as affordable homes. The development plan must be read as a whole.	
	P24 Inconsistency of terminology is it Spatial Framework Diagram or Plan (Fig 15). Fixes of	Noted. SPD to be amended throughout where required to ensure consistency of terminology.	P24 Amend to say Spatial Framework Plan

	school locations is premature. There must be clear evidence and justification for these locations and makes SPD too prescriptive.	WT has been designed to support people to walk and cycle for 40% of their trips within the new community.	
	Section 5 p31reference to 40% or above of trip internalisation should be clarified, where is the evidence to support this target? Is this the figure being modelled within the local transport model which is noted as in preparation?	40% of all internal trips means those trips that will be made by future residents on foot or cycle. These trips will be to schools, the shops, health and community facilities etc.. This target was established by Worcestershire County Council and used in the development of the Strategic Transport Model for Worcestershire. This level of internalisation is being consistently used in all future transport modelling for the new settlement.	
	P36 SPD should be more explicit about how the all modes bridge will be delivered as the land is not within the council's control.	WDC are working with HE on land assembly to ensure the delivery of the town. The Council has given its approval for a land acquisition strategy including preparatory works for a potential compulsory purchase order to support the delivery of strategic infrastructure and the new settlement.	
	P37 The SPD should be updated to refer to the discussion held around the delivery of a combined active travel underpass to be delivered to the north side of the B4084, not the south side where it would impinge on both the Bellway land and the land reserved for Platform 4. SPD needs to ensure consistency is achieved. Bellway support proposals set out in Figure 19	Noted since the SPD was drafted additional feasibility work has shown that widening the existing bridge would be a better option than segregated pedestrian and cycle ways.	Amend the SPD to ensure that references to the underbridge under the Cotswold Line is updated to reflect further design work that has been undertaken since the SPD consultation. Delete Figure 23.
	P38 The SPD must recognise that the B4084 must operate as a general road corridor and address service needs of the TC to ensure it is attractive and flourishes. Design must address both needs. SPD must be flexible enough to address viability/deliverability challenges.	Noted. The design of the B4084 will require a high standard to ensure that the B4084 can function both as the strategic road network and access through the town centre.	Amend SPD to ensure recognition the B4084 must be carefully designed to recognise its combined function for use by both existing and future residents.

	P39 Add wording "where possible" after all streets should be tree-lined.	Agreed add wording where possible	P39 add where possible 2 nd bullet All streets should be tree lined
	P 48 reference is made to all primary streets being tree lined and planting should be at 11m intervals. High density and impacts upon viability. Needs to be more flexible	Agreed delete "at a maximum 11 m distance"	P48 Green Infrastructure section, 3 rd bullet: Delete at a maximum 11m distance
	P40 reference to Public Rights of Way. Add wording "where possible"	Noted the line of the B4084 will be decided through the detailed design process and we welcome working with landowners	P40 5 th bullet 1 st sentence at end: add wording " where possible ".
	P45, 135 Bellway wish to work with WDC to deliver the strategic infrastructure application and propose an active travel corridor through their site.	Comments noted. We welcome working with Bellway and all landowners on the design and preparation of the strategic infrastructure application to gain consensus and facilitate the delivery of the new settlement.	
	SPD must be clear that it provides guiding principles, not design fixes.	Comment noted –the SPD is clear on its purpose and role and it is acknowledged that detailed design and ground investigation work may require amendments to the alignment of the strategic highways infrastructure corridor masterplan to ensure deliverability.	
	Support the need for a Framework S106	Noted support for Framework S106 Agreement. The Council is also undertaking work to progress such an agreement.	
	TC uses need to be flexible. The SEND school should be on the edge of the settlement	Noted comment about the location of the SEND school which will be amended on the FMP	Amend document throughout to ensure SEND school located on edge of TC.
	P73 onwards Phasing Principles SPD should provide more detail as to how up front capital investment for the TC will be secured, TC will not be viably delivered by developers and therefore needs alternative funding	Comments noted. This is too much detail for the SPD and not appropriate to be contained in the SPD. The Council is working with Homes England on appropriate funding and delivery mechanisms which includes the early delivery of strategic infrastructure.	
	P74 confirm that a 4FE secondary school is evidenced and recognise that prior to its delivery interim solutions may be appropriate	Noted. We are working closely with WCC education team to manage school provision in a timely way.	
	P83 On site BNG requirements are too onerous	Noted. BNG requirements are set out in both the SWDPR and national legislation	

	P130 Concerned that the densities of c75dph are too high for the Abbotswood Ridge Neighbourhood	Noted comments about density. The 75dph only relates to areas in proximity to the railway station. It is noted that higher densities adjacent to rail stations is consistent with the emerging NPPF. No change to SPD required.	
	P154 replace make with "inform" decisions	Comment noted. No change required as in due course a Town Council will be established at Wychavon Town, which will be empowered to make decisions as to the management of the new community.	
	P166 Early stage infrastructure table should note that there is a need for an interim solution for education	Comment noted. Amend wording in the table to add reference to working with WCC to ensure timely delivery of secondary school provision.	Amend wording "The level of secondary school provision may need to be reconsidered will be delivered in the light of actual pupil numbers
	P174 T18 update from 1 x ped and cycle underpass to combined vehicular/active travel underpass	Comments noted. Please refer to earlier comments and need to update the SPD as required in the light of the detailed design work and ground investigation works.	P174 T18 Update wording to reflect amended design
	P176 The Works in Kinds should also make allowance for Land in Kind as Bellway will forgo land with development potential in order to accommodate the delivery of Platform 4 at WP. This is not a requirement of the delivery of Wychavon Town.	Comments noted. No change required to this paragraph.	
	P178 In absence of transport modelling, evidence is not available to query the specified highways schemes, Bellway wish to query this when it is available.	Comment noted. All developers will have access to the transport models for the preparation and refinement of their planning applications. WCC are preparing a protocol to provide access to the models by developers.	
<i>Merton College & Brighton STM Developments Ltd prepared by Savills</i>	SPD Overly long, overly prescriptive, difficult to navigate and interpret. Has it been reviewed by DM colleagues. The SPD is not justified and does not look at reasonable alternatives to bring forward a new settlement. Appendices and evidence base lacks rigour	Noted all the comments on the SPD will be changed to correct typos and other changes required as set out below. The statement of consultation sets out how all stakeholders were engaged in the preparation of the SPD. All landowners have met with consultants and officers from WDC and WCC throughout the process.	

	and the SPD is an unsound document. TC uses have not been market tested and as such SPD is not sound and prepared in accordance with para 36 of the NPPF. SPD has not been prepared in collaboration with the landowners. We gave extensive comments and don't consider that they were considered, The SPD does not align with the extensive pre apps held with WDC and it has been prepared in advance of the outputs from the transport modelling. Key concerns: 1. Lack of clear evidence 2. Spatial framework plan layout showing the Woodhall Neighbourhood is not deliverable and does not reflect the detailed survey and assessment work undertaken 3. SPD too prescriptive and could frustrate the delivery of WT	Colleagues in both development management and urban design have been consulted on the SPD as it has progressed. We consider that the SPD has sufficient flexibility to deliver Wychavon Town. It is essential that it is delivered in a comprehensive and co-ordinated manner. As such all planning applications need to comply with policy SWDPR 55 and have regard to the key principles of the SPD.	
	Reference to 40% AH should be caveated by subject to viability testing not adding this could lead to protracted delays in determining applications	Noted. This is not needed. SWDPR should be read a whole and all applications are subjected to viability testing if they cannot deliver a policy compliant scheme.	
	P6 Reference to delivery of 10,000 homes needs to be clarified. SWDPR55 refers to 5000 in Plan period.	Noted. SWDPR 55 refers to a strategic allocation of 10,000 homes of which 5,000 is to be delivered in the plan period. Amend paragraph to ensure this is clear.	P6 1st para amend to add reference to a minimum of 5,000 dwellings to be delivered in the Plan period to 2041. Page 6 Para 6 Delete final line The process for preparation of the SPD is set out in Appendix 1.
	P6 Para 11 It provides guidance on how a mixed community will be delivered should be replaced with could be created in line with Inspectors comments that the SPD represents one way WT could be delivered.	Noted. Amend document.	P6 Para 11 change from will to could

	P6 Para 6 – liaison with landowners is vague and the councils have made extensive unilateral decisions about WT development which does not align with the Combined Landowner Group (CLG) proposals or the years of evidence gathering.	WDC has sought to liaise and regularly meet with landowners. We also acknowledge the aspirations of council and landowners are not always in alignment. The statement of consultation sets out how all parties have been engaged with the preparation of the SPD	
	P7 the terms in para 3 are confusing and overly complex it needs simplifying and clarity is required throughout the document.	Noted. We do not consider that this is overly prescriptive and support the comment that all applications must comply with policies in the SWDPR. The SPD is guidance and not a statutory document but a material consideration. We are fully aware that the SPD supports policy SWDPR 55 and that when detailed design and ground investigation work is undertaken for the delivery of strategic infrastructure it may be necessary to alter some alignments to the B4084 for example. However, the key structuring elements, principles and mechanisms within the document remain the same and are consistent with Policy SWDPR 55.	
	Para 3 Bullet 3 Reference made to mechanisms which are necessary to ensure requirements are secured through the planning process WTSPD cannot add to policy	We do not consider that the SPD is adding to policy. It is providing more details to support the requirements set out in SWDPR55. Agree amend wording to provide clarity on this point.	P7 Para 3 Bullet 3 Amend wording to Mechanisms: these are outlined where necessary to ensure requirement to support the requirements set out in the SWDPR are secured through the planning process.
	P14 – repetition of “allocation” delete	Noted. Amend document	P14 para 5 delete repetition of word allocation.
	P20 Providing development that adopts zero-carbon and energy positive tech to ensure climate resilience – this requirement goes beyond building regs and should be deleted it is overly onerous P22 bullet 8 referenced to district heat networks is unjustified and unevidenced As set out previously, from Savills experience and a review of implemented schemes, district	Wychavon Town is looking to be an ambitious new development in terms of zero carbon and energy positive technology. In a time of global climate and biodiversity crisis it would be a missed opportunity for Wychavon Town to be so lacking in vision to only rely on building regulations in meeting its building standards and future aspirations. There is an expectation that Future Homes Standards will be adopted and as such Part M of the	

	heating in many cases is not deliverable . A district heating system may be viable within the town centre, but that would need to be evidenced by the appropriate technical work, which it is understood has not been carried out to date.	building regulations will be delivered on all new development at Wychavon Town. All parties should seek to deliver the most energy efficient measures and as such no technology should be precluded without sufficient evidence to disregard it being considered.	
	P24 bullet 1 is supported	Noted	
	P26 object to the SF Plan fig 15 the details shared have been disregarded	Comments noted. All comments have been taken into consideration but not necessarily taken forward in the spatial framework plan. The spatial framework has been amended where updates are required for example the location of the SEND school	
	A residential parcel is shown within the proposed employment area (see outline employment planning application ref. W/25/02776/OUT currently under consideration by WDC). Due to changes in levels across the site, a western residential parcel as shown would be isolated from the rest of the Woodhall residential development and would be close to the employment uses. It also creates an inefficient non market facing employment site as a consequence; - A road is shown running east west from the employment area to the residential area. Due to significant changes in site levels this link is not deliverable. Topography does not appear to have been considered in the preparation of the Spatial Framework Plan; - Access to the employment area via the Spetchley triangle, the delivery of which is not confirmed impacting a large proportion of the settlement's employment requirement. The current outline employment application refers to flexibility for future accommodation of this access, should it come forward;	All comments noted on the layout of the land under the control of Merton College. These comments regarding the employment land are being worked through by officers and applicants which are the subject of a live application. If the landowner wishes to deviate from the spatial framework plan in their planning application this will need to be justified through the outline planning application process. The Spatial Framework has sought to test the ability to deliver 10,000 homes and we acknowledge that there is flexibility throughout the Outline Planning Process to agree appropriate schemes without compromising the principles set out in the SPD. The spatial framework plan does not consider that there is sufficient justification for the local centre to co-located with the existing farm buildings as it is not at all close to the centre of this neighbourhood to maximise easy walkable access. The existing farm buildings could be re-purposed for other uses if needed – such as small business units	

