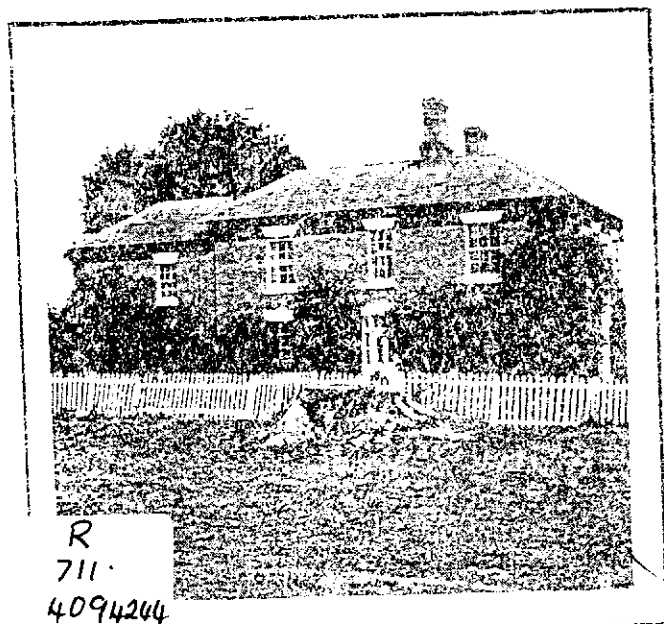
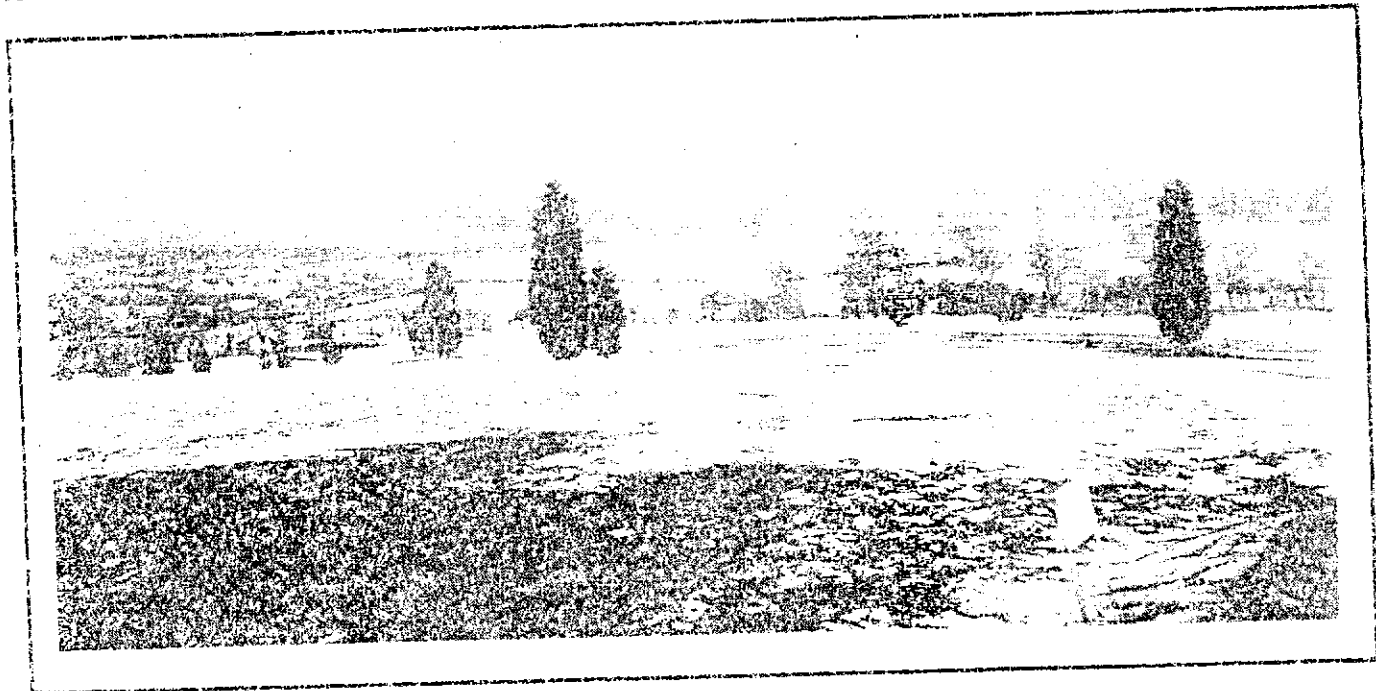
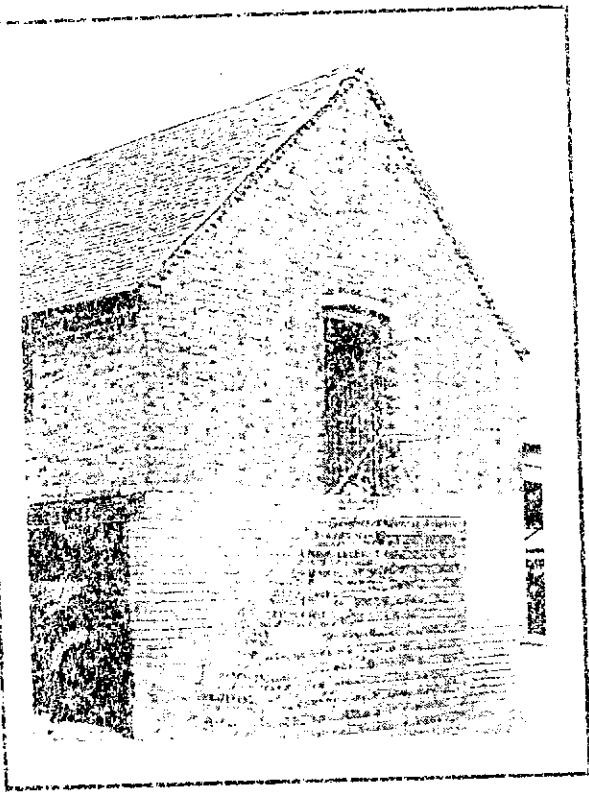


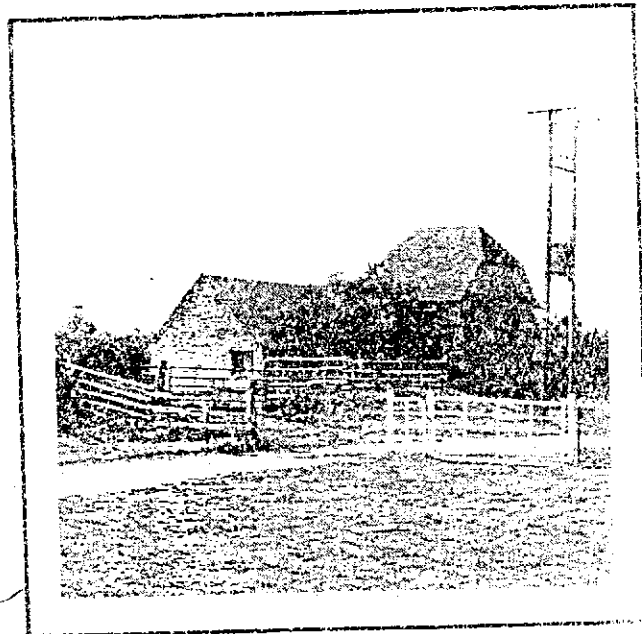
CITY OF WORCESTER

WARNDON LOCAL PLAN

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WARNDON LOCAL PLAN

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MARCH 1988

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1. INTRODUCTION

- 1.1 The planning system introduced by the Town and Country Planning Act 1968 provides for two types of plan - namely Structure Plans and Local Plans. A Structure Plan sets out the broad policies and proposals for a wide area, while a Local Plan contains proposals at a more detailed level.
- 1.2 The organisation of plan preparation in Worcester is divided between the County Council and the City Council. The Structure Plan is the responsibility of the Hereford and Worcester County Council, whereas the City Council is responsible for local planning. The two authorities work together on deciding the number, subject and content of Local Plans under the Development Plan Scheme, and the County Council has to certify that a Local Plan generally conforms to the approved Structure Plan.
- 1.3 THE STRUCTURE PLAN. The main planning context for the Local Plan comes from "The Hereford and Worcester Structure Plan", as modified by the Secretary of State and approved on 20th September 1985. This sets out the broad policies and proposals which it is considered should guide development in the county through the period 1981-1991, for the Worcester sub area which covers the area administered by Worcester City Council.
- 1.4 The major policies quoted in the Structure Plan which relate to this Local Plan are as follows:-

- (A) Housing: In accordance with the general housing and settlement policies H3 and H5, the policies are:-

POLICY SA12.1 SUFFICIENT LAND WILL BE PROVIDED IN THE WORCESTER SUB-AREA TO ENABLE THE CONSTRUCTION AND COMPLETION OF ABOUT 4,700 DWELLINGS BETWEEN APRIL 1981 AND MARCH 1991.

[In April 1981 there were sites available for 3,500 dwellings, and therefore this Local Plan should identify sites for not less than 1,200 dwellings for construction to commence in 1987.]

POLICY SA 12.3 INFRASTRUCTURE, WHICH WILL ALLOW THE DEVELOPMENT OF THE WARNDON AREA, WILL BE PROVIDED BY 1987.

- (B) Employment and Industry: In accordance with the general policy relating to the economic development of the County, E2, the policy is:-

POLICY SA 12.5 TO ENSURE THAT APPROXIMATELY 62 HECTARES OF SERVICED LAND ARE PROVIDED AT WORCESTER FOR INDUSTRIAL AND WAREHOUSING USES BETWEEN 1981 AND 1991.

[In 1981, 35 hectares (86.48 acres) of land was available, and therefore this Local Plan will need to consider the suitability of the area to accommodate at least part of the outstanding requirement for 27 hectares (66.7 acres) of industrial land.]

(C) Shopping:

POLICY S5 IN LARGER RESIDENTIAL AREAS WHERE SHOPPING DEFICIENCIES ARE IDENTIFIED, SMALL NEW SHOPPING CENTRES OF UP TO 6,000 SQ.FT. GROSS FLOOR SPACE CAN BE INTRODUCED, PROVIDED THAT SUCH CENTRES DO NOT CONTAIN A SINGLE SHOP WITH A GROSS FLOOR SPACE EXCEEDING 3,000 SQ.FT. CONSIDERATION MUST BE GIVEN TO HOW SUCH CENTRES MIGHT BE COMBINED WITH SOCIAL FACILITIES IN ORDER TO PROVIDE A FOCAL POINT FOR THE COMMUNITY.

- 1.5 Other general policies affecting the Plan area which are included within the Structure Plan are outlined in Appendix One of this document.
- 1.6 LOCAL PLANS. The procedure for the preparation of Local Plans is governed by the Town and Country Planning Act 1971 as amended by subsequent legislation and the Town and Country Planning (Structure and Local Plans) Regulations 1982. The preparation and adoption of a Local Plan must comply with these Acts and Regulations.
- 1.7 Local Plans have four closely related functions, namely:
 - i) to develop the policies and general proposals of the Structure Plan and to relate them to precise areas of land defined on the proposals map;
 - ii) to provide a detailed basis for development control;
 - iii) to provide a basis for co-ordinating and directing development and other uses of land both public and private;
 - iv) to inform the public of local and detailed issues.
- 1.8 Local Plans need to be applied to a wide variety of planning situations and issues, and the legislation has accordingly provided for three different types of Local Plan to deal with a range of circumstances:-
 - i) District Plan - a general purpose plan;
 - ii) Action Area Plan - a very detailed and immediate plan;
 - iii) Subject Plan - a very specific plan.
- 1.9 WARNDON LOCAL PLAN. This Plan comes within the context of a District Plan with the responsibility for its preparation falling on Worcester City Council.

1.10 The District Plan will be primarily concerned with the decisions relating to the use of land, and its aims will be as follows:-

- a) to implement the modified proposals and policies contained within the Hereford and Worcester Structure Plan as they affect the district plan area;
- b) to show an overall land use pattern within which a sensible and co-ordinated form of development can be achieved;
- c) to establish standards and policies which will be used to decide applications for planning permission;
- d) to indicate, where possible, the allocation and phasing of public expenditure and resources;
- e) to ensure the satisfactory phasing of development over the plan period.

1.11 Department of the Environment Circular 22/84 states that "Local Plans should normally include only proposals for development which may reasonably be expected to start within about 10 years. However, where there are firm proposals for development, proposals to safeguard land may extend over a longer period." In this case it is considered that there is merit in extending the 10 year period. Warndon is designated as the future expansion area of the city and its size, based on present building rates, would guarantee a minimum of 15 years development. It is important that it should be planned as one entity, therefore the plan period will be 1986-2001.

1.12 It must be emphasised that the ability of the plan to promote development is governed by the responsibilities and resources of the various bodies. The City Council have direct control over those aspects for which they have a statutory responsibility, but can only seek to influence other matters that are the responsibility of various government and County Council departments, statutory undertakers, i.e. gas and electricity, and the Severn Trent Water Authority. Nevertheless the plan will represent a realistic attempt to co-ordinate the function and resource allocation of all bodies concerned with the development of the District Plan area.

1.13 RECREATION SUBJECT PLAN. This is the only adopted Local Plan within the City which will have an input into the District Plan. The policies are outlined in Appendix Two to this document.

1.14 DEVELOPMENT PLANS. The District Plan area is covered by the City of Worcester Development Plan for the pre-1974 County Borough area originally approved in 1952 but subsequently amended, and the Worcestershire County Development Plan for the parish of Warndon approved in 1963. The District Plan will supersede both the City Development Plan for the area lying within the former County borough boundary and the County Map for the area lying within the old County of Worcestershire.

1.15 PUBLIC PARTICIPATION. A suggested land use option was presented for comment in an exercise carried out from 28th March to 3rd April 1985. This consisted of a manned exhibition, and a public meeting at which the possibilities were explained. Summary leaflets were available

free of charge and copies of the main report were available at £1.00 per copy. This exercise was well supported by those who had a vested interest in the area, but not by the public at large. Indeed this was reflected in that only 44 questionnaires were returned out of approximately 400 distributed. A factual analysis of all the comments made can be found in the document "Warndon: Land Use Option - Public Participation Analysis".

- 1.16 WRITTEN STATEMENT. This was placed on deposit from 14th April to 30th May 1986 which resulted in several objections being received to various aspects of the Plan. As a result of further discussions, and taking account of updated information, several modifications were approved by the City Council on 30th September 1986. These also brought in some objections, and as a result of continued discussion, further modifications were approved by the City Council on 23rd June 1987. The local plan inquiry took into account all of these, and the Inspector's recommendations either confirmed these or suggested some amendments. As a result the City Council approved additional modifications on 17th November 1987. All these have been incorporated within this Written Statement which contains the City Council's policies relating to the general area for the period 1986-2001, distinguished in the text by bold capitals.

2. LAND USE PLAN

- 2.1 The Land Use Option put forward in 1985 raised considerable comment, and this chapter outlines the general changes which have taken place as a result and also includes alterations necessary because of the modifications. More detailed policies are contained in the individual subject chapters.
- 2.2 THE AREA. Although considerable comment was forthcoming relating to the size of the development area, and indeed whether development was necessary at all, this Local Plan is being prepared in accordance with the Hereford and Worcester Structure Plan which states that future expansion should take place at Warndon. This fact, together with previous indications from the Secretary of State for the Environment and the need to maximise public and private resources in the area, means that development will continue until complete. This may take 15 to 20 years to achieve. Obviously this will be phased, but it is essential that an overall plan is prepared indicating the general principles, policies and land uses to be pursued so that each phase fits together in a planned and co-ordinated manner.
- 2.3 The provision of the link road between Spetchley Road and Newtown Road, and the future development of the new district hospital over the plan period, will have a significant and important affect on the original plan area. No objections were received to this amendment, and therefore the southern boundary of the plan area was extended to the old city boundary adjacent to Spetchley Road. The plan area is shown on map 2.1.
- 2.4 All of the land to the south of Newtown Road and to the east of the new link road is incapable of development due to drainage difficulties, and therefore will remain open and in agricultural use unless another appropriate recreational use is put forward. This equally applies to the open land west of the road, and consideration should be given to its eventual inclusion within the country park. In the interim, management agreements with individual owners should be pursued. Any development, other than that associated with the hospital, will only be considered if it is clearly orientated towards the country park. In this respect, interest has been expressed in constructing licensed premises on land adjacent to County Hall, but this would only be favourably considered if it were orientated towards and be of benefit to Country Park users. Design would also be an important factor. Similarly, the land between the eastern link road and M5 motorway north of Newtown Road will remain open although in this instance the land is also providing an essential noise and visual buffer to development from the motorway. It is essential that the future management of these areas are secured, and this should be an element of any Section 52 Agreement relating to adjacent development.
- 2.5 It is City Council policy that -

LUI NO DEVELOPMENT SHALL TAKE PLACE BETWEEN THE LINE OF THE PROPOSED EASTERN LINK ROAD AND THE CITY BOUNDARY UNLESS IT IS CLEARLY NEEDED IN CONNECTION WITH AGRICULTURE OR SOME OTHER RECREATIONAL USE APPROPRIATE TO A RURAL AREA.