	- The position of the 'Mixed Use Local Centre' been relocated away from the existing barns complex. It is proposed that the barns would be retained and would form the local centre and community hub. The plan is inconsistent with later sections of the WTSPD; - The residential development parcels shown in the Woodhall neighbourhood have been altered and reduced in size without considering the cumulative impact on the wider housing numbers proposed to be delivered; - An area of Strategic Green Infrastructure Network is shown running through the employment area into the residential area. Delivering this on the employment site would compromise the delivery of elements such as service yards, parking areas and internal roads. It is also unachievable due to site levels, again not reflecting the topographical nature of the settlement	This proposed location would be away from PT/bus routes/stops resulting in a lack of integrated land use and transport planning. The co-location of the local centre with the primary school would be some 250m between them as currently illustrated	
	The Pershore Boulevard is excessively wide and would undermine connectivity and cohesion across the site. The Boulevard design illustrated to date would only allow one-way turning movements for existing properties along Pershore Road, which would have a significant and currently unassessed impact on access for those residents.	Comments noted. WDC and WCC are working with Arcadis in the preparation of the strategic infrastructure application. All the issues around the design, including width and the interface of the proposed design with use by existing residents are all being considered as part of the planning application preparation. Meetings are being held with landowners and developers to discuss scheme design to ensure alignment and agreement can be reached across all parties.	
	Figure 17 – a key is required.	Noted	Add Key to Figure 17
	P30 adherence is the wrong word SPD material consideration not policy	Comment noted. Amend "adherence" to "observance" and change "ensure" to "support" to clarify that the SPD is not policy (if in doubt).	4th para replace Adherence with Observance will ensure support proposals in are

	P31 lack of transport model. Therefore, lack of evidence for strategy and what informs the 40% internalisation figure	The Worcestershire Strategic Transport Model (WSTM) has been prepared to support the SWDPR. The 40% internalisation figure was included in the modelling. Additional transport models are being prepared to provide more information as to the timing and design of highways infrastructure. It should also be noted that the current application also needs to be informed and supported by further transport modelling.	
	P32 B4084 will still be required as a link from M5 to WP station and Pershore, no evidence to justify the interventions on Pershore Boulevard	Pershore Boulevard is a requirement as set out in policy SWDPR 55 and supported by the movement strategy in the SPD. This link will still be required, but the current highway is not adequate or appropriate for the scale of development proposed at Wychavon Town.	
	P33 What is a priority network it's unclear, reference to a front door to the settlement is vague and subjective.	Priority network – means providing priority to users of public transport. In terms of the Pershore Boulevard, as set out within the SPD, this is a transport corridor which provides space for public transport, active travel and vehicle movements within an attractive street. The reference to a front door is simply to state that the access of the M5 will be the key gateway into the new settlement, and scheme designs should reflect this.	
	The All Modes Bridge could be for active travel and retain the existing Over Norton Bridge to be open to traffic Delivering this level of infrastructure is very costly in terms of costs, land take, place making, impact upon existing residents and ecology, active travel routes should be within the neighbourhood not on the B4084 which will be a dual carriageway and unattractive to users	Comments noted. The route for active travel and bus priority to use the Over Norton bridge means that it is the most direct route for users of these modes. A direct uncongested route is essential to support and encourage travel behaviours away from the use of the private car. The need for a new all modes bridge is required by policy SWDPR 55.	
	P34 Active Travel Framework is theoretical and fails to consider site characteristics, opportunities and constraints	Comments noted. The SPD is based upon a comprehensive evidence base, and all the frameworks have considered site characteristics, topography constraints etc..	

	P35 Bullet 4 There is no evidence that a dedicated bus lane for the X50 would bring benefits on travel time	A dedicated bus lane and signalised junctions giving bus priority along the B4084 will decrease travel times as buses will be prioritised over the private car.	
	Fig 21 hard to read at this scale Object to an all modes bridge to the north of existing Over Norton bridge lack of evidence of need	Comments noted. SWDPR55 states the need for the delivery of an all modes bridge.	
	P40 Reference to LTN1/20 could be superseded during the development. Bullet 5 There needs to be flexibility in the approach to PROW diversions may increase permeability and legibility	Comment noted. Amend to future proof standards Accept that appropriate PROW diversions can be considered as part of the planning application process.	P40 3 rd bullet add wording LTN 1/20 standards ' or any future standards '
	PT bullet 3 No clear justification for prioritising bus movements along the Pershore Road Boulevard primary streets and secondary street. SPD applies a blanket approach to bus priority across the street hierarchy which risks undermining the intended function of street types and reduces flexibility	Bus priority along the Pershore Boulevard and site wide is a requirement of SWDPR55.	
	P41para 2 object to word minimum requirement and extensive – lack of evidence to justify mobility hubs	Comment noted. No change to the SPD required. Wychavon Town is to be designed as a new community that supports all its residents to be able to walk, cycle and use public transport within an environment designed with good place making at its forefront and government policy is aligned with these principles.	
	P42 bullet 2 access to the existing homes will be compromised by the Boulevard. Residents will not be able to directly access their properties.	The planning application for the delivery of the strategic highways infrastructure will ensure that existing residents can access and egress their properties. It would not be designed to block their driveways.	
	P43 There is a conflict between internalisation of trips and support for modal shift and car parking at WP	Comment noted. There is a tension between building a new community seeking to support active travel and public transport use whilst providing car parking at the	

		rail station. The principle will be to encourage local residents to use modes of transport other than the private car. Furthermore, WDC and WCC are aware that Worcestershire Parkway provides a regional facility for rail users and this role is not changing in the short to medium term.	
	Bullet-point 1 – Reference is made to a new car park for the Birmingham-Gloucester railway line, shown on the Spatial Framework Plan as being adjacent to the existing employment on Woodbury Lane. This parking 'will be accessed via Woodbury Lane or a secondary route connection from Pershore Boulevard'..	Comment noted about reference to a new car park accessed from Woodbury Lane, The SPD has no control over the delivery of this and although discussions are on going between the councils and GWR no decisions have been made. Amend this bullet to ensure that the SPD is clear on this point	P43 1st bullet amend To work with the station operators, to seek opportunities to optimise parking provision at the rail station and to align with the movement framework for Wychavon Town. Any expansion of car parking provision to serve its Parkway function should be provided at a new car park to the west of the Birmingham Gloucester railway line, as set out in the Movement Framework Plan. It will be accessed via Woodbury Lane or a secondary route connection from Pershore Boulevard.
	Fig 26 reference is made to a potential active travel and bus only connection to/through Woodbury Lane how can it be an active travel route and a bus route?	Comment noted. Figure 26 refers to potential of Woodbury Lane. The use of Woodbury Lane will evolve over time as the development is built out. It may provide access to a new car park at the rear of WP station over time.	
	P49 Overly prescriptive about the details for primary streets should be left to neighbourhood design codes	Comments noted. Details as set out in the SPD provides constructive and practical information to ensure the delivery of high quality environment.	
	P50 Don't support the designs for the Boulevard as it is not evidenced - bus priority does not have to be a dedicated bus lane	Comments noted. Refer to previous responses on this point.	
	P52 para 3 monitor and manage approach is at odds with the submission of a strategic infrastructure application. Will traffic use the bus lanes over time thus creating a dual carriageway?	Comments noted. Refer to previous responses on this point	

P62 bullet 2 what is the evidence that a strong town centre can be delivered in parallel with new neighbourhoods?	Comments noted. Delivering Town Centre first alongside delivery of local neighbourhoods has always been a key aspiration for the build out of Wychavon Town. The importance of the delivery of community infrastructure and to the town centre in the New Towns Taskforce Report including the failure to deliver a town centre at the Cranbrook New Settlement in East Devon which has resulted in the could " has become more interventionist acquiring town centre land to salvage the original vision".	
P63 Clarify how the IDP will be reviewed, all changes must be discussed with the CLG and based on a robust evidence base	Comments noted. The IDP is a living document that the councils keep under review. Discussions will be held with the CLG and all relevant stakeholders as and when required.	
Fig 43 Object to the layout for the Woodhall Neighbourhood key community facilities and catchment not what has been discussed with WDC we wish to reuse existing buildings on site. Development of the TC should not delay other parcels coming forward.	Comments noted. The development of the TC should not preclude other development parcels coming forward. No planning application has been submitted for the Woodhall residential neighbourhood to date.	
P69 bullet 5 object overly prescriptive it is not for WDC to set catchments for new schools	WDC has worked with WCC to ensure that educational facilities are located in walkable neighbourhoods to ensure school transport is not required.	
P71 Fig 48 too detailed	Comments noted . Figure show opportunities for where playing fields and sports facilities	
P72 bullets 1-2 these locations are unsuitable and not evidenced	WDC has a statutory duty to provide sites for Gypsy and Travellers. These locations for Gypsy & Traveller sites are also identified within policy SWDPR 55.	
P 73-77 Triggers for the construction of the all modes bridge not needed and disproportionate when considering delivery of residential parcels	The delivery of the all modes bridge is required by policy, amongst other benefits. The bridge will provide a safe, active travel route for pupils travelling to the secondary school from the western neighbourhoods.	
Para 4 add text Subject to the outputs of the Monitor and Manage approach early delivery	Comments noted. No changes required. It is clear from policy that there is a need for the early delivery of infrastructure to support the build out of Wychavon Town	

	of infrastructure must be considered in light of funds	and WDC commitment to submitting the strategic infrastructure application demonstrates their commitment to ensuring infrastructure is delivered in a timely way.	
	78-79 bullet 4 acknowledges active travel connectivity to TC and western neighbourhoods can be achieved through a temporary shuttle on Over Norton bridge	Comments noted. This comment is not evidenced through the transport modelling and would undermine the delivery of the movement framework.	
	P81 para 1 removed reference to spatial fixes	Comment noted. This paragraph and accompanying figure helps to explain how the green infrastructure framework will be delivered throughout Wychavon Town.	
	Figure 81 What is the definition of historic parkland p 82 as it does not match the wood pasture and parkland priority habitat	This designation is set out in the OS mapping 1884	
	P 82 para 2 remove reference to employment areas	Comment noted. No justification for the removal of reference to employment areas. The retention of existing green infrastructure assets (including hedgerows and trees) should inform the masterplanning of employment areas, as well as residential neighbourhoods.	
	P83 bullet 1 add wherever possible Strategic employment land may require significant land reprofiling and removal of hedgerows and trees, which should be acceptable when justified. Figures on p83 overly detailed Remove St Modwen data as out of date for irreplaceable habitats and priority habitats.	Agree amendment. The potential loss of green infrastructure features would need to be justified through individual planning applications.	P83 1 st bullet 1 st sentence add where possible after should be retained Amend Figure P83 delete green circle data from St Modwen
	P84-85 these designs are not in keeping with the unique heritage, architectural forms and construction materials found in Worcs as required in Section 5.7 of the WTSPD	Comment noted. The image in question illustrates what Bridge Park may look like using the principles in the SPD. No change to visualisation required.	
	P90 amend not all pitches needed or can support changing and club facilities	Comment noted add where required.	Amend 1 st para sentence one to add 'where required' .

	P97 bullet 1 add wherever possible	Comment noted add where possible	Amend p97 1 st bullet 1 st sentence add 'wherever possible' .
	P98 reference underground drainage attenuation may be required Bullet 3 Don't support reference to urban greening factor	Comment noted. No change required	
	P101 para 3 add where possible The list of key principles set out in bullet-points 1-8 are considered to be overly prescriptive for the SPD stage and cover details for the planning application stage.	Comment noted. No change required	
	P104 object to reference to community facilities including a council hub, library, police facilities etc no evidence to demonstrate need or viable	Comments noted. To create a new community with facilities to support the residents it is essential that social and community facilities are provided. No change to the SPD required.	
	P119 object to images used not local examples	Comment noted.	Amend the SPD to replace photographs and illustrations which better support the vision and objectives for the delivery of Wychavon Town, ideally local case studies.
	P120-22 The Landscape Framework states that 'in the west, view corridors to Crookbarrow Hill and the Malvern Hills will be retained, radiating from a key open space'. It is stressed that these view corridors do not specifically exist at present.	Comments noted. This wording has been used to ensure that views to Crookbarrow Hill and the Malvern Hills are retained and any proposals must consider this in terms of height and massing in their design. The details of which should be dealt with through the outline planning applications being submitted.	
	Required rewording: 'in the west, view corridors to Crookbarrow Hill and the Malvern Hills will be retained created where appropriate, radiating from a key open space'.	Comments noted. No change to the SPD see previous comment.	
	Requirement for the neighbourhood to be served for daily needs by a centrally located	Comment noted. No change. These facilities are needed for use by future residents and key to delivering a sustainable new community where people want to live.	

	local centre and co-located primary school should be removed		
	P123 UD Framework is overly complicated Amendments proposed: - Reference to the location of service yards and buildings is too prescriptive for a SPD and should be removed; - The Green Gateway to the M5 should not impact on the Merton land and should be moved as far west as possible.	Comments noted. No changes to the UD Framework are required, the information has not changed. Details of layout of service yards and buildings will be discussed through the outline planning application under consideration.	
	P149 fig 62 drainage and water framework – diagram is out of date does not capture offsite water flow, foul outflow points or flow constraints infrastructure for Woodhall Site	Amend following updated information from Severn Trent where applicable.	
	P151 Definition of vulnerable development should be provided in the glossary to bring clarity	Comment noted. Amend SPD glossary. Reference in the NPPF paras 162 and 181. Also refer to Annex 3: Flood risk vulnerability classification.	P181 Add definition as to what Vulnerable Development is “ Vulnerable development means any development classed as <i>highly, more, or less</i> vulnerable under the NPPF, which therefore requires specific and stricter surface water drainage and flood-risk measures to ensure that occupants, buildings, and infrastructure remain safe ”.
	P152 bullet 1 replace shall with may	Comment noted. No change required see comment below	
	Portable Water and Foul Water SPD should be updated to reflect Severn Trent management of water which would involve crossing of the Cotswold Line via land controlled by Brighton STM/Merton College Reference to 10,000 homes beyond Plan period	Comments noted. This section to be updated with the most recent updates from Severn Trent at time of publication of the SPD	P152 Amend this section to reflect the most recent information provided by Severn Trent.
	Telecoms add where appropriate not required	Amend wording	P152 Telecoms 1 st bullet Amend wording Full fibre option broadband provision to all

			new home, commercial and community premises will be required ' where appropriate '.
	P155 bullet 2 should be removed	Comment noted. Amend wording to reflect comment	P155 2 nd bullet Delete Establishment replace with How they will support the LPA with the establishment...
	P156 requirements for planning apps is overly onerous and prescriptive and should be removed	Comment noted. No change required. It is essential that each application can demonstrate how it fits with the development of a new community and understands the importance of community building.	
	P157 figure 65 role of private ManCo should be noted	Comment noted. WDC or its successor under LGR is expected to adopt community assets and POS the wording does not preclude a ManCo coming forward.	
	P158 bullet 1 20 years overly prescriptive	Comment noted, need to ensure that the new community's assets are properly funded into the future.	
	Unrealistic to have one management company	Comment noted.	
	P160 overly onerous The former parkland landscape of Woodhall & Norton Hall are retained where appropriate	Comment noted. Amend to add where appropriate	P160 1 st bullet under Town-wide approach The former parkland landscape of Woodhall and Norton Hall are retained ' where appropriate ' as a distinctive part...
	Figure 66 plan needs to be updated Bullet 1 and 2 add where feasible and viable	Comment noted. Amend to add where feasible	P 161 1 st bullet add ' where feasible ' after Historic lanes and routeways are retained where feasible , within the new town...
	P164 Pershore Boulevard is an example of over provision	Comment noted. A requirement of the adopted policy SWDPR 55 para B iii	
	P170 The strategic infrastructure application must not delay or restrict other development parcels	Comment noted and agree, Wychavon Town needs to be delivered.	
	P174 Clarity is required on phasing of infrastructure	Comments noted. All developers are required to provide a robust phasing and delivery strategy as part of their planning applications.	

	P176 To provide some certainty over costs for developers during the implementing of planning permissions at WT, the following text is proposed: “The strategic infrastructure (including the scope, specification, description and costs) within the IDP shall: • be reviewed by the Council no more than once every five years with such revisions being consulted on by the Council as appropriate and then published (though this will not affect agreed strategic infrastructure contributions provided development is commenced within a period of [5 years] after such strategic infrastructure contributions or works in kind have been agreed); and • be subject to price indexation between (a) the date of the last review and publication by the Council (or where strategic infrastructure contributions have been agreed, the date of that agreement) and (b) the date of payment.” It is stressed that stand-alone Section 106 agreements could be an appropriate mechanism for employment applications, as the delivery of such schemes should not be inhibited or delayed by the drafting of a future Framework S106	WDC is working with TLT Legal Practice to draft a framework section 106 agreement to be discussed with all landowners to come to agreement as to how everyone contributes equally to support infrastructure delivery which is crucial to make Wychavon Town a successful new community, an expectation that all landowners, local residents, stakeholders and the LPA and County Council are striving for.	
	P178 para 1 add based on the current version of the Infrastructure Delivery Plan but subject to such updates to the Infrastructure Delivery Plan as the Council may make from time to time.	Comments noted. No change required as the IDP is a living document and will be subject to change as more information comes forward about the timing and costing for the delivery of infrastructure to support Wychavon Town.	
	Appendix 1 is this needed as part of the SPD CLG have made extensive comments	Agreed remove reference standalone document set out in the Statement of Public Consultation	P7 bullets 2-5 delete all appendices

	Appendix 2 Is this required as part of the SPD can just be a separate document	Agreed	As above
	Appendix 4 is a separate validation list required? A compliance statement with the SPD is not required	Agreed this is available on the WDC website not required to be appended.	
	It should be stated that a retail impact assessment is not required for a local centre	Comments noted. A retail impact assessment would only be required if any planning application was proposing not to deliver local centres as proposed in the adopted policy.	
	All of the SPD strategies are listed as submission doc this is unnecessary – movement strategy should be referred to in the TA and TP	Comments noted. Reference to validation checklist to be removed.	
<i>Homes England and Summix</i>	Amend Spatial Framework Plan Figure 15: SEND school should be relocated further north and adjacent to the all through school north of the proposed town centre.	Comment noted. Amend the FMP to show the SEND school in the correct location.	Amend Figure 15 FMP to show location of SEND school and support for location of the sports pitches.
	Location of proposed Second Secondary School in Southern Neighbourhood: to move the second secondary school in the southern neighbourhood further south whilst still maintaining its position on the bus priority and active travel routes that run north to south through the neighbourhood. By moving the school further south, it locates the school on land, which is under one ownership, outside of known site constraints, and prevents a large centrally located site from being vacant for an extended period of time until the second secondary school is required. Move the southern secondary school further south to ensure land is not left vacant for many years (until 2 nd secondary school required) , maintains its position on bus	Agree amendment of the FMP to show location of southern secondary school further to the south. The 'front door' of the school will still be a key part of the neighbourhood centre and MRT based mobility hub which is a main driver for location.	Amend FMP to show the southern secondary further South

	priority and active travel route, site under one ownership		
	Area between Stoulton Bypass and north western edge of Stoulton: to include land located between the proposed Stoulton Bypass route and the northern edge of Stoulton as developable for residential development provided that this is sensitively designed	Comments noted. No change to the SPD this detail can be discussed through the outline planning application.	
	Locate some sport pitches associated with Southern Neighbourhood within the Stoulton Buffer to the NE of Stoulton.	Support the location of sports pitches in the buffer subject to ensuring no flood lighting.	
	A third neighbourhood centre in southern neighbourhood is not required.	Noted this will become clear through the planning applications and the sequential test. No change to the SPD is therefore required.	
	The Stoulton Bypass should be aligned to accommodate drainage requirements of the bypass and the residential areas to the north and west	Noted the detailed design work being undertaken as part of the infrastructure application will confirm this. No change to SPD required	
	Foreword remove word 'minimum' from 'a minimum of 40% affordable housing'.	Noted amend foreword	Amend line 8 delete a minimum of
	P14 delete and development partnership with Summix	Noted. Agree amendment	P14 para 4 delete "and development partnership with Summix,
	P15 Typo amend figure numbers	Noted amend the FMP to show changes to the layout since the SPD went out to consultation.	P15 Correct number of figures 10 and 11 NB Figure numbers will be updated throughout the document
	P21 delete to support the ambitious level of internalisation of trips	Noted. Amend to delete wording	P21 Under Movement section 1 st sentence delete wording to support the ambitious level of internalisation of rates of trips
	P22 change should to could	Comment noted. Agree amendment as the provision of district heat networks may not be the optimum technology for Wychavon Town	P22 8 th bullet change should to could

	P34 second para add in wording unless it created duplication. In these instances active travel routes will be prioritised through green infrastructure	Agreed amend as it avoid duplication of routes in close proximity	P34 para 2 add “ In these instances active travel routes will be prioritised through green infrastructure
	Figure 20 amend so B4084 south of active travel crossing is shown as Routes where public transport priority may be located at key locations	Agreed amend as this shows routes will be open to all traffic no dedicated bus lane	Fig 20 amend so B4084 south of active travel crossing is shown as Routes where public transport priority may be located at key locations
	P35 bullet 1 as will not be required owing to proposed alterations to Cotswold Line underbridge Add wording using on carriageway routes to clarify that buses will be using same road space not bus lanes Amend final paragraph to clarify that need to retain the regional parkway function at this point and any new or replacement parking will not be available at the outset	Amend to reflect design changes since publication of the draft consultation document. Agree amend to bring clarity. Noted no amendments to SPD as says potential car park	P 35 delete 1st bullet P35 2nd para Bus services provision will be made through the southern neighbourhoods using on carriageway routes...
	Figure 21 amend to reflect changes to Spatial Framework and remove reference to additional active travel crossing to east of underbridge	Update Figure 21 to reflect updated design proposals for the bridge under the Cotswold line. Reference to additional crossing to remain as it would provide an opportunity to strengthen connectivity should an opportunity arise at some point. No change to the SPD	Amend Figure 21 to reflect updated design proposals for underbridge along the B4084
	P36 second bullet reference that the link should be LTN1/20 compliant and delete in both directions to avoid confusion	Agree amend to reflect up to date situation	
	Figure 23 Could be removed as feasibility work has identified a western active travel bridge is not possible due to ground conditions and constraints with the existing underbridge. A replacement wider underbridge accommodating active travel is	Agree amends ensure that the SPD is updated about the delivery of a replacement underbridge under the Cotswold Line which accommodates active travel.	Delete Fig 23 p37

	the more suitable option so Figure 23 has been superseded.		
	Figure 24 Amend plan and key to through movement deterred to reflect that access to Stoulton will not be removed but deterred through other means		Amend Fig 24 Access to Stoulton Deterred.
	P39 first bullet replace accord with have regard to in line with SWDPR 55. P39 6 th bullet Neighbourhoods should generally be designed	Noted agree amend as stated in earlier responses	P39 first bullet replace accord with have regard to in line with SWDPR 55. P39 6 th bullet Neighbourhoods should generally be designed
	P40 Public Transport Provision second bullet delete in line with the guidance set out in Buses in Residential Development published by the Bus Centre of Excellence P40 4 th bullet delete in line add regard to	Agree amend.	P40 Public Transport Provision second bullet delete in line with the guidance set out in Buses in Residential Development published by the Bus Centre of Excellence P40 4 th bullet delete in line add regard to
	P43 1 st bullet delete or a secondary route connection from Pershore Boulevard	Agree amend to reflect most up to date design position.	P43 1 st bullet delete or a secondary route connection from Pershore Boulevard
	Fig 26 and 27 amend titles to clarify illustrations are one way the guiding principles on p 44 for Town Centre could come forward	Agree amends to wording add indicative in the title	Figure 26 Town Centre Area Detailed Indicative Movement Framework
	P48 Green Infrastructure 3 rd bullet delete at a maximum 11m	Agree amends	P48 3 rd bullet Street trees should be provided frequently as set out in the street section, at a maximum 11m distance, with enough space provided...
	P49 Figure 29 cycle lanes and planting/swales on both sides of the carriageway is duplication amend Figure 29	Comment noted. Figure 29 is an indicative section showing how the primary street could be delivered but noted cycleway and planting would be on one side of the carriageway.	
	Fig 33-36 All figures include cycle lanes on both sides of the carriageway. Unnecessary duplication and should keep to cycle lanes on one side of the carriageway only.	Comments noted all figures to be reviewed to reflect to most recent design proposals for the B4084 as being progressed through the detailed design for the strategic infrastructure application. Note that the figures are	

	There may also be other arrangements of the Boulevard that may be acceptable so either this needs to be made clear in the SPD or other layouts included as other potential scenarios. The movement corridor also identifies a cross section of 43m which is significant, has a huge cost implication, and creates a significant barrier between the communities in the Western Neighbourhood. Options to remove circa 7 metres of duplicated cycleway and planting/swales along with utilising some of the central verge for such uses should be explored in order to reduce the land take of the corridor and make best use of land, and try to reduce the cost implications of the proposals.	indicative to provide a demonstration as to how the different streets could be delivered. It is understood that through the design process and the submitted planning applications the delivery on the ground is likely to differ from these indicative sections.	
	Fig 38 Duplication of planted verges/swales	Noted make amend if this figure is to be retained.	
	Fig 37 typo should be 39 update to reflect pre app discussion	Noted amend title to Figure 39	Correct typo of figures numbering
	P61 1 st bullet add with sections reduced to 20mph through local centres or adjacent to education	Agree amendment	P61 1 st bullet Design speed of 30mph with sections reduced to 20mph through local centres or adjacent to education
	Figure 43 amend show SEND school and update key	Agree amendments update Fig 43 justification as set out in earlier comments	Amend Figure 43
	P64 Remove reference to SEND school under Town Centre Facilities	Agree amendment, SEND school to be located to the north of secondary school	Delete A special educational needs school (easily accessible from an all-modes street and adjacent to the green infrastructure open space network).
	Fig 46 amend SEND school location		Figure 46 Amend SEND school location
	P69 1 st bullet add Primary school should generally could be more primary schools than local centres	Agree amendment	Primary schools should be generally co-located with local centres...