2.6 TOPOGRAPHY. The one element that the majority of people were agreed upon was that Leopard Hill should continue to dominate the skyline, and that from the north and west the ridge line curving gently round through Trotshill as far as Warndon Court Farm should be visible above development. In environmental terms these areas are considered to be very important. Although there is an element of conflict with the agricultural viewpoint in that the higher land also tends to be the lower grade of soil quality, it is considered that placing the emphasis on the visual benefits to the area should take precedence in this instance.

2.7 In order to achieve this, development would need to cease approximately 8m (26ft.) below the ridge line. Serious consideration was given to retaining a similar effect from the south west. However, in order to achieve this, it would be necessary to virtually eliminate development between Lyppard Grange and Newtown Road because of the more gently sloping nature of the land. This was considered to be impractical for the following reasons:-

- a) it is essential to have road links through this area to serve even minor development further north. Unless the County Council was prepared to fund these roads, they could only be justified in order to serve development.
- b) visually, the prominence of Leopard Hill will be retained by limiting development to below the 80m contour, and allowing only single storey dwellings between the 70m and 80m contours. In visual terms it is not considered that any benefits would be gained by restricting development to the east of the western distributor road between its junction with Newtown Road and the junction with the local distributor road leading to the local centre. The alignment of this road should be approximately along the 70m contour in the south west but existing field boundaries will define the exact route and careful design will be essential. Furthermore, additional planting towards the top of the hill would help to emphasise it in visual terms from outside the area. However, the land to the north and east of Leopard Rise, although between 70m and 80m can accommodate limited development as it is away from the main slope of Leopard Hill and in visual terms would not be evident. It is considered important that building in this area should be limited to single storey so that any visual impact would be reduced.

2.8 It is City Council policy to -

LU2 ENSURE THAT DEVELOPMENT DOES NOT PROTRUDE ABOVE THE RIDGE LINE FROM LEOPARD HILL TO WARNDON COURT VIA TROTSHILL WHEN VIEWED FROM THE NORTH AND WEST.

LU3 RETAIN LEOPARD HILL AS THE DOMINANT VISUAL FEATURE BY:-

- (1) LIMITING DEVELOPMENT TO THE EAST OF THE DISTRICT DISTRIBUTOR ROAD ON THE SOUTHERN SIDE OF THE RIDGE.
- (2) ALLOWING LIMITED SINGLE STOREY DEVELOPMENT ONLY OFF LEOPARD RISE.

ELSEWHERE DEVELOPMENT WILL BE RESTRICTED TO EIGHT METRES BELOW THE RIDGE LINE

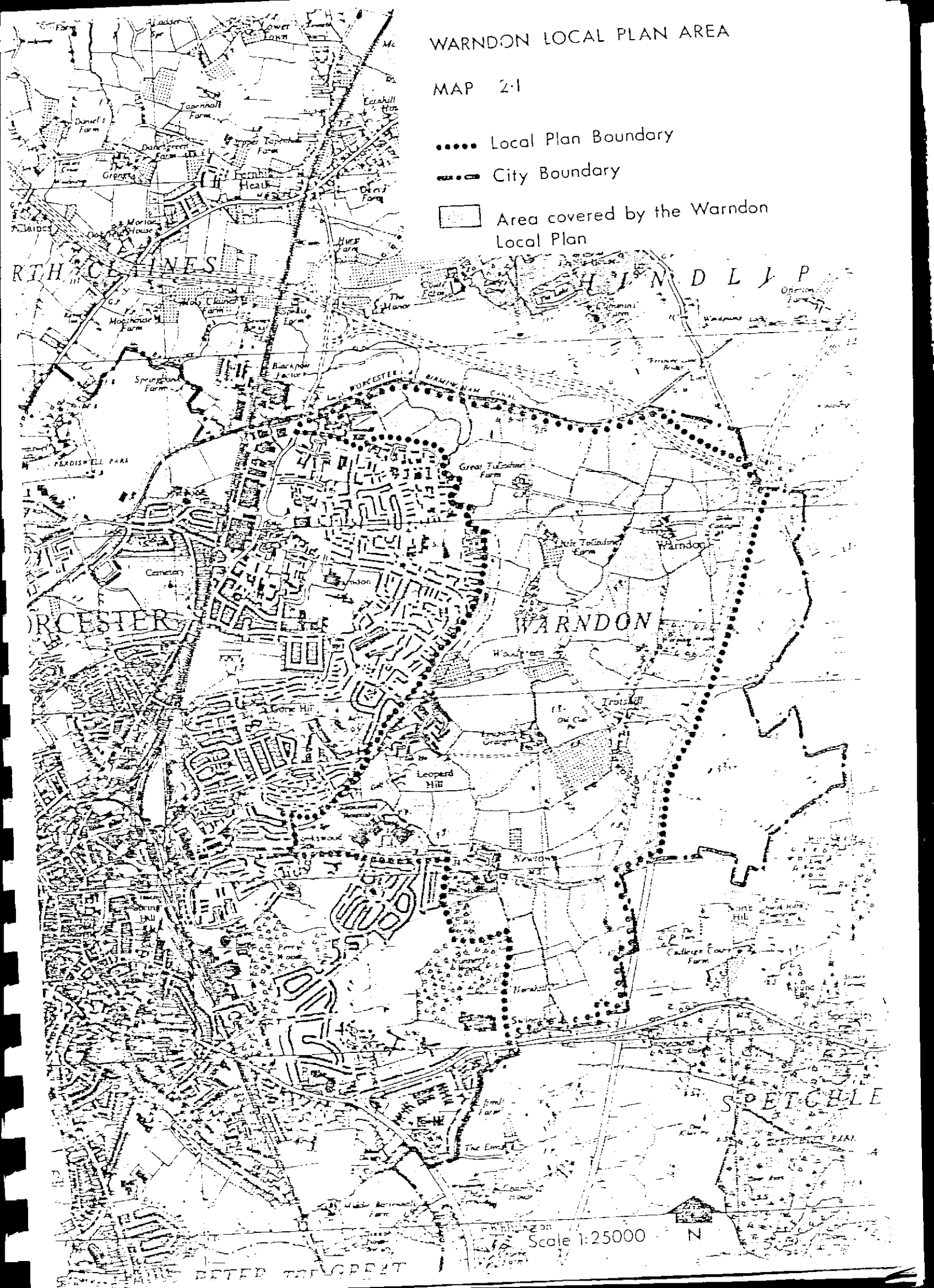
WARNDON LOCAL PLAN AREA

MAP 2-1

..... Local Plan Boundary

--- City Boundary

Area covered by the Warndon Local Plan



Scale 1:25000

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2.9 The open area of land to the west of Leopard Hill leading into the city is important in visual and environmental terms whilst also providing an important informal amenity for local residents. However, it may be possible for a sensitively designed housing area to be incorporated providing the rural scene and "green" appearance is retained and enhanced. Care should be taken in any development regarding the sites of ecological interest in this area. Therefore, it will be City Council policy to:

LU4 ENSURE THAT ANY DEVELOPMENT WEST OF LEOPARD HILL SHALL TAKE ACCOUNT OF THE ENVIRONMENTAL, VISUAL AND AMENITY IMPORTANCE OF THIS AREA.

2.10 In general land use terms the plan has changed little since the land use option report. The industrial development is located across the north of the area with the residential development to the south. Detailed amendments have taken place and the road network altered but these are highlighted in the appropriate chapters later in this document. The major change is the loss of the large district centre in favour of local shopping.

2.11 The plan has now been phased over the plan period, although this will be monitored regularly to ensure that Structure Plan targets are achieved. However, over such a large area it is difficult to give details relating to each area of development whilst maintaining the flexibility to accommodate change over the long time period involved. Therefore, a detailed planning brief based on the general policies in this plan will be prepared prior to the release of land. This will take account of the individual characteristics of the area involved which the City Council may wish to see retained or enhanced.

2.12 It is City Council policy that -

LU5 BEFORE LAND IS RELEASED FOR DEVELOPMENT, A DETAILED PLANNING BRIEF SHALL BE PREPARED.

2.13 All land use and policy areas are indicated on the proposals map found at the end of this Written Statement.

3. HOUSING

3.1 The major policy quoted in the Structure Plan states that "sufficient land will be provided in the Worcester sub area to enable the construction and completion of about 4700 dwellings between April 1981 and March 1991" [policy SA 12.1]. In April 1981 there were sites for 3500 dwellings, and therefore this Local Plan should identify sites for not less than 1200 dwellings for construction to commence in 1987. These would be included in phase one of the development.

3.2 It is City Council policy to -

H1 ACCOMMODATE NOT LESS THAN 1200 DWELLINGS IN PHASE ONE OF THE DEVELOPMENT FOR CONSTRUCTION AND COMPLETION IN THE PERIOD 1987-1991, AND TO PROMOTE THE CONTINUED DEVELOPMENT OF WARNDON THEREAFTER TO ACCOMMODATE THE MAJORITY OF WORCESTER'S HOUSING NEEDS UP TO 2001.

3.3 It is the intention to ensure that a good choice of housing is provided and a pleasant environment created. In order to achieve this, it is essential to avoid a continuation of the existing Warndon development other than for the purpose of minor rounding off. Many have expressed the fear of creeping urban development destroying all before it, and this must be avoided. The rural character needs to be retained with hills and ridges emphasised, and therefore the concept of residential villages and hamlets is being pursued.

3.4 The Plan envisages the area having an outer ring of 'hamlets' (Aconbury, Grange Court, Trotshill, Keepers and Warndon Court) consisting of a very low density, high quality development served by one cul-de-sac off the main road network. This would entail a maximum of 200 dwellings, with each hamlet having its own individual identity. The only exception would be Trotshill which would remain virtually unchanged although opportunities for conversion of farm buildings and sympathetic infilling may be appropriate.

3.5 The majority of the remaining residential area would be made up of two 'villages' (Lyppard and Berkeley) consisting of 1000-1500 dwellings looking towards a central feature, e.g. open space, pedestrian/cycle route, community facility. These 'villages' would be made up of small districts consisting generally of between 100 and 500 dwellings which in turn would have their own character and identity. These would be separated by open areas which make full use of existing hedgerows and trees, strengthened as necessary by additional planting. These two villages would be separated by two further hamlets (Woodgreen and Church Meadow).

3.6 It is City Council policy that -

H2 THE CONCEPT OF THE RESIDENTIAL AREAS BEING MADE UP OF HAMLETS, VILLAGES AND DISTRICTS SHALL BE PURSUED.

3.7 In the overall area a medium density is considered most appropriate to achieve the variety of development required. This offers a balance between the greater erosion of agricultural land which would result from a low density and the loss of privacy and social disadvantages which often accrue from high density living. Development at a medium density is also sufficient to support a public transport system whilst

also providing adequate space for private car parking and garaging. Obviously the 'hamlets' will be a lower density than the villages' but an average net density of 12 dwellings per acre should be achieved overall, and guidelines relating to this will be included in the individual planning briefs. It should be noted that there will be areas of special housing provision such as sheltered housing schemes, where higher than average densities will be acceptable.

3.8 It is City Council policy to -

H3 ENSURE THAT A NET AVERAGE DENSITY OF 12 DWELLINGS TO THE ACRE IS ACHIEVED WHILST ENCOURAGING A RANGE FROM LOW (8 DWELLINGS PER ACRE) TO HIGH (16 DWELLINGS PER ACRE) DENSITY.

3.9 In order to achieve this, developers will be expected to provide a mix of dwellings resulting in a variety of tenure, size and cost within 'villages', allowing individual households more freedom in choosing a location and surroundings they prefer. This will also help to produce a variety of design styles, and avoid the visual uniformity of large areas of a single house type. It is also considered that development of a high rise nature would be inappropriate.

3.10 It is City Council policy, therefore, to -

H4 ENSURE THAT THE DEVELOPMENT CONSISTS OF A VARIETY OF HOUSE TYPES WHICH IN THE MAIN SHOULD BE PROVIDED IN A LOW RISE FORM, NOT NORMALLY EXCEEDING TWO STOREYS IN HEIGHT, WITH PITCHED ROOFS.

3.11 It is inevitable that the majority of the area will be private development, but in seeking to secure provision for 'public sector' housing, the City Council's basic aim is to ensure that the area reflects a healthy balance of tenures and meets, as far as possible, a broad range of housing needs. In this connection it is an important part of the City Council's housing policy for the elderly, that a site for sheltered housing is found because the Council's aim is to 'plant' sheltered schemes in strategic areas within Worcester to meet the demand for this type of accommodation from the growing elderly population locally.

3.12 In respect of other general and special housing needs, the published Local Housing Strategy contains important policy objectives which have guided the consideration of public sector needs at Warndon, namely

a) In the absence of any other valid criteria the existing proportionate split between 'public' and 'private' sectors (20:80) is taken as the basis for need assessment within the Structure Plan target dwelling number figures.

b) The City Council as housing authority recognises it has a growing enabling role by seeking to initiate the provision of homes to meet wider housing needs. It is increasingly likely, therefore, that land will be required for:

i) Low cost home ownership initiatives to benefit the Housing Waiting List and to encourage existing tenants to buy releasing relets.

ii) Joint schemes with Housing Associations or other approved landlords to build housing for assured tenancies.

- iii) Leasehold schemes for the elderly or similar initiatives to meet the needs of elderly owner occupiers seeking smaller or sheltered preferably ground floor accommodation but currently owning properties at the bottom end of the market yielding a relatively small amount of equity.

3.13 It is City Council policy to -

H5 SATISFY ALL HOUSING NEEDS BY PROVIDING OR SECURING A RANGE OF PROPERTY TYPES, TENURE AND SIZE.

H6 ENSURE AS FAR AS POSSIBLE THE AVAILABILITY OF SITES FOR HOUSING ASSOCIATION AND CITY COUNCIL DEVELOPMENT IN ACCORD WITH THE COUNCIL'S HOUSING STRATEGY AND CAPITAL INVESTMENT PROGRAMME.

3.14 The importance of local identity in each 'village' and 'hamlet' development has been emphasised. To achieve this the integration of housing groups, roads, parking areas, pedestrian/cycle ways, open spaces and landscaping will be important.

3.15 It is also essential that adequate provision is made for off-street car parking, and this must be seen as an integral part of the housing layout in order to reduce the visual impact of parked cars. Garages should contribute to the form and enclosure of housing groups and open hard standings should be imaginatively landscaped. In addition, the greatest care should be taken in locating the parking areas in the most convenient manner and thereby reducing the likelihood of parking on roads.

3.16 It is City Council policy to -

H7 ENSURE A MINIMUM CAR PARKING PROVISION BY REFERENCE TO THE DOCUMENT 'RECOMMENDED CAR PARKING STANDARDS FOR DEVELOPMENT IN THE COUNTY OF HEREFORD AND WORCESTER'.