	12th bullet All schools will be designed to have regard to comply with there are other requirements and guidance such as DfE standards and Building Bulletins to consider 13th bullet Post 16 provision should be considered have a facility within the town centre	Agree amendment Amendment noted no change required. It is an expectation of WCC and the LPA that there will be post 16 provision located within the town centre.	All education provision will be designed to have regard to comply with the most up to date version of the Dept of Education's adoption requirements
	P71 1st bullet add or as part of dual use at the Secondary Schools P71 2nd bullet add and as part of the secondary schools for dual use. P71 3rd bullet add away from existing residential areas delete to the north of the existing hedgerows and line of trees An additional bullet point should be added to support the dual use of sports provision at secondary schools to align with the IDP and other parts of the SPD.	Agree amendments to these bullets points	Indoor sports provision identified in the Infrastructure Delivery Plan should be located at a combined indoor and outdoor Sports Hub located north of Stoulton village and south of the Cotswold line railway line or as a part of dual use at the Secondary Schools. Town Wide outdoor sports provision as identified in the Infrastructure Delivery Plan should be located at the Sports Hub and as part of the secondary schools for dual use. This includes all floodlit pitches. Floodlit pitches at the Sports Hub should be located away from existing residential areas to the north of the existing hedgerow and line of trees, and structural planting should provide mitigation for any residual visual impact. Add final bullet Support the dual use of sports provision at secondary schools.
	P74 second bullet delete and co-located with the first secondary school	Agree amendment as reference to secondary school not relevant	P74 2nd bullet and provision of active travel links to the town centre. and co-located with the first secondary school

Figure 50 and 51 amend to reflect Spatial Framework changes	Noted no change required as Figures states potential recognising it is not fixed.	
P 77 1 st para delete and will be front-loaded, ensuring sustainable growth patterns are enabled from the start	Amendment noted, no change required.	
P78 1 st para delete complete and may be unachievable in early phases	Agree to amendment	It will grow and evolve with the town as a whole but should feel like a complete and coherent place throughout ...
Figure 53 to be updated to reflect changes to the Spatial Framework Plan	Agree scheme has been updated following pre application discussion so amend title to clarify this is a snapshot in time so add Indicative to title	Figure 53: Indicative Green Infrastructure Framework
P82 Stoulton Village Buffer Add following . Use of the buffer for sports pitches will be considered provided that the amenity and character of Stoulton is protected.	Agreed amendment	P82 Stoulton Village Buffer add following after last sentence Use of the buffer for sports pitches will be considered provided that the amenity and character of Stoulton is protected
P94 Delete in neighbourhoods add on land immediately	Agree amendments	P94 Design Principles 1 st bullet Lower hights and intensity of development in neighbourhoods on land immediately to the west
P105, Update Key Spaces Plan to remove reference to SEND school P108 update plan and text referring to two education facilities	Agree amendments	Two Education facilities are likely to be provided in the town centre itself ~the SEND school and such as the Post-16 centre , which will provide facilities for the town and wider area. Primary, and secondary, and SEND schooling will be provided in the adjacent neighbourhoods.
P130 3 rd para 'This extended neighbourhood could have up to two three distinctive centres, two of which are on the ridgeline linear park and one of which is adjacent to the Sports Hub and primary school. Each will be	Comments noted. There could be up to three centres but as each will be differentiated by their uses, scale and distance to the TC there is no sense that they will be in competition to the TC. No change required.	

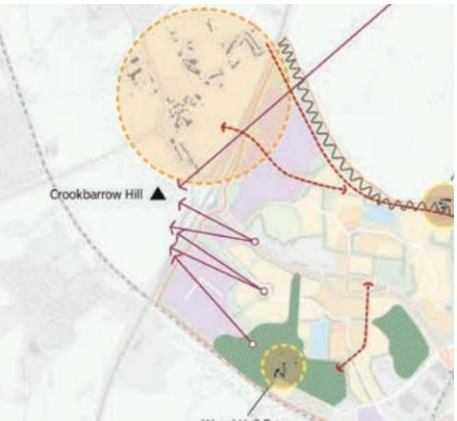
	differentiated by their uses, scale and adjacency to the town centre.’ 2 nd bullet The reference to ‘Up to 3 x local centres’ in the bullet points needs changing to ‘2 x local centres’.		
	P150 8 th bullet change three to two to comply with reference on P 151	Agree amendment	P150 8 th bullet “... to surface water bodies after filtration of at least two three stages of treatment.
	P151 Electricity 2 nd and 3 rd bullets ‘ Remove references to before applications are submitted	Agree amendments change to the SPD	P151 Electricity 2 nd and 3 rd bullets ‘A new strategic connection to the National Grid, and supporting primary substation will need to be provided to support the continued growth of the new town. This will require agreement amongst landowners about its location and onward connectivity before applications are submitted . Alignments of key utility provision that are within the primary movement network will be supported.’ ‘Strategic utility connectivity should be coordinated and agreed amongst sites before applications are submitted , with assurances between sites that connections will be provided through and across land ownership boundaries’
	P154 Final bullet is not an aim and should be deleted. Add bullets To support/streamline the adoption process for developers by setting the expectations around the timely and structured transfers of community assets	Agree amendments	P154 The Overall Aims of the Stewardship and Management Strategy are: Delete final bullet and add the following bullet • To set out the council's preferred approach to stewardship and management

			To support and streamline the adoption process for developers by setting the expectations around the timely and structured transfers of community assets.
	P162 8 th bullet change Parkway Development Site to Wychavon Town	Agree amendments	P162 8 th bullet change Parkway Development Site to Wychavon Town
	P167 Transport 1 st para 'As part of the necessary planning controls, transport trip budgets (i.e. the forecast number of person or vehicle trips generated by the development) shall be established. These will be first identified through the strategic highway model for the allocation not the Primary Infrastructure Application a	Agree amendment	P167 Transport 1 st Para 'As part of the necessary planning controls, transport trip budgets (i.e. the forecast number of person or vehicle trips generated by the development) shall be established. These will be first identified through the strategic highway model for the allocation Primary Infrastructure Application
	P167 and 168 It is unclear how the 'monitoring and mitigation fund' relates to the anticipated contributions towards education provision outlined in the IDP. WDC will need to ensure that this requirement does not result in double counting S106 contributions towards education provision.	Comments noted no change to SPD required.	
	P169 Need to understand how Review Group sits with existing expected IDP/FS106 costs and whether this is another addition to the costs or whether it replaces some of the current costs as this will further impact on viability if it is additional	Comments noted no change to the SPD.	
	P170 Final para typo replace SWC with WDC	Agree amend	P 170 4 th para: The SWC WDC will work with

<i>Local resident</i>	What are the plans for expanding the hospitals to provide for the new additional population? The local hospitals are already overloaded, accessing the Pershore Road will become even harder.	Discussions are being had with NHS and ICG to ensure provision is made for new population. Health representatives also sit on the Wychavon Town Project Board. No amendment to SPD required.	
<i>Local resident</i>	Woodbury Lane and Church Lane are used as rat runs to use as an active travel route this needs careful consideration	Comments noted. Traffic movements along these county lanes will be monitored by the WCC as highway authority to assess traffic levels on these roads as the development is built out and new homes are occupied	
	Gypsy and Traveller site next to Junction 7 is not suitable owing to noise, light, air pollution and traffic impacts	Any application coming forward for a Gypsy and Traveller site in this location will need to demonstrate how it can be delivered to ensure that it protects the amenity of future residents and how it will be designed to ensure noise and light pollution is mitigated. This must be fully considered as part of the planning application process.	
	Employment planning application disregards the boulevard concept set out on page 73 of SPD	Comments noted. Applications should be submitted in compliance with the adopted policies in the SWDPR. Applications not being brought forward in compliance with the adopted plan are unlikely to be supported unless they can fully justify as to why they are departing from the adopted development plan. This will be assessed by the case officer dealing with the application who will then make a recommendation to the planning committee as to whether the application should be supported or refused.	
	P123 View corridors to the Malvern Hills and Crookbarrow Hill will be compromised by the proposed sheds.	The sheds are large industrial buildings and careful consideration has been given to how they are located and their scale as part of the development of the spatial framework in the SPD to ensure that view corridors are retained and not compromised as far as is possible.	
	P124 Support retention of existing hedgerows	Noted.	
	What does the use of structural landscape and existing topography mean in relation to the existing residents	This means ensuring that the existing trees and hedges are retained where ever possible in the development proposals as such planting is established and helps to provide a sense of place. The proposals will seek to work	

		with the existing topography as much as possible to reduce the need for large amounts of cut and fill and earth moving around the site. Higher buildings should be located on lower ground to reduce their visual impact where ever possible.	
	Local residents will lose access to POS when WT is built out could S106 money be used to contribute towards purchase of Church Farm Whittington to provide POS for Whittington residents	Local residents will be able to access all the new POS provided by Wychavon Town. The S106 money will be used to provide and manage these areas which are available for all residents both existing and future ones.	
<i>Worcestershire County Council</i>	Highways The realigned B4084 Pershore Boulevard must retain its strategic function. The Stoulton Relief road will reduce traffic through the village of Stoulton. It should be considered as a primary road not an estate road and should not have direct vehicle access to properties apart from agreed access points which confirm to the requirements of the Worcestershire Streetscape Design Guide.	Comments noted. WDC and WCC will continue to work closely in the preparation of the strategic infrastructure application to ensure the connectivity through the new community and the role of the B4084 are maintained.	
	Education SEND school should be located to the north of the TC as discussed Town centre location suitable for post 16 education Support monitor and manage approach to education provision. All housing development must be within the statutory walking distance to avoid need for school transport.	Amend the FMP Figure 15 to show SEND school in the Town Centre to be changed	Amend Figure 15 SEND school location and any text in SPD referencing location of the SEND school to be consistent with the location.
	<i>Page 69 Proposed Track Changes (changes are highlighted in yellow)</i> All education provision will comply with the most up-to-date version of the Department for Education Area Guidelines (Building Bulletin 103 and 104 and Worcestershire County	Comments noted agree amendments as set out.	Page 69 12 th bullet add wording in bold All education provision will have regard to the most up-to-date version of the Department for Education Area Guidelines (Building Bulletin 103 and 104 and Worcestershire County

	Council's model accommodation and other specifics.		Council's model accommodation and other specifics.
	P108 amend diagram to show SEN school on the edge of the TC		P108 amend diagram to show SEN school on the edge of the TC
	P 164 Add the following sentence to final bullet To extend this approach to the delivery of educational facilities, continually monitoring the level and form of provision of primary and secondary education, to ensure that schools are provided to match development and demographic growth and maximise the use of schools by their neighbourhoods. To include understanding of the lead in time for the delivery of education infrastructure.		P 164 Add the following sentence to final bullet To extend this approach to the delivery of educational facilities, continually monitoring the level and form of provision of primary and secondary education, to ensure that schools are provided to match development and demographic growth and maximise the use of schools by their neighbourhoods. To include understanding of the lead in time for the delivery of education infrastructure.
	P168 Additional Commentary Lead times for provision planning and working with academy trusts will need to build into reassessment process WCC Children Services propose an education review group is set up to ensure education matters are dealt with in timely manner. Membership will include Wychavon, WCC, Developers of specific land in question as appropriate and education consultants as appropriate. P 175 The education review group should establish the timing of the post 16 provision and the SEND provision P178 add Framework S106 wording Education supports the overall numbers of schools and places set out in the SPD. However, this will need refining through the planning application process as the details of	A review group has now been set up and officers from WCC and WDC are working with developers to ensure that school provision is delivered to meet the needs of the residents of Wychavon Town and to avoid children having to travel out of WT to other schools.	

establishing the welcome for the whole new town for those entering from the west. A paragraph on the Green Arrival Gateway, perhaps within the Woodhall guiding principles section, that gives more detail than the brief text within the illustration on page 123. This should reference retention/enhancement of the viewpoint into Crookbarrow as one of the guiding principles. The example on page 163 of how the views of Crookbarrow will be retained, should include the viewpoint across the Gateway environment in the illustration, as well as the one through the employment land.		
 The dark red arrows showing the viewpoint in Figure 66 are slightly in the wrong place, the arrows through the employment land do not quite align with the green corridor below them shown on the map.	Agree. Ensure that the arrows in Figure 66 are amended and align with view corridors to Cookbarrow Hill on the Key Places and Spaces diagram on page 119.	Amend Figure 66 Historic Environment Features at Wychavon Town to show the Crookbarrow Hill view corridors consistent with diagram on page 119.

	The SPD needs to be more ambitious to ensure we reach net zero by 2050. Welcome commitment to energy efficiency in how homes which should be extended to all other buildings. All buildings should seek to deliver solar PV on roofs. When installing solar it is essential to ensure that the system is appropriately sized to meet the building's energy demand. Battery storage should be planned to support a heat network and for individual buildings with rooftop solar PV. The SPD needs to provide more detail if a heat network is to be delivered and it needs to be a commitment from all the developers. If a heat network is to be delivered is must be detailed what the energy source would be for example ground source, water source, geothermal.	SPD has been as ambitious as it can be on reaching net zero by 2050 we will continue to work with developers to achieve these requirements in accordance with the planning legislation. The Future Homes Standards will help support the delivery of rooftop solar PV.	
	Community energy opportunities There is no mention in the SPD currently of the huge opportunity offered for community energy projects. Community energy projects are a real opportunity for some of the billions spent on energy to be kept locally to the benefit of residents and their communities. By partnering with a community energy group, in addition to the economic benefits, local people currently living close to the planned town could be given a financial boost through investing in community owned renewable energy projects. This could help to improve or maintain good community links between existing local communities and the new town. The recognition that the development needs to be future proofed to be resilient against the impacts of future climate change is	Amend final bullet on page 22 to demonstrate support for community energy projects at Wychavon Town.	P22 final bullet . Add new sentence 'Community energy projects will be supported.'

	welcomed. However, the SPD should be more detailed and specific on this, as the current statements are open to wide interpretation. It should also be clearer what developers should be working to, in terms of building and infrastructure resilience, clarifying whether the development is to be resilient over the next 50 years / 1 in 25-year events etc.		
	Active travel Shared sustainable travel methods should be more strongly supported within the SPD. Currently there is mention on page 41 of allowed 'Space for micro-mobility hire points. Commitment to a shared e-bike scheme, such as the Beryl bikes in Worcester, should be made, with opportunities to link into Worcester's scheme to allow for shared e-bikes to be used to travel between Wychavon Town and Worcester City. Bus shelters should conform to the specification developed by the Public Bus Services team at WCC. This will ensure their longevity and maintenance. Secure bike parking should be mandatory for each dwelling, encouraging the use of private cycles for the short distances that will be travelled within the town. EVs Where homes do not have dedicated off street parking immediately outside the premises, allowance must be made for accessible, affordable charging options and sufficient community charging assets should be included to cater for these needs. The emphasis however should be on providing EV	The SPD supports active travel and WDC welcomes these comments and show of support for these measures from WCC.	

	charging as close to individual homes likely to be dependent on it, as possible.		
	The intention for community orchards to be included is welcomed. More detail on these should be provided within the SPD, to ensure that these are useful, long- lasting spaces which can have a significant impact. Planned well, community orchards can be an asset to a community. However, with poor planning, these can be unusable spaces with unsuitable trees which do not benefit the residents.	Comments noted. No change to the SPD required.	
	Consideration should be given in the SPD to whole-life carbon assessments for all major buildings. There could be prioritisation of timber construction, recycled materials, and low-carbon concrete alternatives. On-site material reuse and circular construction plans can also be utilised.	Comments noted. Policy SWDPR 55 para O sets out the sustainable design and construction standards required to be delivered at Wychavon Town.	
	The proposed play areas should consider natural play/sustainably sourced items	Comments noted. No changes to the SPD required.	
<i>Worcestershire Local Access Forum</i>	Concerned that some of the paths (Public Rights of Way) will be subject to Definitive Map Modification applications (under the Wildlife and Countryside Act 1981) that are either awaiting assessment or currently being processed may be missed.	Comments noted no further changes to the SPD are required.	
	Infrastructure must be in place from day one of the project	Comments noted. This is the preferred position but owing to phasing of development and having sufficient funding to support delivery this is not always possible. WDC is committed to delivering infrastructure in a timely way and is taking steps to address this through the preparation of the SIPA (Strategic Infrastructure Planning Application).	

	Need to add wording of the need to protect and enhance the existing network of public rights of way, no mention of the Rights of Way Improvement Programme or need to cater for equestrians and disability groups.	Noted this document will now be referenced in the SPD	Amend p 81 to add to the end of second paragraph Consideration will be given to the existing Public Rights of Way Network and the Worcestershire Improvement Plan to ensure opportunities to utilise +/- improve the networks are taken as the town is developed.
	The document needs to mention the need to protect existing PRoW networks. The document should include all ProW which makes it difficult for path user groups to assess the impact the SPD will have upon the networks both positive and negative. Concerned that the existing PROW that are currently impassable or low on the County Council's maintenance priority list will just be built over. Existing PRoW network should be protected.	Amend SPD to ensure it is clear that the importance of the existing PRoW network is acknowledged and that they should be protected. Any changes to the network will be considered on a case by case basis throughout the planning application submissions.	Amend SPD to ensure that that existing PRoW at Wychavon Town are protected.
<i>Environment Agency</i>	Understanding of the local plan context, including Main Modifications consultation, and acknowledgement that developers must have regard to the SPD. Support the principles of the SPD and appreciate reference to sustainable design and infrastructure is delivered in a timely manner. Understand that the water environment is considered as part of the SPD, and natural environment is identified as a town wide objective.	Comments noted and welcome support for the SPD.	
	Flood Risk: Support section 5.5, and request that it is elaborated to include flood risk now and in the future, in line with NPPG – Flood Risk and Coastal Change. Site specific L2 SFRA modelling should be included, instead of the map at Figure 04 (which is derived from the Flood Map for	Comments noted.	

	Planning (FMfP)). The extents of the SFRA should be explicitly mentioned in the Developer Management checklist. Sitting of all development must be based on whichever flood extent is greater on the FMfP or L2 SFRA modelling.		
	Road Infrastructure Crossings: Minimal use of bridges and use of open-span bridges preferred. Discourage the use of culverts. Assessments needed to ensure bridges won't have adverse flood risk impacts elsewhere and confirm that bridges are safe and operational in times of flood. Lead Local Flooding Authority should be consulted with as they have consenting responsibilities upon ordinary watercourse proposals under the Land Drainage Act.	Comment about the extents of the SFRA to be referenced in the Developer Management Checklist to be discussed with DM colleagues – no changes to the SPD required. Reference to the need for site specific Level 2 SFRA modelling to be included instead of Figure 04 is noted no change is required for the SPD as this level of detail will be sought in all planning applications submitted. All other comments have been considered and noted, no further changes to the SPD required.	
	Battery Energy Storage Systems (BESS): BESS is discussed on pages 22 and 151 of the SPD. All BESS development should be located within Flood Zone 1 as identified on FMfP and SFRA. Generally BESS development does not pose concern, though there is potential for pollution of water if abnormal or emergency situations occur, notably in the case of a fire. Water storage must be accommodated on site for cooling of neighbouring containers. Applicants should engage with local Fire & Rescue Services, and the local planning authorities should refer to guidance produced by the National Fire Chiefs Council.	Comments noted. This information would be relevant for assessing a planning application in the event of an application with BESS was submitted at Wychavon Town.	

	Applicants should help mitigate the risks and consider the risk of failure of mitigation measures to manage identified risk. End of life batteries must be recycled or recovered by approved battery treatment operators or exported for treatment by approved battery exporters only.		
	Ecological Context: Appreciated reference to priority habitats and ecology networks (page 97 of SPD). Bow Brook identified as priority catchment within LNRS, and the SPD should be clear that flooding and surface run-off does not become a future reason as to why the watercourse doesn't achieve good for its WFD status. Encourage that SUDS are well managed and wetlands considered in the plans. All drainage and surface water features should seek attenuation to support valuable habitats and ecology, and the features should be proportionate to the size of discharge. Encourage consideration of appropriate riparian buffer from any watercourse (identified in Figure 6) to any built environment. Buffers should ensure footpaths set as far back from watercourses as possible. Paleo channels (remnant of an ancient river or stream channel) should be considered in certain appropriate areas. No direct lighting onto watercourses or light spill from artificial lighting onto watercourses. Previous records show Otters , a European Protected Species, in the location. Strict biosecurity measures should be adhered to and included in site risk assessments to	All comments noted. No changes to the SPD but these detailed comments will need to be considered as planning applications are submitted and determined.	

	reduce the risk of spreading invasive non-native species (INNS). Biosecurity information should be included in education boards and strategies. INNS should be controlled and managed before works commence if they are reported on the site.		
	Foul Drainage: No development should commence until a satisfactory scheme for foul drainage has been approved. Developers must provide evidence that an agreement with Severn Trent has been made to ensure adequate capacity is provided within the local sewerage infrastructure, either existing or prior to occupation. Note reference to EA's Foul Drainage form on the application checklist.	Comments noted. No change to the SPD required. Foul water and drainage is covered in the validation checklist and will be considered in more detail at the planning application stage.	
	Water Efficiency: Acknowledge confirmation of water efficiency measures and expect that water efficiency measures are included in housing proposals, which should be confirmed at the planning stage. Encourage lower than policy level water usage (110 litres per person per day), with examples from other Local Plans showing a phasing towards 90 litres per person per day.	Comments noted, Wychavon Town will deliver homes that encourage efficient use of water resources.	
	Pollution Prevention: Recommend that pollution prevention measures incorporated into construction and post construction plans, in line with pollution prevention guidance and adherence to the Environmental Permitting Regulations where necessary. Contaminated soil must be handled, transported, treated and disposed of subject to waste management legislation.	Comments noted and these details will be dealt with through the reserved matters applications for the development.	

	Treatment waste may require an exemption or an environmental permit		
<i>Historic England</i>	Support overall vision for Wychavon Town.	All comments noted no further changes to the SPD required.	
	Support the Spatial Framework Plan (pages 26 and 27), Green and Blue Infrastructure, inclusion of heritage influences in the aim of design principles strategy	Noted. Welcome support for the SPD and the strategies.	
	Would welcome clarification on how the SPD has considered the impact of higher density and taller entities on the significance of heritage assets, including significance derived from their setting.	Comments noted. The impact upon the employment sheds on heritage assets and landscape will be fully considered through the determination of future planning applications.	
<i>St Peter's Parish Council</i>	Support for overall vision for Wychavon Town, Spatial Framework Plan, Movement Strategy, proposed Green and Blue Infrastructure, design principles, approach to phasing and infrastructure delivery, commitment to net-zero and energy positive technologies.	All comments noted no further changes to the SPD required.	
<i>Natural England</i>	Overall support for Wychavon Town SPD, including vision, spatial framework and design principles. Particularly welcomes strong emphasis on placemaking and sustainable development. Comments below on the typology guiding principles should be considered as part of planning applications	All comments noted no further changes to the SPD required. The details listed will be very helpful in discussing specific planning applications with developers.	
	<u>Community Park</u> Provide guidance to ensure the Community Park is designed as a mainly natural space, with nature and landscape clearly taking priority. Built features kept simple. Carefully located and designed so they support access but don't detract from the park's natural character.	Comments noted. Add relevant bullets to the design principles section where provides more clarity to the list.	Page 86 Community Park Amend Design Principles bullets to add: • clear mix of spaces, areas of activity alongside areas of quiet • a network of formal and informal walking routes

	• Clear mix of spaces, active alongside quiet • Network of walking routes, including formal and informal • Well-designed paths, regular seating, clear waymarking • Low-key vertical or low level orange-red tone lighting • Simple interpretive features • Subtle changes in landform or small viewing points		
	<u>Urban Linear Park</u> • High levels of tree canopy cover, particularly along active travel routes and around seating areas • Integrate rain gardens and permeable surfaces • Design seating and gathering spaces	Comments noted. SPD covers these points so no additional bullets required.	
	<u>Natural Linear Parkland (East and West Halves)</u> • Maintain clear distinction in character between more open western section and more eclosed eastern section	Agree comment. Amend SPD	P88 Natural Linear Parkland. Amend Design Principles Bullets to add • Maintain clear distinction in character between more open western section and more eclosed eastern section
	<u>Ridge Park</u> • Prioritise delivery of tall tree planting and strong canopy cover • Integrate mix of formal and informal play, community gardens and nature-based exploration features	Comments noted. No change to the SPD required as comments already captured in the design principles list.	

<u>Sports Hub, Playing Fields, and School Playing Fields</u> - Strengthen habitat creation along site edges - Incorporate interpretive features, such as signage, to allow engagement with local biodiversity	Comments noted. No change to the SPD required as comments already captured in the design principles list.	
Cooksholme Meadow SSSI: Supports SPD's recognition of importance to protecting SSSI. Addition of the following wording to support the long-term protection and effective management of the SSSI: - Residential development front onto SSSI buffer, to discourage garden encroachment and informal access - New hedgerow planted along eastern side of railway line to visually screen the meadow from new development and deter access - Current drainage regime should be maintained, with no changes that could increase nutrient inputs or sediment deposition with SSSI.	Amend the wording in the design principles to include 1st and 3rd bullet	P95 Design Principles bullets and Biodiversity Approach Add the following bullets: Planting should use native species and stock of local provenance. Grassland should establish using local seed source and should not include cultivars. Current drainage regime should be maintained, with no changes that could increase nutrient inputs or sediment deposition
Stewardship and Management: Supports comprehensive approach to stewardship and management. Suggest strategy could be strengthened by explicitly recognising the role green and blue infrastructure has in supporting long-term stewardship outcomes.	Agree amend SPD to acknowledge role of GI and BI	P154 1st para. After last sentence add 'The delivery of green and blue infrastructure has an important role for place making and must be incorporated into long term stewardship plans'.