3.17 Trotshill Lane is a hedge-lined country lane well worthy of conservation in order to retain its character. A feature of the lane is the double hedgerows with intervening long narrow meadows upon some of which individual cottages have been constructed in the past. It is considered that there is scope for sensitive infilling along the lane but the character and double hedgerow must be maintained. Strict design criteria will be laid down in the planning brief for the appropriate phase of development.

3.18 The provision of play and kickabout facilities is a principle commonly accepted, and the standards reproduced in Appendix Two are those which the City Council has been operating since their approval in the Recreation Subject Plan in 1981. Consideration is being given to revising these requirements, particularly with a view to incorporating play facilities in larger parkland areas but at a greater distance from individual homes. However, local provision locally provided is important and is an essential part of the hierarchy of play provision and complements the larger areas for formal and informal recreational use. However, the use of open areas between individual districts may be suitable locations but these will be identified in the appropriate planning brief.

3.19 It is City Council policy that -

H8 IN THE DESIGN OF RESIDENTIAL AREAS THE CITY COUNCIL'S PLAY AND KICKABOUT STANDARDS WILL BE APPLIED

4. INDUSTRY & EMPLOYMENT

4.1 The major policy relating to industry and employment in the Structure Plan states that "approximately 62 hectares of serviced land are to be provided at Worcester for industrial and warehousing uses between 1981 and 1991". In 1981, 35 hectares (86.48 acres) of land was available, and therefore this Local Plan will need to consider allocating accommodation for at least part of the outstanding requirement of 27 hectares (66.7 acres). This figure is in addition to the 22.25 hectares (55 acres) already allocated in the Warndon Business Park.

4.2 The policy of the City Council will be -

IE1 TO ENSURE THAT THERE IS SUFFICIENT INDUSTRIAL LAND AVAILABLE TO MEET STRUCTURE PLAN REQUIREMENTS.

4.3 The City Council are continuing to promote the Warndon Business Park at Cotswold Way. It would seem logical for this industrial area to continue to develop across the northern part of the area on a phased basis. Although criticism has been levelled at this, it is important that serviced land is available and the infrastructure resources used to the maximum. Furthermore, it would enable a direct link to the motorway to be achieved as well as to the rest of the city once the eastern link road is completed, all of which would be segregated from the major housing areas.

4.4 Good access will be important, and it is considered that the continued extension of Buckholt Drive to serve the industrial area is not desirable. In view of this, the new distributor road from Cranham Drive to junction 6 on the M5 should be constructed. Initially this will be linked into the existing Tolladine Road, and will inevitably become the major access into the Business Park. In environmental terms this is undesirable, but on highway grounds is considered to be acceptable for a temporary period. However, as development proceeds towards the motorway so the new distributor road will be constructed north of the existing road so that trees and hedgerows are retained as part of the required buffer to the housing area beyond, and the old road being utilised as a pedestrian/cycleway.

4.5 Therefore it is City Council policy -

IE2 TO ENCOURAGE THE EARLY CONSTRUCTION OF THE DISTRIBUTOR ROAD FROM CRANHAM DRIVE TO JUNCTION 6 ON THE M5 MOTORWAY.

4.6 The distributor roads within the industrial area should be free flowing in the interests of highway safety.

4.7 Therefore it will be City Council policy that -

IE3 MANOEUVRING, LOADING AND UNLOADING FACILITIES SHALL BE AVAILABLE WITHIN EACH SITE TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY.

4.8 The Highway Authority has standards for car and lorry parking in industrial areas. These will continue to form the basis of development control decisions, but each development will be viewed on its merits. The County Council's standards are subject to regular review and, in consideration of changing industrial patterns and employment densities, it is expected that there may need to be substantial adjustments during the plan period.

4.9 It is City Council policy to -

IE4 CONTINUE TO USE THE DOCUMENT 'RECOMMENDED CAR PARKING STANDARDS FOR DEVELOPMENT IN THE COUNTY OF HEREFORD AND WORCESTER' FOR ASSESSING CAR PARKING REQUIREMENTS FOR DEVELOPMENTS.

4.10 It is essential that the industrial allocation is not eroded, and any damage to the viability of the existing city centre shopping area by the infiltration of retail warehouses will be strongly resisted. A limited amount of trade and retail outlet will be considered on its merits so long as it is ancillary to the main use, and does not prejudice the overall zoning of the industrial area. Generally, use of buildings will be restricted to light or general industry or to warehousing, although special industrial and office uses will be considered on their merits.

4.11 It is City Council policy -

IE5 TO RESIST PROPOSALS FOR PRIMARILY RETAIL USES ON LAND ZONED FOR INDUSTRIAL PURPOSES.

4.12 The development of industrial land must be carefully controlled in order to protect the environment and amenities of the locality. This will be particularly important in relating to the canal frontage which must be fully recognised and included within the overall design of any development facing on to it. Visually the site will be very prominent especially from the north and therefore landscaping will form an important element. Schemes for landscaping should be formulated and implemented at the outset of development and should try to incorporate any sites of ecological interest

4.13 The other element of concern is the location of the gypsy site. Its location as a residential site is unfortunate but being on the northern edge of the industrial area it does mean that a landscaped buffer can be provided to soften the effects. Greater control will need to be taken in the design and layout of the industrial premises in this locality.

4.14 It is City Council policy to -

IE6 PAY CAREFUL ATTENTION TO THE SITING, LAYOUT AND DESIGN OF INDUSTRIAL AND WAREHOUSE BUILDINGS ESPECIALLY ADJACENT TO THE WORCESTER-BIRMINGHAM CANAL AND RESIDENTIAL GYPSY SITE.

IE7 GENERALLY RESIST OUTSIDE STORAGE UNLESS CONTAINED WITHIN COMPOUNDS OR ADEQUATELY SCREENED WITH PLANTING OR OTHER SATISFACTORY MEANS OF ENCLOSURE.

IE8 REQUIRE LANDSCAPING SCHEMES AS AN INTEGRAL PART OF ALL PROPOSED DEVELOPMENT.

4.15 Prolific advertising on buildings can have a harmful visual effect on the area, and therefore advertisements on individual buildings will be restricted to that consistent with the identification of each unit. These should normally be located at ground floor fascia level and be non-illuminated.

4.16 It is City Council policy to -

IE9 RESTRICT ADVERTISING ON INDIVIDUAL BUILDINGS TO THAT CONSISTENT WITH IDENTIFYING EACH BUSINESS.

4.17 Much of the area is visible from the Northern Link Road, and special control will need to be exercised to avoid a proliferation of signs along the northern boundary of the industrial estate.

4.18 It is City Council policy to:-

IE10 GENERALLY RESIST ADVERTISING SIGNS ON THE NORTHERN BOUNDARY OF THE INDUSTRIAL AREA.

5. ACCESS AND MOVEMENT

5.1 Although the basic principles put forward in the land use option were generally favourably received, various comments have resulted in the road network being given further consideration.

5.2 The aim of achieving 'villages' and 'hamlets', each with its own character and name, and physically separated from each other, eases the problem of achieving the basic aim of securing a road hierarchy which produces a high quality of environment and high level of safety in all residential, working and recreational areas. This will exclude from the roads within them all traffic that has no direct need to visit these areas. Furthermore, this will enable, in the main, the design of the distributor roads with no frontage access, so allowing a free flow of traffic without interruption from parked vehicles or by turning traffic. Junctions will be appropriately designed to accommodate right-turning traffic without interrupting the main flow. Thus, fast and high capacity roads will be available for inter-village and through traffic flows without harm to the residents of the area.

5.3 There are four main levels in the hierarchy. At the lowest level are access roads which give direct access to buildings and land within residential areas. Generally traffic passes from these onto local distributor roads which distribute the traffic within villages - the exception will be the outer 'hamlets' where in environmental and identity terms a more direct access would be beneficial but this will be subject to further discussions with the highway authority. These provide routes to the villages, hamlets, industrial areas and other parts of the city. The local, district and primary distributor roads are shown on the proposals map.

5.4 It will be City Council policy to -

AM1 ENSURE THAT ALL DISTRIBUTOR ROADS HAVE NO FRONTAGE ACCESS AND HAVE JUNCTIONS APPROPRIATELY DESIGNED TO ACCOMMODATE TURNING TRAFFIC.

5.5 The public participation exercise confirmed the traffic problems on Tolladine Road and, to a lesser extent on Newtown Road. Therefore, it is desirable that neither of these roads should have to accommodate additional vehicular flows without relief. In respect early provision of the link between Spetchley Road and Newtown Road is important not only to give an alternative route into the city centre, but also reduce much of the through traffic in the Ronkswood and Nunnery areas. However, concern was expressed about the sensitivity of this area, and it is considered therefore that special attention should be given in the design of this road to ensure the protection of the ecology and wildlife habitat in the area with particular protection given to the badger population.

5.6 It will be City Council policy to -

AM2 ENSURE THE EARLY PROVISION OF THE LINK ROAD BETWEEN NEWTOWN ROAD AND SPETCHLEY ROAD, AND IN ITS DESIGN PAY SPECIAL ATTENTION TO THE PROTECTION OF THE ECOLOGY AND WILDLIFE HABITATS.

5.7 There will be a demand for pedestrian/cycle movements from the development area to Spetchley Road especially with the new District Hospital, Nunnery Wood Country Park, Nunnery Schools, sixth form college, Sports Centre and County Hall en route. It will be important that the connecting links are also provided.

5.8 It will be City Council policy to:

AM3 ENSURE THE EARLY PROVISION OF A PEDESTRIAN/CYCLE ROUTE BETWEEN NEWTOWN ROAD AND SPETCHLEY ROAD, AND APPROPRIATE CONNECTING LINKS TO ADJACENT USES.

5.9 Furthermore, there was evident need for a route between Tolladine Road and Newtown Road which should be relatively direct. This would have the effect of reducing traffic on Tolladine Road, Sherriff Street and Trotshill Lane, so giving an allowance for flows from the new development to be accommodated on Tolladine Road in particular. The junction with Tolladine Road has given rise to discussion as to its location. On balance it has been concluded that the major flow should be encouraged to make use of the new distributor road rather than existing roads in the Warndon estate. In order to achieve this, the new road would extend directly into the east-west link to Cranham Drive, and the route to Tolladine Road and Windermere Drive would be via the existing Trotshill Lane as improved. This will enable cross movements between the two areas to be achieved whilst discouraging through traffic from using the existing road system.

5.10 Again this road will be a distributor with no frontage access and provision at junctions for turning traffic. There would also be the need for appropriate crossing facilities for pedestrians and cyclists especially where major pedestrian/cycle links are traversed. It is considered that these should be segregated crossings at a minimum of points. A segregated route will also be required along the eastern side of this road linking into the residential areas.

5.11 The design and landscaping of this road will be very important particularly where it passes over the ridge as it will be visible from much of the area to the north.

5.12 Furthermore, existing vehicular congestion on Tolladine Road at peak periods would suggest that no further new development gaining access onto it should be restricted until the link to Newtown Road has been completed.

5.13 It will be City Council policy to -

AM4 ENSURE THE CAREFUL DESIGN AND LANDSCAPING OF THE LINK ROAD BETWEEN THE EAST-WEST DISTRIBUTOR AND NEWTOWN ROAD.

AM5 GIVE HIGH PRIORITY TO SEGREGATED PEDESTRIAN/CYCLE CROSSING FACILITIES AT APPROPRIATE POINTS.

AM6 ENSURE THE PROVISION OF A SEGREGATED PEDESTRIAN/CYCLE ROUTE ON THE EASTERN SIDE OF THE NEWTOWN ROAD TO TOLLADINE ROAD LINK.

5.14 The limiting of links to the existing Warndon estate was generally welcomed, although the necessity to accommodate certain cross

movements particularly for early development was seen to be important. On this basis the single link via Trotshell Lane to Windermere Drive and Tolladine Road is retained. The north would be served by the east-west link from the M5 junction to Cranham Drive. This road would be serving both housing and industry and could result in an increase of traffic on Cranham Drive. In the long term, therefore, it may be necessary to close off the eastern part of Cranham Drive in order to maintain the residential environment of the existing estate.

- 5.15 This road will be aligned through the buffer strip between industry and housing and, being a busy road, the provision of a separate pedestrian cycle route will be important. This would be located in the landscaped buffer strip on the south side of the road west of The Haywain. To the east the route will follow the existing Tolladine road. There will be links to the housing areas to the south and industrial area to the north as appropriate.

- 5.16 It is City Council policy to -

AM7 ENSURE THE PROVISION OF A PEDESTRIAN/CYCLE ROUTE WITHIN THE BUFFER STRIP SOUTH OF THE ROAD LINK FROM CRANHAM DRIVE TO WARNDON COURT.

- 5.17 It may be appropriate to make allowance for public transport and emergency vehicles to gain access as necessary. A further policy relating to this link is IE2.

- 5.18 In order to achieve the aim of developing the Plan area with a minimum of pressure on the existing road system, the link from the M5 junction to Newtown Road is essential. In the Land Use Option, the principle of this road was accepted, but concern has been expressed regarding its alignment through Trotshell and also the originally proposed residential development in the south. Further concern was expressed at the alignment of the road in the north east of the Plan Area in the region of Warndon Court. As a result this road has been realigned to the east of Trotshell, then rising to follow the ridge to the west of Warndon Wood, and then being drawn off the ridge immediately north of Warndon Wood following the contours down into the valley bottom where the junction with the east-west distributor road would be located north east of Warndon Court. Careful design of this road is essential to ensure that it is visually unobtrusive, and this may require certain lengths to be in cutting together with sensitive mounding and tree planting especially north east of Warndon Wood where St. Nicholas Church and Warndon Court Farm should remain the dominant feature.

- 5.19 It will be City Council policy to -

AM8 ENSURE THAT THE EASTERN LINK ROAD IS SENSITIVELY DESIGNED WITH MOUNDING, TREE PLANTING AND OTHER APPROPRIATE LANDSCAPING.

- 5.20 There will inevitably be a considerable effect on the road system outside the plan area as a result of this distributor road layout, particularly at peak periods, and it is likely that traffic management measures will be necessary as development progresses. Special consideration may need to be given to the various railway crossings.

5.21 It is City Council policy to -

AM9 MONITOR TRAFFIC MOVEMENT FROM THE AREA AND ITS EFFECTS ON THE EXISTING SYSTEM, AND IMPLEMENT A PHASED PROGRAMME OF IMPROVEMENTS AND TRAFFIC MANAGEMENT MEASURES AS REQUIRED IN ASSOCIATION WITH THE COUNTY COUNCIL.

5.22 It would be environmentally unsatisfactory to serve areas of major development via existing residential roads, i.e. Grassington Drive, Threshfield Drive and Aconbury Close. Therefore any proposal which shows the rounding off of these roads so preventing further major development would be considered.

5.23 It is City Council policy, therefore, to -

AM10 RESIST THE EXTENSION OF GRASSINGTON DRIVE, THRESHFIELD DRIVE, AND ACONBURY CLOSE AS A MEANS OF ACCESS TO FUTURE LARGE AREAS OF DEVELOPMENT. ENCOURAGEMENT WOULD BE GIVEN TO SCHEMES CLOSING OFF THE ENDS OF THESE CULS DE SAC.

5.24 The future of Trotshill Lane generated considerable comment particularly relating to its use as a through route from Newtown Road to Warndon and that the amount of traffic using it was becoming a danger. However, there were those who wished to see it remain open, and did not want to see Trotshill itself cut off from the new development. At present it is a pleasant hedge lined country lane and, in the view of the City Council, the continued use of this lane as part of the highway network would result in its total destruction and the loss of the delightful setting of individual properties along it. This feature should be retained and enhanced, especially the double hedgerows which will be of great benefit in retaining many of the wildlife habitats that have become established. It is implicit that the only way this feature can remain is to close it to through vehicular traffic as soon as an alternative route is available, thus using it only as a pedestrian/cycle route. Alternative access from the new road network would be provided to serve existing and any proposed properties (see paragraph 3.17).

5.25 It will be City Council policy to -

AM11 PRESS THE COUNTY COUNCIL TO CLOSE TROTSHILL LANE TO VEHICULAR THROUGH TRAFFIC WHEN AN ALTERNATIVE ROUTE IS AVAILABLE.

AM12 CONSERVE AND ENHANCE TROTSHILL LANE IN ITS PRESENT SETTING FOR USE BY PEDESTRIANS AND CYCLISTS.

AM13 ENSURE THAT DEVELOPMENTS EITHER SIDE OF TROTSHILL LANE GIVES VEHICULAR ACCESS TO EXISTING AND PROPOSED PROPERTIES [FROM THE REAR] WHEREVER PRACTICAL.

5.26 A comprehensive network of pedestrian/cycle routes linking housing areas, schools, shops, employment areas and open space, as well as other parts of the city, is essential. The major routes will, in the main, follow the green open areas between village areas or preserved hedgerows wherever practical, and these are shown on the proposals map. It is important that journeys on foot or bicycle should be convenient, safe and pleasant by means of carefully designed routes. Standard construction details for these routes have been prepared, and will be applied in the plan area.

5.27 It is City Council policy to -

AM14 ENSURE THAT PROVISION IS MADE IN THE DEVELOPMENT FOR A SEGREGATED PEDESTRIAN/CYCLE NETWORK TO SERVE THE AREA AND GIVE ACCESS TO DESTINATIONS OUTSIDE THE PLAN AREA.

AM15 ENSURE THAT MAJOR ROUTES ARE LANDSCAPED FEATURES OF THE TOTAL DESIGN.

AM16 APPLY THE FOLLOWING CRITERIA:

A) THE FOOTPATH SHOULD BE A MINIMUM WIDTH OF 6FT. (1.8M). IF A CYCLEWAY IS INCORPORATED IT WOULD NEED TO BE A MINIMUM OF 10FT. (3M).

B) THEY SHOULD BE WELL SURFACED, DRAINED AND LIT.

C) STANDARD CITY COUNCIL CONSTRUCTION DETAILS SHALL BE APPLIED.

D) THEY SHOULD FOLLOW THE MOST DIRECT ROUTE BETWEEN HOMES, PEDESTRIAN ATTRACTIONS AND PUBLIC TRANSPORT LINKS.

5.28 Public transport should be able to penetrate the village areas as well as serving the local centre, employment areas, social and recreational facilities and should provide a link to the city centre. It is anticipated that bus services would be extended as development proceeds utilising the distributor roads to achieve an effective coverage. These roads should be designed to accommodate buses and coaches.

5.29 It is City Council policy to -

AM17 SUPPORT THE PROVISION OF PUBLIC TRANSPORT WITHIN THE AREA AND ENSURE THAT FACILITIES ARE DESIGNED TO ACCOMMODATE THIS AIM.

5.30 The widening of the M5 motorway to three lanes may take place within the plan period on completion of similar works further to the north. Mature hedges are present on land adjacent to the motorway and it is not known to what extent they will be affected until detailed design work has been carried out. It is considered that advance planting of trees and hedges through this area is vital so that when works commence the planting will be relatively well established. This will give protection to the development area as well as providing a natural habitat for the continuity of wildlife.

5.31 It will be City Council policy to -

AM18 PRESS THE DEPARTMENT OF TRANSPORT TO CREATE MOUNDING AND PLANT TREES AND HEDGES ADJACENT TO THE M5 MOTORWAY IN ADVANCE OF ANY WIDENING WORKS.

5.32 In order to ensure the provision of the highway infra-structure, owners/developers will be expected to enter into a Section 52 Agreement prior to the granting of any planning permission. This Agreement would allow for roads to be constructed in a progressive manner relating to the number of houses served.

5.33 It is City Council policy that:-

AM19 NO NEW MAJOR RESIDENTIAL DEVELOPMENT SHALL BE PERMITTED PRIOR TO A SECTION 52 AGREEMENT BEING CONCLUDED RELATED TO THE PROVISION AND TIMING OF THE HIGHWAY INFRA-STRUCTURE.

6. SHOPPING

- 6.1 The Structure Plan policy states that "in larger residential areas where shopping deficiencies are identified, small new shopping centres up to 6000 sq.ft. gross floor space can be introduced, provided that such centres do not contain a single shop with a gross floor space exceeding 3000 sq.ft. Consideration must be given to how such centres might be combined with social facilities in order to provide a focal point for the community". (Policy S5)
- 6.2 It is necessary to plan for an adequate range of shops, but it is apparent that in present day shopping terms new small centres find it difficult to establish a solid trading base. This can be caused by the slow adaptation of the incoming population to such centres, a continuing preference to favoured shopping locations and to changing patterns of shopping behaviour. Furthermore the tendency for car-borne shoppers to travel to large stores (e.g. Sainsbury's at Warndon and Tesco at St Peter the Great) will undoubtedly continue.
- 6.3 There was considerable comment relating to the large district centre indicated within the land use option, although thoughts were equally divided on its desirability. The existing facilities on the Warndon estate were also emphasised although with the exception of the Sainsbury's Foodstore, these are not considered to be a great attraction to the car-borne shopper and probably too distant for the majority of residents in the new development areas. Furthermore, encouragement of their use would increase cross movements which may not be desirable.
- 6.4 It has been concluded therefore that local shops are important and that these should be established early in the development phases before shopping patterns are established in other directions. This would not be achieved by the provision of a large centre and, with the opening of the Tesco store to the south of the city, a further large supermarket would be difficult to justify. On this basis one local centre is proposed at Lyppard Grange.
- 6.5 It is City Council policy to -
- S1 MAKE PROVISION FOR ONE SMALL SHOPPING CENTRE UP TO 6000 SQ.FT. GROSS FLOOR SPACE. THE CENTRE SHALL NOT CONTAIN A SINGLE SHOP WITH A GROSS FLOOR SPACE EXCEEDING 3000 SQ.FT.
- 6.6 Changes at the local shopping centre may be necessary if an acceptable shopping function is to survive. Therefore, flexibility will be essential to give scope for more specialist retail users, commercial uses or for social and community functions to evolve. The City Council will consider such proposals favourably having regard to the continuation of the shopping element to meet local needs.
- 6.7 It is City Council policy that -
- S2 THE LOCAL SHOPPING CENTRE WILL BE ALLOWED TO EXPAND OR ADAPT EXISTING USES WHERE IT IS CONSIDERED SUCH CHANGES ARE LIKELY TO CONTRIBUTE TO THE CONTINUED AND EFFICIENT OPERATION OF THIS CENTRE AS A SHOPPING LOCATION.

6.8 In addition to this small centre, it is considered that there is scope for the provision of 'single' or corner shops. These generally succeed by supplementing the needs of both the mobile and less mobile shoppers usually by extended opening hours. Therefore in those residential areas where existing buildings are being retained, e.g. Warndon Court, Little Tolladine Farm, single shop units will be considered.

6.9 It will be City Council policy to -

S3 CONSIDER APPLICATIONS FOR THE PROVISION OF SINGLE SHOP UNITS TO MEET LOCAL NEED ON THEIR MERITS.

6.10 The shopping facilities proposed are directly related to the local needs of the anticipated residential development, and the City Council will be looking to developers to enter into section 52 agreements prior to the granting of any planning permission to ensure their provision.

6.11 It will be City Council policy -

S4 TO ENSURE, BY WAY OF SECTION 52 AGREEMENT, THAT THE APPROPRIATE SHOPPING PROVISION IS AVAILABLE FOR USE EARLY WITHIN THE PHASE OF DEVELOPMENT TO WHICH IT RELATES.

7. EDUCATION

7.1 Hereford and Worcester County Council, as the local education authority, is responsible for resolving and anticipating school and other educational needs. However, it is difficult to give precise requirements for educational services due to the envisaged changing character of education and its responsibilities during the next 10 to 20 years.

7.2 At present, there are sufficient spare places in the existing primary schools in adjacent areas to absorb any children from the initial development without difficulty. Secondary school children would either go to Nunnery in the south or Elgar High to the west. There will therefore be a major cross flow of movement between the new development and existing areas. It will be important to ensure that appropriate pedestrian and cycle links are available at an early date to cater for these movements. (See also policies AM3, AM5, AM6, AM7, AM14 and AM16)

7.3 It will be City Council policy -

E1 TO ENSURE THAT THE PROPOSED DEVELOPMENT HAS EARLY PEDESTRIAN AND CYCLE LINKS TO THE EXISTING PRIMARY AND SECONDARY SCHOOLS WHICH WILL SERVE THE NEW AREA.

7.4 The education authority has indicated a provisional requirement of a large site of 10-15 acres with good access both to the rest of Worcester city and to the county road system as a whole in order to provide for a variety of possible needs, e.g.

- a) 5-11yrs. age primary school,
- b) sports facilities for city youth clubs,
- c) centre for post-16yrs. and adult/community education facilities.

The requirements are very vague at this stage which makes the allocation of land difficult. On the basis of information provided it would appear that sports facilities for youth clubs could be provided in an open buffer area, whilst the primary school should be located at a focal point for the community as a whole. Obviously, it will be necessary to review the requirements as each phase of development is planned.

7.5 It is City Council policy to -

E2 ALLOCATE LAND WITHIN THE PLAN AREA FOR THE DEVELOPMENT OF EDUCATIONAL FACILITIES.

E3 THIS ALLOCATION TO BE MONITORED AND REVIEWED AS NECESSARY.

7.6 The City Council already supports the idea of providing social and recreational facilities in association with schools, and dual use of existing facilities is common place within the city. Therefore, the provision of a community wing on the primary school or upgrading what are essentially school facilities, both buildings and outdoor areas, to allow a greater intensity of use by non-school users would be fully investigated and encouraged as the opportunities arise.

7.7 It will be City Council policy to -

E4 ENCOURAGE JOINT PROVISION OR DUAL USE PROVISION FOR COMMUNITY
USES WITHIN EDUCATIONAL FACILITIES.

8. SOCIAL AND COMMUNITY FACILITIES

- 8.1 It will be necessary to provide a range of facilities associated with community development and health. These will include meeting halls and social clubs, voluntary and statutory social services, churches, health services and clinics.
- 8.2 Provision of facilities will be through private means such as a public house, as well as public provision in the form of sports and community facilities. These will include a range of welfare and counselling services, and advice and information services for local residents, youth provision, resources for the under fives, the elderly and disabled. It is important that facilities are provided for the full age range, and in order to maximise both resources and services it is important to recognise the need for joint use, and a co-ordinated approach to the wide range of facilities necessary in such a development.
- 8.3 It is City Council policy to -
- SC1 ENSURE THE PROVISION OF SOCIAL AND COMMUNITY FACILITIES FOR THE FULL SPECTRUM OF AGE GROUPS WITHIN THE COMMUNITY.
- SC2 ENCOURAGE THE JOINT PROVISION AND USE OF ANY COMMUNITY FACILITIES.
- 8.4 It is recognised that there are several community uses which do not become fully apparent until the residential area has become established. These include such facilities as a church and scout/guide headquarters, and it is important that areas of land are reserved for this type of use. These would be maintained as open space during the intervening period and would not be made available for any commercial or residential uses, as some community facilities may not reveal themselves for a considerable number of years.
- 8.5 It will be City Council policy to -
- SC3 ALLOCATE LAND FOR FUTURE COMMUNITY USES. NO OTHER USES SHALL BE ALLOWED, AND THE AREAS WILL BE MAINTAINED AS OPEN SPACE UNTIL REQUIRED.
- 8.6 It is anticipated that the size of the individual residential village areas will be insufficient to warrant their own community facilities. It is considered that major facilities such as a clinic, community hall and public house should be located together in an area which would be accessible from the whole area, although it may be the focal point of one village. Emphasis on provision should be in the same centre as grouped shopping provision. i.e. Lyppard Grange (paragraph 6.4).
- 8.7 Although it is proposed to group together the larger facilities, this would not prevent small local facilities such as residents association facilities being located within the village/hamlet development to which it particularly relates. Full consideration will be given to this in the planning briefs with special attention being paid to Warndon Court where the existing church could become a nucleus for further community facilities.

8.8 It is City Council policy to -

SC4 ENCOURAGE THE GROUPING OF COMMUNITY, SOCIAL AND ANCILLARY USES WITHIN THE LOCAL CENTRE.

8.9 The City Council considers it important that all buildings to which the public have access should be available to and have facilities for disabled people, unless the City Council is satisfied that it would be impracticable and unreasonable to make such provision.

8.10 It is City Council policy to -

SC5 ENSURE THAT THE DESIGN AND LAYOUT OF BUILDINGS USED BY THE PUBLIC ARE EASILY ACCESSIBLE BY DISABLED PERSONS.

8.11 The County Council are constructing a gypsy site which lies within the proposed industrial area. The City Council supports this provision, particularly as it will ensure the rapid removal of gypsies from unauthorised sites. Under current legislation a district which becomes 'designated' within the meaning of section 12 of the Caravan Sites Act 1968 has increased powers for removal of unauthorised camps.

8.12 The site will offer fifteen permanent residential pitches, five transit pitches and one warden's pitch. The Hereford and Worcester County Council is responsible for laying out the facility which once completed will be managed by the City Council. The location of the site, which is taken as a commitment within this local plan, will not be ideal for a residential environment so it will be important that a buffer zone of planting around the site is provided to screen nearby industrial areas (see also policy IE6).

8.13 It is City Council policy to -

SC6 ENSURE THAT THE GYPSY SITE IS SEPARATED FROM THE ADJOINING PROPOSED INDUSTRIAL AREAS BY AN APPROPRIATE BUFFER OF LANDSCAPING.

8.14 HEALTH FACILITIES. The major development over the plan period will be the new Worcester Royal Infirmary - Newtown Road branch. When fully developed, this will replace the existing Royal Infirmary in the city centre and the Ronkswood branch, although as far as the latter is concerned it is not expected to be within the plan period.

8.15 At the present time the site of the new hospital includes the northern section of Nunnery Wood (approx. 8.75 acres) which has been incorporated within Nunnery Wood Country Park under a management agreement with the County Council until such time as development is necessary. However, it is considered that, in visual and nature conservation terms, considerable benefit would accrue if this portion of the wood could be retained. It is appreciated that the needs of the hospital should take precedence, but the city and county councils own land to the east of the wood which in the north abuts the health authority's ownership. Every encouragement should be given to the development of this land to the east of the wood in return for retaining the wood itself.

8.16 As the hospital will be serving areas beyond the city, and taking into account the inadequacies of Newtown Road, it is considered that major access to the site could be from the new proposed junction of the District Distributor Road with Newtown Road. This could be available early in the development process (see policy AM2) so only a secondary access directly onto Newtown Road would be required.

8.17 It will be City Council policy to -

SC7 SUPPORT THE DEVELOPMENT OF THE NEW ROYAL INFIRMARY - NEWTOWN ROAD BRANCH AS SOON AS POSSIBLE.

SC8 SEEK TO RETAIN THE NORTHERN SECTION OF NUNNERY WOOD BY ENCOURAGING HOSPITAL DEVELOPMENT TO THE EAST OF THE WOOD.

SC9 REQUEST THAT CONSIDERATION BE GIVEN TO THE HOSPITAL HAVING ITS MAIN ACCESS ONTO THE NEW JUNCTION BEING FORMED WHERE THE DISTRICT DISTRIBUTOR ROAD MEETS NEWTOWN ROAD.

8.18 Other health services come under the auspices of the Worcester and District Health Authority. It is anticipated that in spite of the closeness of the major hospitals a development of the size envisaged will require a health centre which could include facilities for doctor, dentist and provision for child health clinics, parent craft and relaxation classes. In addition office and storage space may be required for the district nurses, health visitors and other community based workers.

8.19 It is City Council policy to -

SC10 ENSURE PROVISION OF THE NECESSARY HEALTH FACILITIES TO MEET THE LOCAL NEEDS.