<i>Gloucestershire County Council</i>	Transport Planning: Currently limited capacity on the North Cotswolds Line, which limits service to 1 train per hour. Strategic Outline Business Case submitted to government by The North Cotswolds Task Force to bring forward the necessary infrastructure enhancements to online future service capacity and subsequently increase to 2 trains per hour. This would improve attractiveness of rail and bring additional capacity to support Wychavon Town and reduce pressure on the A46 and wider strategic highway links. Wychavon Town must support regional ambitions to improve rail capacity and should contribute financially to support local infrastructure improvements, including delivery of a second platform at Pershore. In addition, the development must not preclude capacity improvements at Abbotswood Junction, which would allow service improvements between the south-west and Birmingham / Worcester. This includes the provision of active travel crossings to the southwest of the development.	Comments noted, WDC supports the dualling of the Cotswold Line and the work of the North Cotswold Task Force. All comments noted and no changes to the SPD required. <i>Planning obligations assist in mitigating the impact of unacceptable development to make it acceptable in planning terms. Planning obligations may only constitute a reason for granting planning permission if they meet the tests that they are necessary to make the development acceptable in planning terms. They must be:</i> <i>• necessary to make the development acceptable in planning terms;</i> <i>• directly related to the development; and</i> <i>• fairly and reasonably related in scale and kind to the development.</i>	
<i>Wain Estates (Land) Ltd, prepared by Lichfields</i>	General support for the overall vision for the SPD Spatial Framework Plan: General support, consideration that it provides a clear layout for Wychavon Town. Concern regarding inconsistencies between the drawings within the SPD, and the Main Modifications	Comments noted. The Concept Plan in the SWDPR is indicative only and will not be changed. The FMP shows where the two gypsy and traveller sites are proposed to be located.	

	Consultation document. The Gypsy and Traveller site is shown to the east of Wain's site within the Main Modifications Concept Plan, however it is not shown or referenced on the Spatial Framework Plan. • Request the removal of the Gypsy and Traveller site from all plans. • Concern regarding inconsistencies of plans within the SPD and recommends that all plans remain consistent for the sake of clarity. • Recommend that all plans and diagrams are presented at a high resolution on a single page, instead of split between multiple pages.		
	Proposed green and blue infrastructure: General support for green and blue infrastructure strategy, but concern regarding the SPD being over prescriptive. Recommends altering the following, due to it being not possible to achieving 20m planting height within 15 years of growth: <i>"Tree planting to include species that can reach an ultimate heights of >20m within 15 years to provide strong treed skyline and significant tree cover/shade."</i>	Comments noted. Amend SPD to reflect the wording as too detailed	P 89 Ridge Park Design Principles amend 4th bullet Tree planting to include species that can reach an ultimate heights of >20m within 15 years to provide strong treed skyline and significant tree cover/shade.
	Design principles: General support for design principles outlined in SPD, but concern regarding the SPD being over prescriptive.	Comment noted. No change required to the SPD.	

	Support working with the Council to develop a design code for the site in advance of submission of a detailed application.		
	Design elements (e.g density): Supportive of the densities as identified within the SPD for the Abbotswood Ridge Neighbourhood. Raises concern regarding the SHMA and density requirements of the SPD, though committed to delivering these requirements to meet the needs of the local community.	Comments noted. The densities to be delivered at Wychavon Town are to be policy compliant and ensure the most efficient use of land.	
	Phasing: Supportive of the phased approach including the prioritisation of access to the southern neighbourhood and provision of the relief road. Encourage close working between the Council and Wain to ensure no delays to the delivery of critical infrastructure.	Comments noted and welcome the support to work with the LPA to ensure that there are no delays to the delivery of critical infrastructure.	
	Infrastructure Delivery: Oppose the proposition of using a Compulsory Purchase Order to deliver the Stoulton Relief Road and consider this to not be in the public's interest. Concern regarding the delivery of 10% BNG and 40% GI in relation to any infrastructure application.	A CPO would only be required if land is required for the delivery of strategic infrastructure and could not be secured through negotiation.	
	Net-zero Carbon and Energy Positive Technologies: Supportive in principle of the SPD promoting measures that promote sustainability and combat climate change. Considers that energy and climate change policies within SPD should align closely with national standards and requirements.	Comments noted. However, WT should take all opportunities to be ambitious in its approach to embracing net zero carbon and energy positive technologies.	

	Stoulton Relief Road: Proposing an alternative solution to the route of the Stoulton Relief Road. Concern regarding the current layout which shows Stoulton Relief Road functioning as the distribution road, and a single primary street which is only sufficient for up to 500 dwellings, which is considered not to accord to Worcestershire County Highways standards.	Noted and agreed close working is required to ensure all landowners involved with the delivery of the strategic infrastructure planning application work together to bring forward the optimum alignment of the highway.	
<i>National Trust</i>	Supportive of Wychavon Town and consider it represents significant opportunity for the long term sustainable management of Croome.	Comments considered and noted , no changes to the SPD required.	
	Transport: Supportive of integrated and effective public transport. Consider that there are greater opportunities for routes to / from Wychavon Town to Croome, and other local centres and amenities. This will ensure Wychavon Town is integrated into its local context.	Comments noted. There is a need for good connectivity both within and beyond the site by public transport and bike and footpaths. The Councils will work together with organisations such as the National Trust to enable the delivery of effective public transport networks and connectivity.	
	Green and blue infrastructure: Supportive of the SPD in this regard. Regard should be had to prevailing landscape character and other features of the surrounding area to ensure a coherent extension of the existing green infrastructure network.	Comments noted no change required.	
	Phasing and Infrastructure Delivery: Transport links connecting the new town with other settlements, facilities and amenities should be prioritised, which will support the new town and its integration within Worcestershire.	Comments noted. WDC and WCC continue to work closely with regard to improving connectivity beyond the boundary of Wychavon Town seeking opportunities to improve connectivity by all modes to Pershore and Worcester City and beyond.	
	Heritage and Archaeology:	Comments noted. No change to the SPD required.	

	Support that Croome is acknowledged as a significant influence on Wychavon Town and consider that the reference to the wider setting of and views from Croome would be proportionate to the scale of the development and distance between Croome and Wychavon Town.		
<i>Worcestershire Association of Local Councils</i>	Support overall vision for Wychavon Town.	Comments considered and noted. We will be working with the developers at WT to bring forward the most vibrant Town Centre and new community incorporating sustainability principles in the design and build.	
	Green and Blue Infrastructure: Support the principles, and addition of Stoulton Buffer, but further additions required: • Regular seating should be part of the design principles • Lack of information about children's play and further facilities • Lack of information about sports provision, except the sports hub, for example: skatepark, MUGA facilities • Lack of provision for public toilets • Key for the sports hub to have sufficient parking provision for both local and away teams • Provision needed for a Town Council Depot, either in town centre or elsewhere, possibly adjacent to parks or sports hub • Play areas, sport provision should be discussed in full and have input from	This level of detailed information will be required through the outline planning applications and the reserved matters application.	

	the Town Council before submission for the planning application		
	Phasing and Infrastructure delivery: Support aspects such as Town Centre first approach, but needs to go further: - Town Centre should incorporate a Town Hall building (could be part of a central community hub), with space for Town Council and associated offices / meeting rooms. It should be visually prominent, and a focal point of design - Town Council Depot either in the Town Centre or elsewhere, possibly adjacent to parks or sports hub - Provision of the community centre and other provision consultation should take place with the Town Council	As above these details of the design of the Town Centre and future uses will be dealt with through the planning application process.	
	Other Sustainability Measures: Community buildings should have grey water recycling and PV panels. PV panels should also be looked at for over walkways and car parks	Comments noted. All opportunities will be taken to ensure Wychavon Town adopted key sustainability principles at both the macro and micro level.	
<i>Herefordshire and Worcestershire Earth Heritage Trust</i>	Support overall vision for Wychavon Town	Comments considered and noted, No changes to the SPD required.	
	Green Infrastructure: Lack of account of the diverse geology that underlies the development area, this should be integrated into the overall green infrastructure plan.	Comment noted. Reference to the diverse geology to be referenced in the SPD	Amend para 1 page 80 to reference the diverse geology within Wychavon Town, with its diverse geology , will be set ...

	Phasing and Infrastructure Delivery: Plans for delivery should include opportunities for investigation of diverse rock formations that will be exposed in the excavations that are undertaken. This would advance knowledge of the nine distinct geological formations that occur within the development boundary.	Comments noted. No further changes to the SPD are proposed.	
	Heritage and Archaeology: Most distinctive heritage is its Earth Heritage, which this development provides the opportunity to celebrate	Comments noted. No change to the SPD required	
	Herefordshire and Worcestershire Earth Heritage Trust can supply a more detailed summary of the issues of geoconservation that apply to this development. These will be submitted as a separate document.	Comments noted. No change to the SPD required	
<i>Planit - Planning & Development (on behalf of a local landowner)</i>	General support for principles of Wychavon Town.		
	Green and Blue Infrastructure Strongly Disagree. The SPD Figure 53 and its supporting text refers to land (that fronts onto Woodbury Lane, to the east of Woodbury Park and west of the B4048) as part of the Historic parkland to Norton Hall and the land is referred to as green infrastructure on figures 15 and 17. The extent of the Historic Parkland / Green Infrastructure is incorrectly identified due to the reasons outlined below: - Norton Hall parkland is a non-designated heritage asset - There is nothing that indicates the lands use as a former parkland	Comment noted. Figure 53 sets out the boundary of the parkland around Norton Hall. In the event a planning application was submitted on this land it would be considered against the adopted SWDPR and it would need to demonstrate how it would not conflict with the setting of Norton Hall. Comments noted. No change to the Figure 53 is it informed by the OS England and Wales mapping 1884.	

	• The site is opposite employment land and adjacent to 20th Century housing known as Woodbury Park as well as substantial modern extensions to the hall itself. • The site is separated from the hall by an evergreen tree screen that minimises any impact on the setting • Setting of the parkland has been eroded over time. Best remnant of parkland is to the north of the site, which is connected visually to Norton Hall • The site contains no designated or non-designated heritage assets, and no designated assets of cultural heritage importance lie within 1km search area • Norton Hall sits approximately 50 metres northwest and has some historic interest but is not recognised as a non-designated heritage asset by the Built Heritage Report for Worcester Parkway New Town and the SPD. • Development of the site would not degrade an appreciation of the significance of the hall, which has already been compromised by modern extensions and development at Woodbury Park		
	A planning application will be prepared for residential development on the subject site; this has been discussed with officers at Wychavon District Council who have confirmed that : " residential development	Comments noted about the proposed planning application submission. A scheme for residential development coming forward in this location will need to demonstrate how it would not compromise the setting of Norton Hall and the Parkland setting.	

	would be supported in this location as it is well located in proximity to WP station and the future town centre, but it must be of a high standard which fully considers the impact upon Norton Hall and the proposed parkland setting". (correspondence dated 28/5/25). Our client's have commissioned feasibility work which shows a high quality designed residential scheme which mitigates impacts on Norton Hall and the site's parkland setting. This work will be discussed formally with Officers through its pre app consultation service and can also be made available to officers to assist their consideration of these representations. The proposed designs retain a green infrastructure corridor at the site's eastern end which will be used for the pedestrian travel link which is identified at Figure 50 of the SPD.		
Worcestershire Local Access Form (WLAF)	Travel Plans are irrelevant unless the infrastructure, particularly Green Infrastructure, for the whole of Wychavon Town site is in place from day one. If not, there is a risk strategic plans will get changed / watered down when planning applications come in, as they will all have their own Design Statements.	Comments noted. It is a priority for the WDC and WCC to deliver active travel routes from the outset to ensure new residents can easily move around the site on foot or by bike and that these travel habits are formed early. Applications must demonstrate how active travel networks will be delivered and connect across the site and to existing ones outside of the site within their applications.	
	WLAF understand 3 planning applications have already been submitted, meaning the final version of the SPD will not be completed before they are assessed and permission granted.	The SPD must be adopted by end of June 2026 to comply with the NPPF. The planning applications are expected to be determined later in the year once the transport modelling to inform the planning applications has been completed.	