9. RECREATION

- 9.1 There is one small area of open space at the end of Threshfield Drive which is the sum total of present facilities within the plan area. There are some local facilities within the existing Warndon estate which may have some spare capacity, but generally it is proposed that the new areas should have the facilities locally provided. This is particularly the case relating to play areas where consideration is being given to providing these facilities in larger parkland areas (see paragraph 3.18). However, this could result in these being so far from the majority of homes that their prime purposes - use by local children unsupervised by adults close to their homes - would be lost.
- 9.2 Therefore the policies indicated in the City of Worcester Recreation Subject Plan will apply to the Local Plan area as appropriate. These are outlined in Appendix Two, but it is acknowledged that a certain element of flexibility is required. Where a conflict of policies occurs the policy within this plan shall take precedence.
- 9.3 It is City Council policy to -
- R1 ADOPT THOSE POLICIES CONTAINED WITHIN THE RECREATION SUBJECT PLAN WHICH ARE APPLICABLE TO THE PLAN AREA.
- R2 IN THE EVENT OF CONFLICT THE POLICIES WITHIN THIS PLAN SHALL TAKE PRECEDENCE WITHIN THE PLAN AREA.
- 9.4 The general principles relating to recreational provision put forward in the land use option seemed to be generally favourably received, although it was emphasised that facilities should be provided for all age groups.
- 9.5 It is acknowledged that, with the concentration of sports pitches at Perdiswell, a further provision other than that of a local nature, e.g. for local youth group use, would not be required. However, there would be a need to have adequate provision for other outdoor sports such as tennis and bowls, although some of these may not develop until the community becomes established. It is essential, however, that areas are reserved to accommodate such uses in the future.
- 9.6 Although properly laid out open spaces for sporting purposes will be at a minimum, it is anticipated that the areas for informal recreation, i.e. woods and green areas, between districts will increase to have the required visual and environmental affect. Any formal local pitch requirements can be incorporated within these areas.
- 9.7 Provision for the major indoor sports are also well catered for in the Perdiswell Sports Centre to the west, and the recently opened Nunnery Wood Sports Centre to the south. On this basis sports hall provision is not envisaged within the area although this will be monitored over the plan period and may be affected by any future education or youth requirements for sports facilities. However, the one element that has been identified is the requirement for a small swimming pool to serve local need and complementing the main pool in the city centre.

9.8 It is anticipated that many of the community buildings will be able to accommodate local sporting needs both passive and active, and full joint or dual use of facilities will be encouraged wherever possible. (See also policies SC1, SC2 and E4)

9.9 It will be City Council policy to -

R3 ENSURE THE PROVISION OF RECREATIONAL FACILITIES TO MEET THE REQUIREMENTS OF ALL AGE GROUPS

R4 CONCENTRATE ON PROVISION OF SPORTS FACILITIES OF A LOCAL NATURE

R5 EMPHASISE BY MEANS OF WIDTH, LANDSCAPING AND USE THE INFORMAL AREAS OF RECREATION SEPARATING INDIVIDUAL DISTRICTS.

R6 ENCOURAGE THE PROVISION OF LOCAL LEISURE SWIMMING FACILITIES.

R7 ENCOURAGE JOINT USE PROVISION OR DUAL USE OF BOTH PUBLIC AND PRIVATE INDOOR AND OUTDOOR FACILITIES.

9.10 Golf is continuing to be a growth sport, and the presence of the Tolladine Golf Club within the plan area is a major benefit. However, its nine hole length does restrict both the membership and physical number of players that can be accommodated at any one time. The general principle of extending it to 18 holes was welcomed although a full investigation will be necessary of the costs involved and the nature of future management to allow maximum public use whilst retaining the club image.

9.11 It is City Council policy to -

R8 ENCOURAGE THE EXTENSION OF TOLLADINE GOLF COURSE TO 18 HOLES

9.12 The Worcester-Birmingham Canal is an important recreational feature which is predominantly used for leisure pursuits e.g. boating (from outside the area), walking and angling. Many people were critical of the land use option not making more of it. It is evident that the canalside is going to be an attraction particularly for walking, and also as a natural corridor for wildlife. It needs to be upgraded and signposted with sitting areas incorporated and attention paid to the design of the industrial area to ensure that the canal is a landscaped part of, rather than the back end of, an industrial estate. (See also policy IE6)

9.13 It is City Council policy to -

R9 ENCOURAGE THE UPGRADING, LANDSCAPING AND SIGNPOSTING OF THE CANALSIDE INCLUDING SITTING AREAS WHERE APPROPRIATE.

R10 ENSURE THAT AS PART OF THE INDUSTRIAL DEVELOPMENT THE CANAL TOWPATH IS IMPROVED.

R11 TO RETAIN AND INCORPORATE TREES/HEDGEROWS ABUTTING THE CANAL INTO ANY LANDSCAPING SCHEMES.

R12 NEW DEVELOPMENTS ADJACENT TO THE CANAL SHOULD MAKE FULL USE OF THIS FEATURE IN THEIR DESIGN.

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9.14 Provision will need to be made for allotments within the plan area, although the demand may not become apparent until the residential areas become established.

9.15 The English Tourist Board has made reference in the past to the need for provision for overnight and longer stay facilities close to motorway junctions. It is felt that the development of the Warnson area enables this possibility to be considered in connection with junction 6 where a motel or similar development could be accommodated adjacent to the industrial area, as well as close to the junction of the north/south and east/west distributor roads.

9.16 It is City Council policy to -

R13 GIVE FAVOURABLE CONSIDERATION TO A MOTEL OR SIMILAR DEVELOPMENT
ADJACENT TO JUNCTION 6 OF THE MOTORWAY.

10 CONSERVATION

- 10.1 Although predominantly rural, the area contains numerous buildings of architectural and historic interest. There are individual buildings of 16th and 17th century origin and groups of farm buildings, some of which have medieval origins. St. Nicholas Church at Warndon Court is particularly outstanding with its origins in the 12th century and has remained largely unaltered.
- 10.2 The main aim of the conservation policy should be to protect the built and natural environment of the area - its individuality and its identity. It needs to draw together all resources to secure the maintenance of buildings of interest, preserve and enhance the character and quality of groups of buildings and their settings, and also protect those areas considered to be of landscape value.
- 10.3 Public opinion was in favour of conserving and enhancing the area, although there were those who wished to retain the areas in their existing form, and those who wished to see development integrated into areas in a sensitive manner. It is the City Council's view that, in order to conserve the special architectural and visual qualities of the environment, it is necessary to keep the area alive and prosperous and to maintain the vitality of the existing community.
- 10.4 CONSERVATION AREAS. Two areas - Warndon Court and Trotshill - have been designated through the appropriate legislation separately from this Local Plan. The protection from unsympathetic development given by this designation will generally be geared towards controlling rather than preventing development. Areas adjacent to these conservation areas will also be important as future development of these could have a material affect on the conservation area, and therefore the policies within this chapter will apply in certain instances to such development.
- 10.5 Generally listed building consent is required before any building may be demolished. This does not necessarily mean that permission will not be forthcoming, but does allow the matter to be fully investigated to ensure that the overall character and appearance of the area is protected.
- 10.6 It is City Council policy that -
- C1 DEMOLITION OF BUILDINGS IN THE CONSERVATION AREAS WILL NOT GENERALLY BE ALLOWED UNLESS IT CAN BE DEMONSTRATED THAT THE BUILDING IS WHOLLY BEYOND REPAIR OR PROPOSALS ARE SUBMITTED FOR THE SYMPATHETIC REDEVELOPMENT OF THE SITE.
- 10.7 To ensure that applications for development are compatible with the general form and environment, they must be fully detailed including elevational treatment.
- 10.8 Therefore it will be City Council policy that -
- C2 OUTLINE PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED IN THE CONSERVATION AREAS. APPLICATIONS MUST SHOW SITING, DESIGN, EXTERNAL APPEARANCE, MEANS OF ACCESS AND LANDSCAPING. IN ADDITION PLANS SHOULD SHOW THE RELATIONSHIP OF DEVELOPMENT TO ADJOINING BUILDINGS AND DETAILS OF EXISTING AND PROPOSED TREES.

10.9 Any development within the proposed conservation areas at Warndon Court and Trotshill will result in a requirement for a very careful design to ensure that the character of the area is retained. Every new building, therefore, should be designed not as a separate entity but as part of a larger whole. In particular, attention will need to be paid to the character of St. Nicholas Church at Warndon Court which, it is anticipated, will become the parish church for the area.

10.10 The uses within the conservation areas will also need greater control to ensure that protection is given from any use which would have a harmful affect on its character and amenity through excessive traffic, unreasonable noise, or other nuisance. It will also be essential to control all alterations, conversions and extensions.

10.11 It will be City Council policy that -

C3 NEW DEVELOPMENT WITHIN THE CONSERVATION AREAS WILL NOT NORMALLY BE ALLOWED WHERE:-

(A) THE DETAILED DESIGN IN RELATION TO DENSITY, FORM, SCALE, HEIGHT, COLOURS AND MATERIALS WOULD NOT BE IN SYMPATHY WITH THE CHARACTER OF ADJOINING BUILDINGS AND OF THE AREA AS A WHOLE.

(B) THE SITING OF NEW BUILDINGS DO NOT RELATE WELL TO ADJOINING BUILDINGS.

(C) IT WOULD HARM THE SETTINGS AND SURROUNDINGS OF THE AREA OR SPOIL INWARD AND OUTWARD VIEWS.

(D) THE USE WOULD GENERATE UNREASONABLE NOISE, NUISANCE OR EXCESSIVE TRAFFIC.

C4 ALTERATIONS AND EXTENSIONS, WHERE PLANNING PERMISSION IS REQUIRED, WILL BE DESIGNED TO BE IN SYMPATHY WITH THE SCALE AND CHARACTER OF INDIVIDUAL BUILDINGS AND THEIR SURROUNDINGS.

10.12 BUILDINGS OF HISTORIC AND ARCHITECTURAL INTEREST. Those buildings which appear on the statutory list are shown on the proposals map. However, there may be unlisted buildings worthy of preservation and if threatened with demolition or alteration the City Council may consider the serving of a Building Preservation Notice on the property. This would afford it six months protection, during which period the Secretary of State will decide whether the building should be added to the statutory list. Uses other than residential for the existing farmhouses, e.g. shop, community or other social facilities, would be given consideration providing the building is retained and enhanced in its present setting.

10.13 Unfortunately the situation can occur where the use of a building ceases, it becomes unoccupied and the owner lets it fall into disrepair, Lyppard Grange being a case in point. In these situations the City Council will endeavour to secure its repair by all means available. New uses will obviously play an important part

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in successfully conserving old buildings. Every encouragement will be given for appropriate new uses and it may be justifiable to relax certain planning standards in relation to land use, density, daylighting etc.

10.14 It will be City Council policy to -

- C5 PROTECT ALL BUILDINGS OF ARCHITECTURAL OR HISTORIC INTEREST WITHIN THE PLAN AREA FROM DEMOLITION, EXCEPT WHERE THIS CAN BE UNQUESTIONABLY JUSTIFIED, AND FROM ANY ALTERATIONS, EXTENSIONS OR CONVERSIONS WHICH WOULD ADVERSELY AFFECT THE CHARACTER OF THE BUILDING.
- C6 SERVE BUILDING PRESERVATION NOTICES IN APPROPRIATE CIRCUMSTANCES ON UNLISTED BUILDINGS THREATENED BY DEMOLITION OR INAPPROPRIATE ALTERATIONS OR EXTENSIONS.
- C7 GIVE EVERY ENCOURAGEMENT TO SCHEMES WHICH RETAIN AND ENHANCE THE CHARACTER AND SETTING OF BUILDINGS OF HISTORIC OR ARCHITECTURAL INTEREST. IN CERTAIN CASES RELAXATION OF PLANNING STANDARDS MAY BE JUSTIFIED.
- C8 CONSIDER EVERY POSSIBILITY TO SECURE THE NECESSARY REPAIRS TO A LISTED BUILDING WHICH HAS BEEN DELIBERATELY NEGLECTED OR IS OTHERWISE IN NEED OF URGENT WORK NECESSARY FOR ITS PRESERVATION.

10.15 Trotshill Lane is a hedge lined country lane which is becoming increasingly used as a route between Warndon and Newtown Road. If allowed to continue uncontrolled, this will destroy the pleasant nature of the lane which many people use for walks, particularly at weekends. The residents were averse to closure, but the alternative of retaining it for vehicular movements would require highway improvements which would destroy its character. The City Council consider that its preservation is very important, indeed the double hedgerow with small elongated meadows should be retained, enhanced and development strictly controlled. This should ensure that the land remains with its ancient hedgerows and wildlife habitats running through the centre of the area and be limited to cycle and pedestrian movements only. (See also policies AM11, AM12 and AM13)

10.16 It is City Council policy to -

- C9 APPLY SPECIAL POLICIES TO TROTSHILL LANE AND IMMEDIATELY ADJACENT LAND TO ENSURE ITS PRESERVATION AS A QUIET COUNTRY LANE FREE OF THROUGH TRAFFIC.

10.17 TREE PRESERVATION. Trees are an extremely important feature within the environment. This area was once a rich pattern of hedgerows, tree groups and tree lined tracks and lanes although some have been lost due to agricultural improvements and Dutch Elm disease. There are two main woods - Warndon and Tolladine - together with a number of tree groups which in varying degrees offer temporary or permanent shelter to various forms of wildlife. They also act as a focal point for miles of radiating hedgerows which provide corridors for wildlife. The City Council has already recognised the importance of preserving such features by serving tree preservation orders on

healthy trees throughout the area and will be seeking to strengthen hedgerows of importance. These will be associated with boundary fences, pedestrian/cycle routes and, in particular, the green areas around individual 'districts', 'villages' and 'hamlets'.

- 10.18 The City Council will also encourage new tree planting in advance of development wherever possible so that some landscaping will become established prior to the completion of the development. In particular, a planned programme of planting will be instigated to create a continuous woodland belt between Tolladine Wood and Warndon Wood broken only by pedestrian/cycle routes.

- 10.19 It is City Council policy to -

C10 ENSURE THAT THOSE TREES CONTAINED WITHIN TREE PRESERVATION ORDERS AND HEDGEROWS WORTHY OF RETENTION ARE KEPT WHEREVER POSSIBLE AND APPROPRIATELY PROTECTED DURING DEVELOPMENT.

C11 DRAW UP DETAILED POLICIES TO ENSURE THAT WILDLIFE HABITATS AND CORRIDORS ARE BUILT INTO FUTURE DEVELOPMENT IN THE CONTEXT OF EACH PHASE OF DEVELOPMENT.

C12 ENCOURAGE ADVANCE TREE PLANTING WHEREVER POSSIBLE.

- 10.20 In order to provide for the protection of retained trees during development, the developer must ensure that adequate protection is given to all vegetation marked for retention. Existing trees and groups of trees are to be protected with fencing to enclose the area covered by the spread of the tree. Where circumstances dictate that this cannot be done, no soil, construction materials or rubbish shall be stored or tipped within 5m of shrubs and trees to be retained. Oil, petrol, creosote and chemicals must be kept away from the root spread, and no bonfires shall be lit within 10m of existing trees and shrubs. Any work around the base of a tree shall be executed by hand.

- 10.21 It will be Council policy to -

C13 ENSURE THAT TREATMENT OF CONSERVED TREES AND SHRUBS SHALL BE CARRIED OUT IN ACCORDANCE WITH THE RECOMMENDATIONS FOR TREE WORK - BRITISH STANDARDS BOOKLET 3998/1966.

- 10.22 If any tree shown to be retained subsequently dies for any reason, it shall be replaced by a healthy tree of an appropriate size and species at the developers expense.

- 10.23 Many problems have been encountered on open plan estates. It is therefore considered that front gardens will generally need to have some form of enclosure or definition, and to contribute to the character of the space they help to enclose. In areas where communal landscaping is proposed in front of dwellings, this must be carefully laid out to avoid a bare open appearance. Exposed side and rear boundaries should generally be walled although in some instances a combination of wall and dark fencing may be appropriate.

10.24 It is City Council policy to -

C14 ENSURE THE PREPARATION OF A LANDSCAPING SCHEME AS AN INTEGRAL PART OF ANY LAYOUT AT THE INITIAL DESIGN STAGE.