	No mention in the consultation document of the need to protect and enhance existing network of PROW.	Comments noted all paths will be considered through the planning application process.	
	The new Rights of Way Improvement Programme isn't mentioned, nor does the need to cater for equestrian and disabled groups in new Active Travel routes.	This document will be referred to in the SPD	P34 2 nd para Add In designing and planning new active travel routes consideration should be given to the Rights of Way Improvement Programme to ensure equestrian and disability groups are comprehensively considered.
	No maps show the whole network of existing PROW. This makes it difficult for path user groups to assess impact of the SPD. Difficult to see positives and identifying paths under threat. Unless this is put right now, the first time anyone has a chance to comment, challenge or change anything will be when planning applications for each site comes in. Risk the fragmentation of green infrastructure and PROW network.	Review relevant plans in the SPD to ensure PROW are shown and amend if required.	
	Concern that existing PROWs are currently impassible or low on County Council's maintenance priority list and will just be built over. This shouldn't happen if the routes exist in law and are recorded on the Definitive Map but there's a risk that footpaths and bridleways path users would like to see come back into use will be lost. Planning applications that propose path diversions and extinguishments will be submitted with little or no local knowledge, which will exacerbate the problem.	Comments noted. Any changes proposed to the existing PROW network will be considered as part of submitted planning applications.	
	Consideration should be given to protecting paths that are currently in use but not recorded on the Definitive Map.	Applicants must ensure that all PROW are identified and considered as part of their development proposals.	

	Some of which will be subject to Definitive Map Modification (DMMO) applications that are either awaiting assessment or being processed by the PRow mapping team. There should be a mandatory check built into the planning process, and routes that have DMMO applications should be prioritised and protected before determining each application. Failure to do so could result in unrecorded PRow being built over.		
	Network Rail proposing multiple closures of PRow with “at grade” railway crossings, with rationalisation around new active travel underpass and existing pedestrian underpasses, mentioned on page 33. Whilst this is understood, there is danger that unless associated PRow diversions and extinguishments are properly thought through, the closures will disproportionately disadvantage horse riders and disability groups, such as if they are forced onto roads.	WDC and WCC continue to work closely with Network Rail and local communities to discuss any potential rail crossing closures.	
	Any proposed PRow diversions, extinguishments and creations should include appropriate path upgrades	Comments noted. Any changes proposed to the PRow network will be dealt with through the detailed planning application process.	
	Should be a presumption in favour of shared use PRow with high rights (i.e public bridleway or above) for any new routes that connect with proposed bridges and underpasses. Needs of horse riders and disability groups, and walkers and wheelers should be met in their design.	As above.	
	New PRow and Active Travel Routes should include more circular routes for leisure as well as linear active travel routes connecting the	As above	

	station and town with outlying estates and Worcester / other local settlements		
	Existing residents are concerned about losing freedom and views and the associated loss of access to the countryside. Residents will have to endure up to 20 years construction work, with temporary path closures affecting the PRoW network. The SPD should require development to mitigate the impact of construction work by keeping PRoW open where possible and reduce the time of unavoidable closures.	Comments noted. The Consturction Environmental Management Plan will have to consider how PRoW are to be dealt with during the construction of Wychavon Town to ensure appropriate diversions are in place if the construction process requires a temporary diversion.	
	Missed opportunity to develop a horse route around the whole site which can be shared with other user groups. This should be added to the SPD to ensure developers include them in their planning applications.	Comments noted. The SPD cannot add to policy. However the needs of equestrian users can be raised through the planning application process.	
	Pages 26 and 27, Figure 15 The maps and plans in Figure 15 show proposed Active Travel routes but don't include existing PRoW – so will these new routes include provision for horse riders and disability groups?	Comments noted. Horse riders will be able to continue to use bridleways around Wychavon Town. New active travel routes will be designed to accommodate disabled users where appropriate.	
	Item 5.1 Movement Strategy Statements and Aim + Figure 18 on page 32 The words and map include Primary Active Travel and Leisure Focused Active travel routes; but there is no reference to existing PRoW or provision for horse riders and disability groups.	Commments noted. A reference to be added to existing PROW provision and users at the end of the first paragraph	Amend p 32 first paragraph as follows: All proposals for improved connectivity across Wychavon Town will fully consider the relationship with existing public rights of way and ensure the provision of equestrian users and the needs of disabled users are understood and provided for.
	Page 33 – Movement Framework “Structuring Elements” table	Comments noted. All existing PRoW will be fully considered as part of any detailed planning application submitted at Wychavon Town to ensure impacts are	

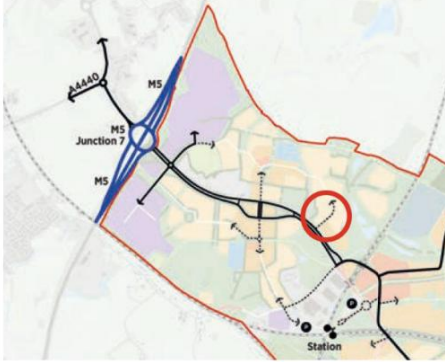
	Once again, horse riders are not included, so WLAF would like to reiterate the concerns raised in Item 7 above about what might be lost. We would also like additional clarification that neither elements of the new internal road system or the proposed Active Travel routes will create new barriers for path users – eg. housing estate access roads without safe crossing points.	mitigated where possible or if there is a need for rerouting of existing paths this is done with full consideration of all users. All the statutory consultees will be consulted on all applications for the site.	
	Page 34 - Active Travel Networks While Figure 19 does mention existing PRow that will be upgraded and/or re-routed, it doesn't show all the PRow in the site area and/or PRow that will be extinguished where they are overlaid by new roads or Active Travel routes. Once again, where new bridleways are intended, there is no mention of making them shared use routes or requiring their design to meet the needs of horse riders and disability groups.	Comments noted. No further changes to the SPD required.	
	Page 36 – Railway and Motorway Crossings While WLAF accepts that existing unmanned level crossings need to be closed to enhance the safety of the rail network, care should be taken that there are no unintended consequences when PRow are extinguished or diverted – eg. new barriers that restrict access for particular user groups. There is the potential for a massive loss of public access through the rationalisation of crossings, particularly for horse riders and disability groups who are among the most vulnerable road users. These groups could be disproportionately affected because they can only use a relatively small % of the existing PRow network. Even where existing	Comments noted. The closure of a level crossing will not happen without comprehensive consultation with all relevant parties alongside Network Rail.	

	bridleways remain, they could effectively become off limits to equestrians because for example they end at a main road, or they introduce new deterrents (eg. close proximity with road traffic, or lack of segregation from e-bikes at pinch points).		
	Page 58 / Figure 40 - Southern Access Street Page 60 / Figure 41 – Eastern Neighbourhoods / A44 Link Street The proposals look great on the face of it, but are horse riders included in the groups that will be able to use these routes? This is far from clear – and if not, it represents a departure from the Worcestershire County Council PRoW Team's commitment to ensure that all new Active Travel routes will be added to the Definitive Map. The distinction is important because bridleways and by-ways are, which affords legal protection under the Highways Act, and Cycle Tracks are not.	Comments noted. If the routes are designated as bridleways then horse riders will be able to use these routes. The details of this will be set out in the planning application proposals.	
	Page 81 / Item 5.3 Green and Blue Infrastructure Strategy Page 86 – Community Park Page 87 – Urban Linear Park Page 88 – Natural Linear Park Page 89 – Ridge Park There is no mention of PRoW or the ROWIP, which are key elements of the Green Infrastructure Strategy (GIS)	Comments noted. Reference to be made to PRoW and the ROWIP in this section	Amend p 81 2 nd para to reference PRoW. Consideration will be given to the existing Public Rights of Way network and the Worcestershire Improvement Plan to ensure opportunities to utilise and/or improve the existing network are taken as the town is developed.
	Page 92 – Other Natural and Informal Open Space This is the first time horse riders have been mentioned anywhere in the document, which is welcome as part of a proposal for a “variety of paths ... for walking, cycling, equestrian and	Comments noted.	

	other recreational use" in existing green space and development edges.		
	Page 93 – Historic Parkland We would like to see a similar approach taken for Historic Parkland, with routes for recreational riding as well as walking.	Comments noted. Amend bullet to include reference to recreational riding	P93 Key functions 2 nd bullet amend Recreational walking and riding
	Page 118 – Woodhall We would like to add "Retention and enhancement of existing PRoW" to the list of Landscape Character Key Design Principles.	Comments noted. Amend to reference PRoW	P118 Under Key Design Principles Landscape Character add additional bullet Retention and enhancement of existing Public Rights of Way where possible
	Page 157 / Figure 65 Add the following new line into the Adopting authorities and guidance for key town-wide assets:- Asset Type: Public Rights of Way Anticipated Adopting or Management Authority: Worcestershire County Council Relevant SPD Strategy: Movement / Green infrastructure	Comments noted amend SPD to add this to Figure 65	P157 Amend Figure 65 to add the following line Asset Type: Public Rights of Way Anticipating Adopting or Management Authority: Worcestershire County Council Relevant SPD Strategy: Movement/Green Infrastructure
	Pages 176-179 – Framework Section 106 Agreements Strategic Infrastructure - Housing Development table on page 178 – Add maintenance of PROW to the list of Green Infrastructure items. Strategic Infrastructure - All Development - Include PRoW under the Active Travel heading.	Comments noted. Amend the list to ensure PRoW are listed. No change required to the active travel list and this includes PRoW	P178 Strategic Infrastructure – Housing Development Only Green Infrastructure amend as follows Maintenance of Open Space Provision & Public Rights of Way Network
Hallam Land, The Spetchley Estate and Landowners of Harkaway,	Overarching support for the SPD and welcome its objectives for delivering high-quality, sustainable development.	All comments noted. Any inconsistencies on the FMP and the Concept Plan will be corrected.	
	Greater flexibility is required to ensure the framework can respond effectively to	The SPD is sufficiently flexible to respond to changes. This has been demonstrated with recognition to changes	

prepared by Savills	changing circumstances and respond appropriately to the Inspector's guidance and national policy.	to the FMP as outlined in comments set out earlier for the need for changes to reflect up to date evidence coming forward from planning application preparation and background evidence based work to support the preparation of planning applications. For example, the location of the all modes bridge and the design of the underbridge along the B4084.	
	Objection to the proposed locations of the G&T site adjacent to the M5 and potential sports uses.	Comment noted about the delivery of G & T site. It is a policy requirement to deliver 20 sites at Wychavon Town and the area near the M5 is one area of search and the other being on land to the north-east of the site adjacent to the A44.	
	SPD should not introduce overly prescriptive requirements that could undermine the delivery of the new settlement. The tone of the text in the SPD should be moderated to reflect its role as guidance rather than policy. Several sections read with a level of prescription that goes beyond what is appropriate for an SPD and a more measured form of language would ensure it remains consistent with its purpose in the planning hierarchy. <u>Recommendations</u> The SPD should be explicitly structured around the three key layers established by policy SWDPR55: (i) the policy itself as the strategic framework for the allocation; (ii) the Indicative Concept Plan, which sets out the broad spatial arrangement and land-use structure for Wychavon Town; and (iii) the suite of topic-based 'strategies' required by SWDPR 55. The SPD must not introduce additional policy , but instead add detail, clarify expectations	Agree with comment. The SPD is a guidance document to support the delivery of Wychavon Town. The text has been moderated to reflect the wording in Policy SWDPR 55 and the need for planning applications to have regard to the SPD.	

The SPD should reference the Pershore Boulevard is incorporated <i>“subject to robust evidence of need”</i>. The SPD lacks mention of interim transport measures, in particular relating to the crossing of the railway. The identification of such measures would ensure development can come forward in a timely and coherent manner and supports viability and enabled continued progress while detailed design, funding and approvals for permanent crossings are advanced. The SPD should more firmly embed a comprehensive ‘monitor and manage’ approach across all references to transport, in particular public transport. This is essential to ensuring that service levels remain viable and aligned with the transport strategy. The ‘anticipated infrastructure phasing’ (page 172 onwards) conflict with the proposed monitor and manage approach established by the MMs in policy SWDPR55. ‘T18’, comprising provision of <i>“2 new railway crossings: 1x pedestrian and cycle underpass and 1x all-modes bridge”</i> should be required by the monitor and manage approach, not within the ‘medium-term’. All the infrastructure items listed in the table should fall under monitor-and-manage approach (in line with MM SWDPR55), as their viability depends on reaching a critical mass of housing and employment development before major capital expenditure can be justified.	Comments noted – WDC acknowledge the need for comprehensive transport modelling to be completed but are satisfied that the outputs from WSTM and the 5000 sensitivity modelling demonstrate that additional highways infrastructure will be required in the short to medium term to support the delivery of new homes at Wychavon Town. Comments noted. The monitor and manage approach is firmly embedded in the SPD, and therefore no further amendments required.	
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	Support provision of comprehensive active travel network, in particular the recognition of strategic active route and key development access in the land circled in figure 1 below: Figure 1: Supported strategic active travel route and key development access – circled  Seek further justification for the proposed movement routes within landholdings. Framework indicates offshoot of the 'primary active travel network' running through site. While this is identified on the key, it does not explain or distinguish this offshoot. Additional clarification to confirm purpose, status and intended function of this element as well as the evidence supporting its proposed alignment.	Comments noted as the Strategic Infrastructure application is developed more detail will be provided as to the location of junctions coming off the B4084.	
	The SPD document references the neighbourhood as 'Spetchley', at Figure 16, Figure 59 and pages 120, 123, 124, 129 & 163. This should be amended from 'Spetchley' to 'Harkaway' reflecting the historic name of Harkaway Farm of which the new neighbourhood will be located on. This name	Noted amendments to be made throughout the SPD to reference the new name for this neighbourhood to reflect its historic name.	Amend SPD throughout to replace Spetchley with Harkaway Neighbourhood The SPD document references the neighbourhood as 'Spetchley', at Figure 16, Figure 59 and pages 120, 123, 124, 129 & 163.

change better aligns the development with its established local identity and heritage. The name 'Harkaway' will be used in our forthcoming planning application. The blanket requirement to <i>"retain existing hedgerows and field patterns"</i> is overly inflexible and does not reflect the practical realities of delivering a coherent, legible and well-planned neighbourhood. A more balanced approach is needed, this bullet point should be amended to: <i>"Retention of existing hedgerows and field patterns where appropriate"</i>	Agree amendment	Amend SPD references to retention of existing hedgerows and field pattern and add wording "where feasible to ensure the delivery of a coherent, legible and well planned new community".
The first bullet point of 'Key Places and Spaces' (page 125) identifies <i>"retention of planned view from Spetchley House to Crookbarrow Hill"</i>. This should be given greater flexibility. Object to the specific reference of <i>open natural space to retain planned view from Spetchley Hall to Crookbarrow Hill</i>" at page 129 as this should not be interpreted as precluding all forms of activity or operational land use. A more proportionate approach for each reference would allow for sensitively designed, low-profile elements that maintain intended landscape character whilst supporting practical delivery, viability and operational requirements of neighbouring parcels. Text at page 125 should be altered to read: <i>"Retention of key visual connection from Spetchley House to Crookbarrow Hill, while allowing for sensitively designed operational</i>	Comments noted. No change to the SPD as the planned view is important to be retained. The details as to the layout of this development parcel will be fully considered through the outline planning application process.	