10.25 SITES OF ECOLOGICAL AND ARCHAEOLOGICAL INTEREST. The survival of such a remote and undisturbed rural area so close to the centre of Worcester is most unusual. Development will inevitably be coupled with some loss of archaeological landscape features, in particular ridge and furrow field systems which survive in considerable numbers throughout the area. This applies equally to buildings, sites and features of importance. It is essential that adequate provision be made at the planning stage for the recording of features and the salvage of finds so that the maximum information can be gained from the area affected. Warndon suffers from a lack of documentary historical evidence, and so it is most important that the archaeological evidence which could give valuable clues to the past working of the area is not allowed to disappear unrecorded. This should especially apply to St. Nicholas Church, Warndon Court Farm, Lyppard Grange, Trotshill Hamlet and Ronkswood Hill Farm and their immediate vicinities.

10.26 It is City Council policy to -

C15 ENDEAVOUR TO ENSURE THAT IMPORTANT ARCHAEOLOGICAL REMAINS ARE NOT DESTROYED. HOWEVER, WHERE THIS IS UNAVOIDABLE ARRANGEMENTS SHALL BE MADE TO:

- i) EITHER ALLOW ACCESS AND SUFFICIENT TIME FOR QUALIFIED ARCHAEOLOGISTS TO RECORD (AND IF NECESSARY EXCAVATE) THE REMAINS IN ADVANCE OR WHERE NECESSARY DURING DEVELOPMENT, OR
- ii) RETAIN AND MAKE ACCESSIBLE THE ARCHAEOLOGICAL FEATURES WITHIN AN APPROPRIATE SETTING.

10.27 The natural environment is a dwindling resource which shows the need to retain existing sites wherever possible. There are several sites within the area which have been identified by the Nature Conservancy Council, and these should be investigated and integrated into or protected from development.

10.28 It is City Council policy to -

C16 SEEK TO SECURE THE RETENTION AND SUITABLE MANAGEMENT OF EXISTING HEDGES, WOODLANDS, PONDS AND OTHER HABITATS OF ECOLOGICAL IMPORTANCE, AND ENCOURAGE THE CREATION OF NEW HABITATS WHEREVER THE OPPORTUNITY ARISES.

11. SERVICES

- 11.1 The provision of the principal services which have to be provided to cater for residential growth is outside the control of the City Council although the relationship between development and the availability of services necessitates liaison between the City Council and statutory undertakers. The service sector is predominantly demand led, responding to developments when they arise, and this is particularly noticeable when financial constraints are imposed on the various authorities. However, it is important that close consultation is maintained particularly to ensure that the external needs of the various services are met in the layout designs.
- 11.2 It will be City Council policy to -
- SE1 ENSURE THAT PROVISION IS MADE IN THE LAYOUT DESIGNS FOR THE EXTERNAL NEEDS OF THE STATUTORY UNDERTAKERS.
- 11.3 GAS. No general problems are foreseen, although detailed investigations may be necessary as each phase of development is considered. There is a high pressure gas main passing through the north of the area terminating in a governor compound, and there are strict conditions applying to the proximity of development to this plant.
- 11.4 It is City Council policy to ensure that -
- SE2 NO DEVELOPMENT SHALL OCCUR WITHIN 14M OF THE ROUTE OF THE HIGH PRESSURE GAS MAIN.
- 11.5 ELECTRICITY. The source of electricity for this area is the grid sub-station situated opposite Blackpole Trading Estate. It is anticipated that initial development can take place by establishing sub-stations linking to the existing system, although ultimately an additional major 11kv circuit will be required in the area.
- 11.6 TELEPHONES. No difficulties are anticipated in extending telephone services.
- 11.7 FOUL WATER SEWERAGE AND WATER RECLAMATION. In order to drain the development area, a new outfall sewer will be required between south Warndon and the site of the existing Cranham Drive pumping station from where there is spare capacity in the rising main. Early phases of the development will be sewered to a temporary pumping station adjacent to the existing one, and their operation interlinked so that both stations do not pump simultaneously. It is probable that only when the capacity of the rising main is exceeded will the Severn Trent Water Authority extend the Barbourne Valley trunk sewer to it. This is considered to be an unsatisfactory situation.
- 11.8 It will be City Council policy therefore to -
- SE3 PRESS THE SEVERN TRENT WATER AUTHORITY TO COMPLETE THE BARBOURNE VALLEY TRUNK SEWER AT THE EARLIEST OPPORTUNITY.

11.9 Due to the time period involved in planning and constructing a trunk sewer, it has been concluded that initial development may need to be served by a temporary sewage treatment works. However, in the overall interests of the area, it is considered that the trunk sewer should be constructed early in the plan period, and an appropriate agreement relating to timing and construction will be necessary prior to development commencing.

11.10 The line of the outfall sewer needs to be fixed at an early stage to ensure that throughout its length it will be in land owned or adopted by the local authority. It is also essential that all owners/developers agree to co-ordinate their land ownerships so that a satisfactory drainage system can be devised based on this one trunk sewer. A disjointed and haphazard system will not be acceptable, and therefore no planning permissions will be granted until such time as a section 52 Agreement to this effect has been signed or alternative arrangements are made which are acceptable to the City Council.

11.11 It will be City Council policy to -

SE4 ENSURE THAT PROVISION IS MADE FOR ALL FOUL SEWAGE TO DRAIN TO CRANHAM DRIVE PUMPING STATION BY MEANS OF A CO-ORDINATED SYSTEM BASED ON ONE TRUNK OUTFALL SEWER.

SE5 GRANT NO PLANNING PERMISSIONS UNTIL THE APPROPRIATE AGREEMENTS HAVE BEEN SIGNED TO ENSURE PROVISION IN ACCORD WITH AN AGREED PLAN.

11.12 SURFACE WATER DRAINAGE. The natural topography directs flows to the Barbourne Brook which, because of restrictions in its course outside the area, is unable to take the higher peak flows which would result from the area being developed. Therefore, in order to provide a buffer against storm flow discharges, it will be necessary to provide balancing areas. Although the possibility of balancing outside the area has not been abandoned, it would appear to be difficult at the present time.

11.13 In the short term this will not be possible, and although still under discussion the most likely options are:-

- (a) South east of Plan area: This will require a small balancing area on the west side of the motorway. No other works outside the area are being proposed. This balancing area will be a permanent feature.
- (b) Centre of plan area:- area of balancing adjoining and south of the Northern Link Road/Canal.
- (c) West/north west of Plan area:- This area will be balanced adjoining the canal in the Warndon Business Park, with no further works proposed.
- (d) Adjacent to motorway junction:- This will require its own balancing, particularly if used for development having a high proportion of paved area.

11.14 It is also emphasised that any balancing areas are treated as an addition to the open space requirements, and not part of it.

11.15 It is City Council policy that -

SE6 THE BALANCING AREAS SHALL BE IN ADDITION TO THE NORMAL OPEN SPACE STANDARD.

SE7 A CO-ORDINATED SYSTEM OF DRAINING TO ANY BALANCING AREAS SHALL BE DRAWN UP AND AGREED BY WAY OF A SECTION 52 AGREEMENT PRIOR TO ANY PLANNING PERMISSION BEING GRANTED.

11.16 WATER SUPPLY. Land on the southern slopes of Leopard Hill has been reserved for operational requirements whilst studies are carried out as to the facilities which may be required in relation to water supply not only to the local plan area but also to Worcester and the region generally, particularly in respect of reservoir facilities. It is important in environmental terms that these slopes remain open, and therefore should all or part of the land become surplus to requirements only an appropriate open space use would be considered. In this respect an extension to Tolladine Gold Course would seem an appropriate alternative use. It is City Council policy to:

SE8 IN THE EVENT OF THE LAND RESERVED FOR WATER SUPPLY PURPOSES BECOMING SURPLUS TO OPERATIONAL REQUIREMENTS FAVOURABLE CONSIDERATION WOULD BE GIVEN TO A SCHEME FOR THE EXTENSION OF THE GOLF COURSE.

11.17 Certain improvements to the system may be required outside the Plan area, but the only problem envisaged within the area is that all land above 65m AOD in the vicinity of Leopard Hill is too high for satisfactory supplies to be achieved from the Elbury Park Reservoir. Therefore, a booster system would be required in this vicinity and cold water storage capacity would have to be installed in each individual property equivalent to the anticipated 24 hours consumption. Obviously this is not a very satisfactory situation, and although not considered to be an obstacle to development, it is felt that the fewer the properties that are affected the better. Therefore lower density development will be encouraged on land shown for development above 65m AOD.

It will be City Council policy to -

SE9 ENCOURAGE LOWER DENSITY DEVELOPMENT ON LAND SHOWN FOR HOUSING PURPOSES ON THE PROPOSALS MAP ABOVE 65M AOD.

11.18 CEMETERY. The City Council is adopting a policy for the provision of district cemeteries in order to extend the life of the central cemetery at Astwood. Approximately 8-10 acres will be required and this can be located close to Warndon Court Farm and St. Nicholas Church.

11.19 It is City Council policy to -

SE10 PROVIDE A DISTRICT CEMETERY WITHIN THE PLAN AREA.

11.20 PUBLIC TOILETS. Provision will also need to be made for these within the plan area and it is anticipated that a location in conjunction with the local centre or other community areas would be the most appropriate. These would be provided as part of the development and subsequently be taken over and maintained by the City Council.

11.21 It is City Council policy to -

SE11 REQUIRE THE PROVISION OF PUBLIC TOILETS TO SERVE THE PLAN AREA.

11.22 Many existing properties in the area are not connected into the main services, i.e. they drain to septic tanks and draw water from wells. It is important that in the drawing up of detailed plans, allowance is made to ensure that these properties are served by the mains system.

SE12 TO ENSURE THAT NEW DEVELOPMENT MAKES PROVISION FOR SERVICING EXISTING PROPERTIES.

12. PHASING & IMPLEMENTATION

12.1 Phasing is a very important element within the plan and this was highlighted and emphasised in many comments received during the public participation exercise. Map 12.1 shows the first phase of development up to 1991. The remainder will be phased in accord with the Structure Plan as it is reviewed. Indeed the plan will be continuously monitored to ensure that any changes can be incorporated.

12.2 The initial phasing of development is shown commencing on the western side of the plan area along the line of the western distributor road. This is based on the following reasoning:

- (a) Transportation problems highlighted in the land use option can be eased by the provision of a link between Newtown Road and Spetchley Road, and also between Tolladine Road and Newtown Road.
- (b) Early development will inevitably depend initially on many existing facilities within the Warndon area such as schools, shops and health facilities. Good communication links will be necessary and this will be eased by development commencing in the west.
- (c) The Ministry of Agriculture, Fisheries and Food have indicated that the south and west should be developed first, so enabling a viable agricultural presence on the remaining land to the east for the maximum period of time.
- (d) The trunk sewer to provide mains drainage will come from the north, and development in the north west will enable this important section of infra-structure to be provided early in the plan period.

12.3 The shopping, social, educational and community elements will be phased into the development as it proceeds. Obviously the time period for provision will relate to the speed of development, but this will be ensured by an appropriate section 52 Agreement.

12.4 The industrial development is very difficult to phase because at a time of high unemployment it is reasonable to assume that any industrial/office development which brought jobs to the city would be welcomed and encouraged. Therefore the plan has to be sufficiently flexible to accommodate this situation.

12.5 Table one indicates the anticipated phasing of the major plan components although this will be constantly monitored and adjusted to take account of unforeseen circumstances. A detailed planning brief will be prepared for phase one which will indicate more detailed phasing of individual elements. Future phases are flexible and will be detailed once future Structure Plan allocations are known.

12.6 It is City Council policy to -

PI GENERALLY PHASE DEVELOPMENT OVER THE PLAN PERIOD IN ACCORD WITH TABLE ONE. DETAILS OF INDIVIDUAL PHASES WILL BE INCLUDED IN THE APPROPRIATE PLANNING BRIEFS.

12.7. Natural market forces will enable the bulk of the plan to be implemented, but it will be necessary to have section 52 agreements to ensure that all the ancillary uses are provided in step with the residential development. In this respect it is intended that before development commences an agreement shall be reached relating to the whole area in respect of major roads, drainage, shopping, social and community facilities, open space and landscaping requirements. No planning permissions will be granted without the section 52 agreement(s).

TABLE ONE: PHASING

Phasing Year	Phase one				Future phases	
	88	89	90	91	Post 1991	
<u>Residential areas</u>					
Aconbury Hamlet					
Lyppard Village (1) (LV1)					
Lyppard Village (2) (LV2)					
Woodgreen Hamlet					
Berkeley Village (1) (BV1)					
Berkeley Village (2) (BV2 west & BV3 west)	..					
Land north and east of Leopard Rise					
Land off Threshfield Drive and Grassington Drive					
Land adjacent Tolladine Road (east)					
Land east of Snowhill Close					
Grange Court Hamlet					
Lyppard Village (3) (LV3)					
Lyppard Village (4) (LV4)					
Church Meadow Hamlet					
Keepers Hamlet					
Warndon Court Hamlet					
Berkeley Village (BV2 east & BV3 east)					
<u>Industry</u>					
Warndon Business Park					
Warndon Court Area					
<u>Local Centre</u>						
Lyppard Grange					
<u>Transportation</u>						
Cranham Drive - Motorway Link					
Newtown Road - Spetchley Road Link					
Newtown Road - Tolladine Road (Cranham Drive Link)					
Eastern Link Road						
<u>Drainage infrastructure</u>						
Trunk sewer to Cranham Drive					
Balancing facilities					
<u>Other recreational facilities</u>						
Local recreation facilities, e.g.					
play areas					
Community facilities					
Social facilities					
Motel					
Swimming pool					
Cemetery						
<u>Tree planting</u>						
Adjacent to motorway					
Tolladine Road to Warndon Wood					
Other						

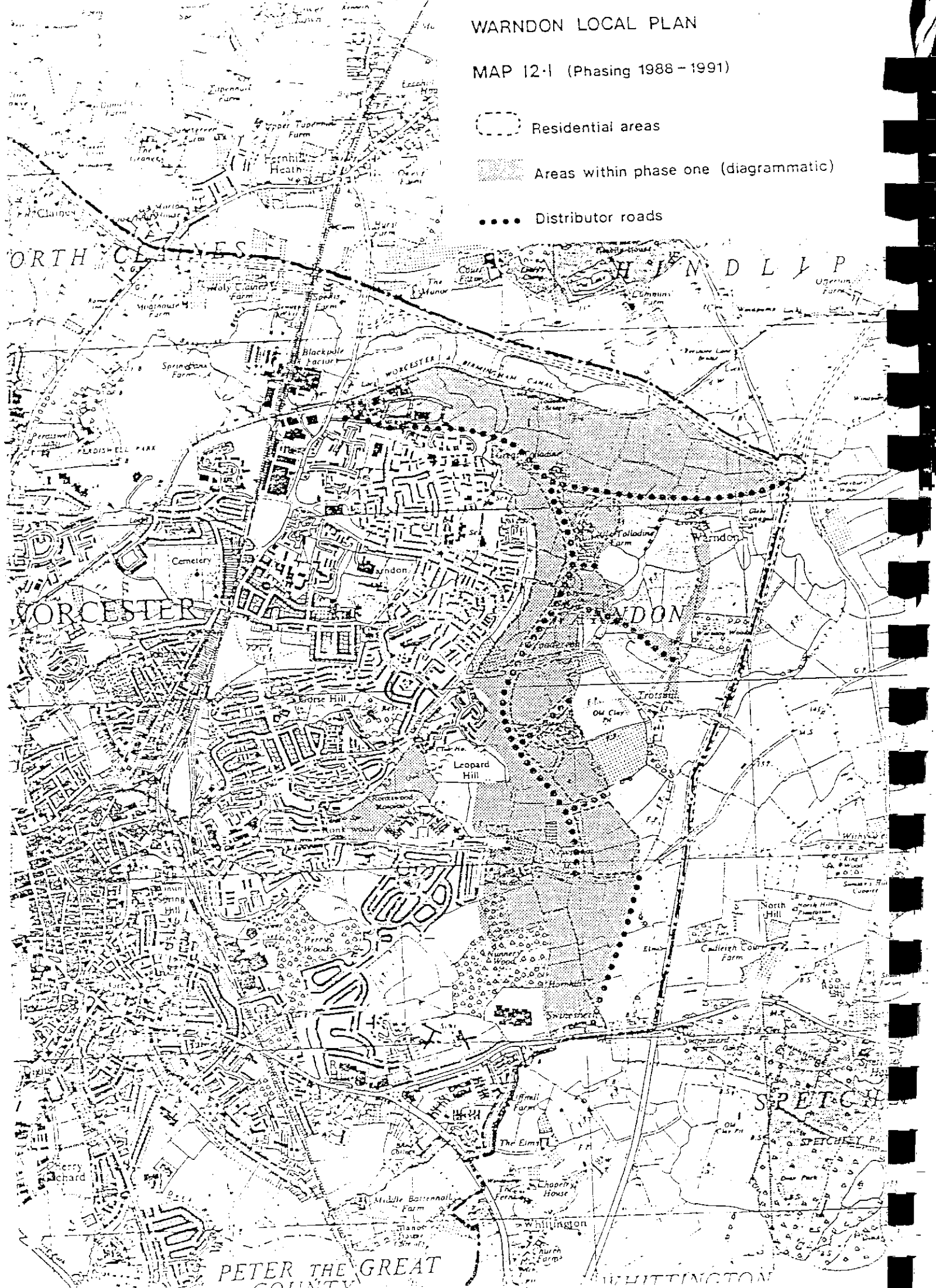
WARNDON LOCAL PLAN

MAP 12.1 (Phasing 1988 - 1991)

Residential areas

Areas within phase one (diagrammatic)

Distributor roads



13. RESOURCES

- 13.1 The Local Plan is concerned with the comprehensive planning of the area up to 2001 and beyond. It is important, therefore, to consider the resources that are likely to be available to enable the proposals to be carried out.
- 13.2 HOUSING. It is anticipated that there will be an element of public sector provision within this area and the necessary funds will be included within the City Council's programme at the appropriate time. This is difficult to anticipate as it can vary according to government policy on the funding of local authority building. However, the majority of the area will be developed by the private sector. It is anticipated that such investment will be forthcoming and that development will not be hindered by lack of capacity in the building industry.
- 13.3 EMPLOYMENT. This will be the major area for the provision of employment in Worcester until the end of the century. The City Council intend to continue to make provision in its capital programme to service the remaining land in their ownership to extend the Warndon Business Park. The remainder of the area shown for industrial purposes will be developed either by the City Council or private enterprise and it is envisaged that, being a site close to and with improved direct access to the motorway at junction 6, it will be an attractive proposition for private investment.
- 13.4 SHOPPING. It is not anticipated that the City Council will provide shops but it will insist on private developers constructing a small shopping centre in the vicinity of Lyppard Grange. Furthermore, the provision of single shop units at strategic points will be encouraged. In view of the scale of the overall development, it is anticipated that the appropriate investment will be forthcoming.
- 13.5 EDUCATION. The precise requirements are unclear at the present time but provision will be made by the County Council as the education authority. Dual use of facilities will be fully considered and it may be appropriate for a City Council contribution. Apart from the payment of loan charges, other revenue implication which would arise include maintenance, heating, lighting, staffing and administration costs.
- 13.6 SOCIAL SERVICES. Initially the general needs of the population growth would be largely accommodated within the existing services of the city. However, further facilities will be required as the development grows. It would be expected that provision will be made by a combination of private expenditure from the developers and public expenditure from either the County Council or Area Health Authority.
- 13.7 ROAD BUILDING. Individual developer(s) either separately or jointly will be responsible for the complete construction and lighting of all roads as development progresses through the whole area. Roads built to appropriate standards and to the satisfaction of the highway authority will subsequently be adopted. Residential estate roads (i.e. those below the status of the distributor roads shown on the proposals map) should be built in accordance with 'A Design Guide for the layout of Residential Roads' by County Council of Hereford and Worcester and 'Standard Construction Details and Street Lighting Specification for Residential and Industrial Access Roads' by Worcester City Council.

13.8 There will be a need for further off-site highway works which are likely to affect the area. These may include the widening of the railway bridges and various traffic management measures. The County Council's ability (as highway authority) to contribute to the funding of these works will have to be assessed in competition with other competing needs throughout the county.

13.9 The future widening of the M5 to three lanes through this area is the responsibility of the Department of Transport. Although not firmly programmed, this is likely to be carried out during the plan period.

13.10 OPEN SPACE/SPORTS/RECREATION AND COMMUNITY FACILITIES. The provision and equipping of open spaces and the construction of pedestrian/cycle links will be the responsibility of the developer(s) and would subsequently be adopted by the City Council. It is not considered necessary to provide large areas of sports pitches, although local provision will be required. However, this does mean that the major recreational element will be the provision of indoor facilities. A joint provision of facilities financed by the City Council, County Council and private developer(s) would be encouraged. Grants may also be forthcoming from the West Midlands Council for Sport and Recreation. It may also be possible that the golf course extension could be a joint venture resulting in a public course managed by the existing club.

13.11 Other city services, such as refuse collection, are largely met from current expenditure and require relatively little capital investment. Generally speaking, therefore, the commitment to extending these services would be largely offset against the increased rate and grant income arising from development. The parish council may also wish to contribute towards or provide additional facilities. The cemetery would be provided by the City Council.

13.12 FOUL WATER SEWERAGE AND WATER RECLAMATION. Considerable additional sewerage works will be required before the area can be developed. The initial development will be sewered to a temporary pumping station adjacent to the existing Cranham Drive pumping station and will jointly use the same rising main in such a way that both stations do not pump simultaneously. The cost of the new outfall sewer from the south of the plan area to the pumping station and all intermediate sewers required will be the responsibility of individual developers. The Severn Trent Water Authority will be responsible for laying the Barbourne Valley Trunk Sewer to the pumping station. Whilst this is programmed for completion in 1991, it is unlikely that it will be constructed until all spare capacity has been taken up in the rising main. It is hoped that a consortium of developers/owners will be formed to provide the infrastructure within the plan area.

13.13 SURFACE WATER SEWERAGE. This infrastructure within the plan area will again be the responsibility of the respective developers. In addition, there are land drainage costs in providing balancing facilities and in improvement to water courses which may be required. It is possible that other parties will be involved in this if facilities are outside the plan area. Responsibilities for the provision of land drainage are complex and involve the Severn Trent Water Authority, City Council, developers, highway authority and land owners, and have yet to be resolved.

- 13.14 WATER SUPPLY is the responsibility of the Severn Trent Water Authority who will allocate finance in their programme budget. In addition, contributions from individual developers are likely to be required for certain parts of the new facilities. Furthermore, any necessary alteration of supplies to existing properties within the area shall be carried out at the developers expense.
- 13.15 GAS. West Midland Gas would bear the normal cost of provision. However, if the cost per house is particularly high, it is likely that contributions would be required from developers or the City Council.
- 13.16 ELECTRICITY. The Midlands Electricity Board have capacity in the existing underground high voltage system to serve initial development. Ultimately a new 11kv circuit will be required and costs would also be incurred in the provision of a low voltage system. It is not expected to be a particularly high cost per house subject to the actual layout and order of development.

APPENDIX ONE

The following are general policies affecting the Warndon Local Plan which are taken from the Hereford and Worcester Structure Plan. They do not include those major policies contained within the main text of this Local Plan report.

HOUSING

Housing requirements

In consideration of the housing needs of the County over the Plan period the policies are:-

Policy H.1 - SUFFICIENT LAND WILL BE PROVIDED TO ENABLE THE CONSTRUCTION AND COMPLETION BETWEEN APRIL 1981 AND MARCH 1991 OF 36,100 DWELLINGS IN THE COUNTY.

In April 1981, there were sites available for about 24,308 dwellings.

As far as is practicable, a minimum of five years supply of serviceable housing land will be identified to meet future house building requirements in each sub area.

Policy H.2 - TO ALLOCATE TO WORCESTER CITY SUB-AREA (WORCESTER CITY DISTRICT) ABOUT 4,700 DWELLINGS.

Location of Growth

The policies are:-

Policy H.3 - TO LOCATE THE MAJORITY OF NEW HOUSING DEVELOPMENT IN, OR IN THE NEIGHBOURHOOD OF, THE URBAN AREAS AND MARKET TOWNS. DEVELOPMENT IN THE RURAL AREAS WILL BE ALLOWED WHEN IT IS IN ACCORDANCE WITH POLICIES H.7 TO H.11.

POLICY H.5 - TO ENSURE THAT SUFFICIENT LAND IS PROVIDED IN THE CENTRAL COUNTY AREA FOR ABOUT 17,400 DWELLINGS BETWEEN APRIL 1981 AND MARCH 1991. THE MAJORITY OF NEW HOUSING DEVELOPMENT WILL BE CONCENTRATED PRIMARILY IN THE FOLLOWING URBAN CENTRES AND MARKET TOWNS:

BROMYARD
EVESHAM
HEREFORD CITY
PERSHORE
ROSS-ON-WYE

LEDBURY
LEOMINSTER
MALVERN
WORCESTER CITY

The location and precise numbers of this growth set out in Policy H.5 will be determined by the District Councils in Local Plans having regard to the sub-area totals as defined in the Structure Plan area policies.

Gypsies

The present strategy was established by the Strategic Planning and Transportation Committee in January 1980 and is reflected in the policy.

Policy G.1 - THE COUNTY COUNCIL PROPOSE TO PROVIDE AT APPROPRIATE LOCATIONS IN EACH DISTRICT FOR THE ESTABLISHMENT OF PERMANENT SITES FOR GYPSIES WITH APPROPRIATE FACILITIES AND ALSO TO PROVIDE A LIMITED NUMBER OF TRANSIT SITES IN APPROPRIATE LOCATIONS THROUGHOUT THE COUNTY. IN ADDITION THE COUNTY COUNCIL WILL ENCOURAGE THE DEVELOPMENT OF PRIVATE GYPSY CARAVAN SITES BY ANY AGENCY WITH A GENUINE DESIRE TO HELP GYPSIES, PROVIDING THAT THE SITES ARE IN A SATISFACTORY LOCATION AND MEET REQUIRED STANDARDS.

Residential Caravan Sites

Policy RC.1 - THE USE OF CARAVANS FOR FULL-TIME HOMES WILL GENERALLY BE DISCOURAGED BUT TEMPORARY PERMISSION MAY BE GRANTED FOR SITES TO MEET SPECIAL NEEDS WHICH ARISE FROM TIME TO TIME.

Policy RC.2 - RESIDENTIAL CARAVANS AND SITES SHOULD BE SUBJECT TO SIMILAR LOCATIONAL REQUIREMENTS AS PERMANENT RESIDENTIAL DEVELOPMENT.

ECONOMIC DEVELOPMENT

ECONOMIC GROWTH

The policies are:-

Policy E.1 - TO ENCOURAGE ECONOMIC GROWTH IN THE MAIN URBAN CENTRES IN THE NORTH-EAST OF THE COUNTY, IN THE URBAN CENTRES AND MARKET TOWNS OF THE CENTRAL COUNTY AREA AND, IN THE RURAL WEST, IN A NUMBER OF SETTLEMENTS TO BE DETERMINED IN LOCAL PLANS. IN THE INTERIM, PRIOR TO THE PREPARATION OF LOCAL PLANS, VILLAGES IN THE RURAL WEST WILL BE IDENTIFIED FOR GROWTH BY THE RELEVANT COUNCIL IN CONSULTATION WITH THE COUNTY COUNCIL.

The policy does not necessarily depend upon direct investment by the County Council in industrial land and buildings, but it is intended that available local authority resources would be concentrated in these centres.

Policy E.2 - TO PROVIDE SUFFICIENT LAND FOR INDUSTRY AT SUITABLE LOCATIONS IN THE COUNTY IN ORDER TO GIVE A CHOICE OF SITES TO CATER FOR THE NUMBERS OF PEOPLE SEEKING WORK IN MANUFACTURING AND WAREHOUSING INDUSTRIES, TO ALLOW EXISTING EMPLOYERS TO EXPAND AND RELOCATE AND TO ENCOURAGE THE START UP OF NEW BUSINESSES. SUCH LAND SHOULD BE FREE (OR CLEARLY CAPABLE OF BECOMING FREE) FROM SERIOUS CONSTRAINTS OF PHYSICAL SUITABILITY, ACCESS OR PROVISION OF SERVICES.

Policy E.4 - IN THE CENTRAL COUNTY AND THE RURAL WEST AREAS THE COUNTY COUNCIL WILL SUPPORT THE WORK OF THE DEVELOPMENT COMMISSION OR ANY SIMILARLY APPROPRIATE AGENCY.

Industrial development in urban areas

The policies are that:-

Policy E.10 - PRIORITY SHOULD BE GIVEN TO SECURING THE REDEVELOPMENT OR THE RE-USE (FOR SOME APPROPRIATE PURPOSE) OF VACANT INDUSTRIAL SITES IN THE URBAN AREAS OF THE COUNTY.

Policy E.11 - WHEREVER THE RELOCATION OF AN INDUSTRIAL OR COMMERCIAL ESTABLISHMENT IS NECESSARY, EVERY EFFORT SHOULD BE MADE TO ENSURE THAT SUITABLE ALTERNATIVE LAND OR PREMISES ARE FOUND IN ORDER TO ENCOURAGE THEIR CONTINUED OPERATION.

Policy E.12 - IN CONSIDERING PLANNING APPLICATIONS FOR THE EXPANSION OF INDUSTRIAL AND COMMERCIAL PREMISES WITHIN EXISTING INDUSTRIAL AND COMMERCIAL URBAN AREAS, THERE WILL BE A PRESUMPTION IN FAVOUR OF PERMISSION BEING GRANTED, PROVIDED THE PROPOSALS ARE ENVIRONMENTALLY AND AESTHETICALLY ACCEPTABLE.

Policy E.13 - IN RESIDENTIAL AREAS IN TOWNS NEW INDUSTRIAL DEVELOPMENT WILL NOT BE PERMITTED OTHER THAN LIGHT INDUSTRY AS DEFINED IN THE CURRENT USE CLASSES ORDER.

Disposal of waste materials

The policies are:-

Policy E.14 - IN PERMITTING NEW INDUSTRIAL DEVELOPMENT THE PLANNING AUTHORITIES WILL ENSURE THAT ADEQUATE PROVISION IS MADE FOR THE DISPOSAL OF WASTE PRODUCTS INCLUDING EFFLUENT (See also Policy WD.1).

Policy E.15 - DEVELOPMENT WHICH IS LIKELY TO GIVE RISE TO THE TRANSPORT OR HANDLING OF DANGEROUS OR DIFFICULT WASTE MATERIALS WILL ONLY BE PERMITTED WHERE THE RELEVANT AUTHORITIES ARE SATISFIED THAT APPROPRIATE MEASURES TO PROTECT THE PUBLIC AND ENVIRONMENT CAN BE IMPLEMENTED AND ENFORCED.

Warehousing

It is the policy that:-

Policy E.16 - PLANNING PERMISSION FOR WAREHOUSING DEVELOPMENT WILL GENERALLY BE GRANTED ON LAND ALLOCATED FOR INDUSTRIAL DEVELOPMENT PROVIDING THAT THERE IS SUFFICIENT LAND AVAILABLE IN THE VICINITY FOR THE DEVELOPMENT OF LABOUR-INTENSIVE INDUSTRY AND SUBJECT TO THE DEVELOPMENT BEING ACCEPTABLE ON HIGHWAY AND ENVIRONMENTAL GROUNDS.

Office Development

It is the policy on office development that:-

Policy E.17 - THE DEVELOPMENT OF NEW BUILDINGS FOR OFFICE ACCOMMODATION WILL NORMALLY BE PERMITTED IN THE MAIN URBAN CENTRES AND MARKET TOWNS SUBJECT TO ENVIRONMENTAL AND TRAFFIC CONSIDERATIONS.