	<u>or ancillary uses where these do not materially impede the planned view.</u> Text at page 129 should be altered to read: <u>“Maintain the key visual connection between Spetchley Hall to Crookbarrow Hill, while allowing for sensitively designed, low profile or operational uses where these do not materially impact the legibility of the planned view.”</u>		
	The Urban Design Framework on page 129 identifies “reinstatement of the historic orchard”. This is not appropriate as the land functions as a key gateway into the Harkaway neighbourhood where greater flexibility is required to accommodate residential uses, infrastructure and suitable landscaping. The text should be amended to read: <u>“Reinstatement of historic orchard <i>where appropriate</i>”.</u>	Agree amendment .	P129 Urban Design Framework Add wording after Reinstatement of historic orchard where appropriate
	Gypsy and Traveller Site Options: The SPD proposes a G&T site on clients’ land, close to the Junction 7 of the M5. This site is inappropriate for the following reasons: a) It is not in a suitable location for traveller site development and does not protect the amenities of G&Ts, contrary to the guidance in the PPTS; b) G&Ts have a preference to reside in semi-rural or rural locations, away from established settlements (as established by the GTANA); c) Noise and air quality impacts generated by the M5 would be detrimental to the amenities of G&Ts,	Comments noted to deliver a G & T site in this location which is in accordance with policy SWDPR 55. The location of the primary substation has not been agreed to be located on this location. Options are currently being considered.	

	which is partly the reason why employment uses are provided here rather than other forms of residential use; d) The land is proposed for employment uses; and e) The proposed primary substation serving the wider WT new settlement is proposed to be located here. In accordance with the PPTS and the Council's own evidence, if there is sufficient need for G&T and Wychavon Town, sites should be located towards more tranquil areas away from the motorway, but with potential for good connectivity. There is potential for the site to be located closer to the station and town centre, as shown in the figure below.		
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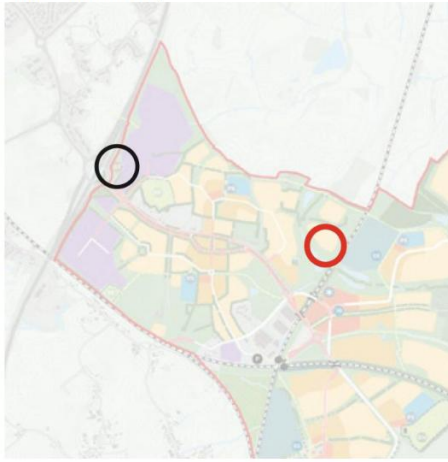
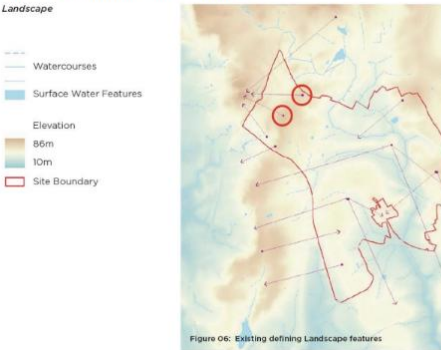
	Figure 3: Proposed relocation of G&T site west of the railway (Policy SWDPR 55 location circled black, revised location circled red) 		
	Early employment development enables a functional day-to-day economy from the outset, and it would ensure that employment land is not back-loaded in a manner that undermines the long-term spatial strategy. The aims of the phasing and infrastructure strategy should incorporate the following text with a new bullet point: <u><i>‘Support the early delivery of employment land to ensure that job-creating uses come forward, helping to establish a balanced, sustainable community from the outset.’</i></u>	Noted no change to the SPD required. The SPD cannot control when applicants choose to submit applications and as such developers have already submitted applications to bring forward employment land suggesting there is a desire to see it delivered early in the development of Wychavon Town.	
	Landscape Features: Figure 06 of the SPD comprises a landscape map which identifies ‘Existing defining landscape features’. Two of the arrows shown on the plan denoting these features are unjustified, circled in the below figure.	There has been a comprehensive evidence base produced to inform these views. There maybe scope for a discussion about the viewpoint from the PROW that can be dealt with through the planning applications. The other viewpoint is from the B4084 driving towards the	

Figure 4: Existing defining Landscape features Landscape  The rational for designating these viewpoints is unclear, as they are not in locations where the identified 'landscape views' are either evidence or of particular significance. Therefore, these proposals are objected to. The SPD should also clarify the distinction between 'defined landscape views' and heritage-related viewpoints, prevalent from the north within Spetchley Estate owned land. This will ensure future design responses are based on an accurate understanding of the site's visual and contextual sensitivities. Landscape considerations should be appropriately tested at the planning application stage, where they can be informed by detailed, site-specific evidence.	Junction 7 any planning application must ensure that this view is not compromised.	
Green and Blue Infrastructure: Greater clarity is required on the scope, content and timing of the planning application for the Strategic Infrastructure application (Perschore Boulevard) in relation to how the	The Strategic Infrastructure Planning Application is currently being prepared and will be submitted later in the year.	

	strategic drainage solutions will be secured and coordinated across multiple landholdings. Further guidance is needed in relation to how the drainage arrangements (described on page 80) will be proposed and managed to ensure deliverability across the allocation.		
	Figure 62 of the SPD is too detailed for a document of this nature, as SPDs are intended to provide strategic guidance rather than prescribe fixed alignments, catchment configurations or drainage solutions that will inevitably need to evolve through detailed design, site-specific investigations and coordination across multiple landholdings. A more flexible, proportionate approach is required, so that multiple developers can bring forward technically robust, adaptive and deliverable solutions consistent with the overall vision without being constrained by an overly prescriptive town-wide diagram.	Comments noted. The SPD needs to have sufficient information as to how drainage could be delivered. The details around drainage are developing and will be considered through the details coming from the planning applications.	
	Reference to a dedicated town-wide Management Company ('Man Co') should be explicitly incorporated into the SPD, particularly in relation to Figure 65 and the wider stewardship framework. This should be framed as a potential option within the overall stewardship approach.		
	It is requested that our clients land, shaded yellow in the figure below, is reflected in the land control plan in the SPD:	Noted land ownership map will be updated as required prior to publication of the SPD for the area within the red line only.	Figure 09 page 14 to be updated at time of publication to reflect the most up to date position re landownership

Commented [AS1]: Insert answer to same question on P.27

	Figure 5: Additional land in our client's control 		
	Battery Storage and District Heat Network: The provision of such infrastructure within Wychavon Town has not been retained in the MM to the plan. Heat and energy matters should be guided by current Building Regulations and emerging national standards. Therefore, the inclusion of decentralised or district heat network is not supported. The SPD should remain flexible and not prescribe a district heating approach, allowing Wychavon Town to respond to technological advancements during the lifetime of the build.	The expectation is that Wychavon Town will want to seek the most sustainable approach to energy delivery and as such all options are to be considered as to what this is. More evidence will be gathered to inform the best approach as to whether the development should include a decentralised or district heat network. The SPD is not inflexible on this point.	
Local Resident	The Wychavon Town Spatial Framework SPD also includes “Historic Parkland” principles emphasising retention of mature trees, open grassland character and framed views that we currently have and which are qualities of life that can be eroded by incremental encroachment or mis-defining parkland edges (Wychavon Town Spatial Framework SPD, 2025). The current SPD is not specific enough under the Wychavon District Historic Parks	Comments noted. We have considered the comments and do not consider the need to make any further changes to the SPD. The impact upon Norton Hall Parkland will be dealt with through outline and detailed planning applications to ensure that its integrity is protected alongside delivering the key objectives of Wychavon Town.	

	and Gardens supplementary Planning Document. Requested SPD change Require that the boundary and extent of Norton Hall Parkland used in master planning is based on an appropriate historic landscape assessment and is consistent with the Council's historic parks and gardens evidence and the Historic Parks and Gardens SPD principles, including protection of boundaries and historic drives to Norton Hall and walks. The defined area of the Norton Hall Parkland is detailed within the Wychavon District Historic Parks and Gardens supplementary Planning Document legally adopted by Wychavon District Council. Within this document the Parkland of Norton Hall is listed as item 61 at Grid reference SO 002 476. The parkland boundary in the 'Woodhall' map puts the boundary for development to the west of both the parkland hedgerow as well as the historic driveway (visible from ground and aerial view) to Norton Hall. The existing plan fails to take account of the historic boundary to Norton Hall parkland being the hedgerow to the west of the parkland and not the historic driveway to Norton Hall. This is illustrated in the Ordnance Survey (1902) map of the area. Confirm that built development must not be located within identified historic parkland, and that its open character and key views including of the Malvern Hills are retained, avoiding encroachment through gardens,		
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	lighting clutter, or “edge” infrastructure that suburbanises the parkland setting (Wychavon Town SPD, 2025). Require a management and restoration strategy for historic parkland areas as part of long-term stewardship, so that retention is active and delivers biodiversity and historic landscape character (Wychavon Town Spatial Framework SPD, 2025).		
Terra	Land off Pershore Road should be shown as either shaded grey or shown to be sustainable for medium / high density residential development in line with the emerging proposals for the site shown on the Concept Plan. Land off Pershore Road is readily available, 60 dwellings are deliverable within the short to medium time period which would contribute positively to the 5 Year Housing Land Supply. The draft SPD should be amended to include Land off Pershore Road in the emerging Spatial Framework Plan, Illustrative Masterplan and accompanying figures in the SPD, as a residential development parcel and remove any green shading that would suggest use for Public Open Space or Green Infrastructure.	Comments noted. In the event of a planning application being submitted on this land it will be considered in line with policies in the SWDPR and the SPD. No change to the SPD required.	
Local resident	The SPD is strengthened so that it delivers: an explicit, enforceable landscape buffer around Woodbury Park; robust protection of the full extent, boundaries and setting of the Norton Hall historic parkland, including historic driveway; a clear amenity safeguard ensuring the Woodhall development and Woodbury Park	The spatial framework has been prepared cognizant of the entire evidence base for the area including access to heritage and landscape plans. We are satisfied that the landscape buffer around Woodhall and Norton Hall is sufficient to support its protection. Any development in this area will be assessed on its merit and must comply with all policies in the adopted SWDPR.	

	hamlet edge is designed to protect existing residential privacy.		
	The SPD should support station-related infrastructure that supports, rather than undermines, the objective of reducing reliance on private car travel as the new town is delivered. Further expansion of station parking in locations that would increase traffic on minor roads serving Woodbury Park would be inconsistent with sustainable transport and placemaking aims and risks avoidable impacts from traffic, parking overspill and late-night noise and lighting. If additional parking capacity is demonstrated to be necessary, it should be located with direct access from the strategic highway network.	The adopted SWDPR and the SPD support and recognise the need for reducing reliance upon the private car. At present Worcestershire Parkway rail station has a regional function and so car parking needs to be provided, over time the level of car parking may decrease. Providing a car park off Woodbury Lane may be a better alternative to the existing car park as it would reduce the traffic needed to go through the future town centre to access the station. However, at present no such proposals are being proposed and parking will continue at the front of the station.	