Policy E.18 - WHERE THE CONTINUED EXISTING USE OF BUILDINGS IN CONSERVATION AREAS AND LISTED BUILDINGS IN THE COUNTY BECOMES IMPRACTICABLE, PROPOSALS FOR THEIR CONVERSION TO OFFICE USE WILL NORMALLY BE PERMITTED, PROVIDED SUCH DEVELOPMENT IS ENVIRONMENTALLY AND AESTHETICALLY ACCEPTABLE AND PROVIDED ANY TRAFFIC GENERATED CAN BE ACCOMMODATED ON THE ROAD SYSTEM WITHOUT DUE ADVERSE EFFECTS. WHERE THERE IS AN EXISTING SHOPPING USE, PERMISSION FOR A CHANGE OF USE TO OFFICES WILL NOT NORMALLY BE GRANTED. IN THE CASE OF RESIDENTIAL PROPERTY A CHANGE OF USE AS OFFICE ACCOMMODATION WILL ONLY BE PERMITTED WHERE THE PLANNING AUTHORITY IS SATISFIED THAT THE PROPOSAL WOULD BE IN KEEPING WITH THE CHARACTER OF THE SURROUNDING AREA.

Policy E.19 - OFFICE ACCOMMODATION ASSOCIATED WITH NEW AND EXISTING INDUSTRY AND WAREHOUSES, PROVIDED THE PROPOSED DEVELOPMENT IS WITHIN THE CURTILAGE OF, AND USED IN CONJUNCTION WITH SUCH PREMISES, WILL NORMALLY BE PERMITTED.

In considering proposals falling into the categories of Policies E.17 and E.18, the Planning Authority will have regard to the consequences of the proposals on the environment, the transport system and other land uses in the vicinity. In order to ensure that the amount of speculative office development which may be built as a result of this policy does not become excessive, a relevant factor in considering each application will be the amount of vacant office floorspace and the number of outstanding planning permissions in the urban area concerned.

It is often the case that older buildings in conservation areas can be made use of as office accommodation when other uses cannot be found for them.

TRANSPORT

Control of Heavy Goods Vehicles

The policies are:-

Policy T.4 - TO FACILITATE ALTERNATIVE FORMS OF TRANSPORT FOR THE MOVEMENT OF GOODS WHERE THEY ARE BENEFICIAL TO REDUCED TRAFFIC CONGESTION, ACCIDENT PREVENTION, OR ENVIRONMENTAL PROTECTION.

Policy T.5 - TO REDUCE THE ENVIRONMENTAL INTRUSION AND EFFECTS ON THE HIGHWAY STRUCTURE OF HEAVY COMMERCIAL VEHICLES BY TRAFFIC REGULATION ORDERS, TO ENSURE THOSE WITHOUT NEED FOR ACCESS ARE CONFINED TO THE MOST SUITABLE ROUTES IN ACCORDANCE WITH THE COUNTY ROAD HIERARCHY.

Role of Highways

The policy is:-

Policy T.6 - TO DEFINE AND MANAGE THE ROADS IN THE COUNTY ON THE BASIS OF A FUNCTIONAL HIERARCHY, IN RURAL AREAS, OF NATIONAL/REGIONAL DISTRIBUTORS, COUNTY PRIMARY DISTRIBUTORS, RURAL DISTRICT DISTRIBUTORS AND RURAL LOCAL DISTRIBUTORS AND IN URBAN AREAS OF PRIMARY DISTRIBUTORS, DISTRICT DISTRIBUTORS AND LOCAL DISTRIBUTORS. STANDARDS WILL BE APPLIED WITH PROPER REGARD TO ROAD SAFETY TO EACH ROAD CATEGORY.

Role of Traffic Management

The policy is:-

Policy T.7 - TO USE TRAFFIC MANAGEMENT METHODS IN ORDER TO MAKE THE MOST EFFECTIVE USE OF EXISTING ROAD SPACE, TO IMPROVE THE ENVIRONMENT, TO PROVIDE FOR THE NEEDS OF PEDESTRIANS, TO REDUCE ACCIDENTS AND TO REDUCE THE NEED FOR NEW ROADS.

Reduction of Accidents

The policy is:-

Policy T.8 - TO TAKE ALL POSSIBLE STEPS TO REDUCE ACCIDENTS ON THE ROADS IN THE COUNTY BY EDUCATION TRAINING AND PUBLICITY AND BY CARRYING OUT MINOR HIGHWAY AND JUNCTION IMPROVEMENT SCHEMES WHERE THE POSSIBLE CAUSE OF ACCIDENTS CAN BE REMEDIED BY SUCH MEASURES. TRANSPORT POLICIES T.4, T.5, T.6, T.7, T.9, T.10 AND T.11 ARE ALSO EXPECTED TO ACHIEVE A REDUCTION IN ACCIDENTS.

Maintenance

Provided there are sufficient resources over the Plan period, the policy is:-

Policy T.11 - TO MAINTAIN ROADS IN ACCORDANCE WITH THE CODE OF GOOD PRACTICE FORMULATED BY THE COUNTY SURVEYORS SOCIETY, DUE ACCOUNT BEING PAID TO THE DUTY LAID UPON THE COUNTY COUNCIL BY THE HIGHWAYS ACT 1980, TO MAINTAIN THEIR ROADS IN A SAFE CONDITION. RESOURCES WILL BE CONCENTRATED ON THE STRUCTURAL MAINTENANCE AND SAFETY REQUIREMENTS OF THOSE ROADS WITH THE GREATEST NEED, GENERALLY THE MORE TRAFFICKED PRIMARY DISTRIBUTORS.

Car Parking

The policy is:-

Policy T.12 - TO CONTROL ON-STREET PARKING SO THAT IT IS CONSISTENT WITH ROAD SAFETY, INCLUDING THE NEEDS OF PEDESTRIANS, RESIDENTS AND SHOPPERS, MOVING TRAFFIC, THE ENVIRONMENT AND THE COUNTY ROAD HIERARCHY.

Pedestrian and Cyclists

The policy is:-

Policy T.15 - TO CONSIDER THE NEEDS OF OTHER ROAD USERS, PEDESTRIANS, CYCLISTS AND EQUESTRIANS, TO MAINTAIN EXISTING FACILITIES, SUBWAYS, FOOTWAYS, FOOTPATHS, FOOTBRIDGES, CYCLE TRACKS AND BRIDLEPATHS AND PUBLIC RIGHTS OF WAY, AND TO PROVIDE NEW FACILITIES WHERE THE NEED IS JUSTIFIED AND THERE IS SUFFICIENT DEMAND.

THE BUILT ENVIRONMENT

The policies to deal with the various aspects of the built environment are:-

Siting of new development in the landscape

Policy BE.1 - IN CONSIDERING THE MASS, HEIGHT AND SITING OF NEW DEVELOPMENT THE POLICY IS TO HAVE REGARD TO THE EFFECT NEW DEVELOPMENT WILL HAVE ON THE LANDSCAPE BY ENSURING THAT:-

- (i) ANY NEW DEVELOPMENT WILL NOT PROTRUDE ABOVE PROMINENT RIDGELINES AND SKYLINES AND WHERE POSSIBLE, URBAN AREAS SHOULD BE PREVENTED FROM EXPANDING OUT OF ANY NATURAL VALLEY OR DEPRESSION WHICH CONFINES THE PRESENT DEVELOPMENT.
- (ii) PROMINENT VIEWS TO AND FROM HILLSIDES AND ACROSS OPEN COUNTRYSIDE OR TOWNS ARE PROTECTED FROM THE INTRUSION OF LARGE SCALE DEVELOPMENT. THE SETTING OF HISTORIC AND ATTRACTIVE MANMADE FEATURES SUCH AS CATHEDRALS, CHURCHES AND NOTABLE BUILDINGS SHOULD THEREFORE BE PROTECTED.
- (iii) NEW DEVELOPMENT WILL NOT ADVERSELY AFFECT SITES OF ARCHITECTURAL, AGRICULTURAL, HISTORIC, ARCHAEOLOGICAL, ECOLOGICAL AND GEOLOGICAL VALUE; AND
- (iv) WHERE NEW DEVELOPMENT TAKES PLACE ADEQUATE LANDSCAPING WORKS WILL BE CARRIED OUT IN ORDER TO MINIMISE ITS IMPACT.

Policy BE.6 - CONVERSION OF REDUNDANT BARNs AND OTHER BUILDINGS INTO RESIDENTIAL, COMMERCIAL, INDUSTRIAL OR HOLIDAY ACCOMMODATION WILL BE MEASURED AGAINST:-

- (i) THE ARCHITECTURAL VALUE OF THE EXISTING BUILDINGS;
- (ii) THE EXTENT TO WHICH THE EXISTING CHARACTER AND APPEARANCE OF THE BUILDING WILL BE ALTERED;
- (iii) THE EFFECT ON LOCAL USES AND AMENITIES AND THE EXISTING CHARACTER OF THE AREA;
- (iv) THE CAPACITY OF THE SERVICES AND UTILITIES SERVICING THE SITE;
- (v) THE VEHICULAR CAPACITY AND OTHER ASPECTS OF THE LOCAL ROAD SYSTEM;

- (vi) THE NEED FOR THE USE IN THAT AREA;
- (vii) THE EFFECT OF A NEW BUILDING AS ALTERNATIVE; AND
- (viii) GREEN BELT POLICIES.

Extensions to existing dwellings

Policy BE.7 - EXTENSIONS TO EXISTING DWELLINGS SHOULD BE IN SCALE AND HARMONISE WITH THEIR SURROUNDINGS AND WITH THE ORIGINAL BUILDING, AND BE SUBJECT TO ANY DISTRICT COUNCIL POLICIES APPLICABLE.

Conservation of Listed Buildings, historic settlements and other features

The policies are:-

Policy BE.8 - THAT THERE WILL BE A GENERAL PRESUMPTION AGAINST THE DEMOLITION OR UNSYMPATHETIC ALTERATION OF BUILDINGS AND FEATURES WHICH APPEAR ON THE STATUTORY LISTS OF BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST PREPARED BY THE SECRETARY OF STATE FOR THE ENVIRONMENT.

Policy BE.9 - THAT ALTERNATIVE USES WHICH ASSIST IN THE RETENTION OF UNDER-USED HISTORIC BUILDINGS WILL BE ENCOURAGED PROVIDED THAT THE BUILDING AND ITS PROPOSED USE ARE COMPATIBLE AND THE USE IS APPROPRIATE TO THE SOCIAL AND ENVIRONMENTAL CHARACTER OF THE AREA.

Policy BE.11 - THAT AREAS HAVING SPECIAL ENVIRONMENTAL, ARCHITECTURAL OR HISTORIC INTEREST SHOULD BE PROTECTED AND ENHANCED BY:-

- (i) THE MANAGEMENT OF EXISTING CONSERVATION AREAS AND WHERE NECESSARY THE DESIGNATION OF ADDITIONAL CONSERVATION AREAS, AND
- (ii) INSTITUTING ENHANCEMENT SCHEMES.

The main criteria for the identification of conservation areas will be:-

- (a) The existence of listed buildings or features of architectural or historic interest within the proposed area;
- (b) public recognition of the visual cohesion, attractiveness or identity of the proposed area, and
- (c) the historic or archaeological significance of the area.

Policy BE.12 - IF DEVELOPMENT TAKES PLACE IN CONSERVATION AREAS IT WILL BE CONTROLLED IN ORDER TO ENSURE THAT THE SIZE, SCALE AND DESIGN OF NEW BUILDINGS OR ADVERTISEMENTS, ALTERATIONS TO EXISTING BUILDINGS AND THE MATERIALS TO BE USED ARE CONSISTENT WITH THEIR SURROUNDINGS AND THAT NO UNSIGHTLY UNUSED SITES ARE CREATED.

Criteria to be used in determining planning applications for new buildings, alterations to existing buildings, advertisements and other works within conservation areas or associated with listed buildings will be provided in non-statutory guidance notes which will be produced in consultation with District Councils.

Policy BE.13 - WHENEVER POSSIBLE, AND WHERE APPROPRIATE, TRAFFIC MANAGEMENT SCHEMES SHOULD BE FORMULATED TO REDUCE ON-STREET PARKING AND EXTRANEIOUS TRAFFIC (PARTICULARLY HEAVY GOODS VEHICLES) IN CONSERVATION AREAS, WITH A VIEW TO IMPROVING THE OVERALL AMENITIES AND ENVIRONMENT OF THE AREA AND TO REDUCE THE RISK OF DAMAGE TO BUILDINGS.

Policy BE.14 - NATURAL FEATURES SUCH AS TREES, SMALL OPEN SPACES, ETC. WITHIN CONSERVATION AREAS WILL BE PROTECTED AND WHERE POSSIBLE ENHANCED. TREE PLANTING SCHEMES WILL BE ENCOURAGED ON APPROPRIATE SITES WITHIN CONSERVATION AREAS.

Policy BE.16 - ALTHOUGH THERE IS A GENERAL PRESUMPTION AGAINST THE DEMOLITION OF ANY BUILDING OR FEATURE OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST, CIRCUMSTANCES MAY ARISE WHERE THIS IS UNAVOIDABLE. IN SUCH CIRCUMSTANCES ONE OF THE FOLLOWING ALTERNATIVES SHOULD BE PURSUED:-

- (i) THE FACADE(S) OF THE BUILDING SHOULD BE RETAINED,
- (ii) THE BUILDING SHOULD BE MOVED TO A NEW LOCATION,
- (iii) THE BUILDING SHOULD BE OFFERED TO AN APPROPRIATE MUSEUM OF BUILDINGS (SUCH AS THE AVONCROFT MUSEUM OF BUILDINGS AT BROMSGROVE).

Policy BE.17 - IN THE EVENT OF ALL OF THESE ALTERNATIVES BEING INAPPLICABLE OR INAPPROPRIATE, THE OPPORTUNITY SHOULD BE GIVEN TO AN APPROPRIATE BODY TO MEASURE AND RECORD THE BUILDING. ON DEMOLITION, THE COMPONENTS OF THE BUILDING SHOULD BE SALVAGED AND STORED FOR RE-USE IN THE RESTORATION, REPAIR AND MAINTENANCE OF OTHER BUILDINGS. IN CASES OF DEMOLITION THE ROYAL COMMISSION FOR HISTORIC AND ANCIENT MONUMENTS MUST BE GIVEN THREE MONTHS' NOTICE SO THEY MAY DECIDE TO MEASURE, PHOTOGRAPH AND RECORD THE BUILDING.

Sites of Archaeological Importance

Policy BE.21 - THE COUNTY COUNCIL WILL REQUEST THE APPROPRIATE PLANNING AUTHORITIES IN CARRYING OUT THEIR FUNCTION OF DEVELOPMENT CONTROL TO ENSURE THAT IMPORTANT ARCHAEOLOGICAL REMAINS ARE NOT DESTROYED. HOWEVER, WHERE THIS IS UNAVOIDABLE ARRANGEMENTS SHOULD BE MADE BY THE APPROPRIATE PLANNING AUTHORITY (WHETHER BY IMPOSITION OF CONDITIONS OR OTHERWISE) TO:-

- (i) EITHER ALLOW ACCESS AND SUFFICIENT TIME FOR QUALIFIED ARCHAEOLOGISTS TO RECORD (AND IF NECESSARY EXCAVATE) THE REMAINS IN ADVANCE OF AND WHERE NECESSARY DURING DEVELOPMENT, OR
- (ii) RETAIN AND MAKE ACCESSIBLE THE ARCHAEOLOGICAL FEATURES WITHIN AN APPROPRIATE SETTING.

AGRICULTURE

Policy A.1 - WHILST IT WILL NOT BE THE SOLE CRITERION BY WHICH APPLICATIONS FOR DEVELOPMENT ARE DETERMINED FULL RECOGNITION WILL BE GIVEN TO THE HIGH QUALITY OF AGRICULTURAL LAND WITH THE AIM OF RETAINING AS MUCH LAND OF VALUE TO AGRICULTURE AS POSSIBLE. WHEREVER POSSIBLE DERELICT LAND OR LAND OF NO AGRICULTURAL VALUE WILL BE USED FOR DEVELOPMENT. WHERE AGRICULTURAL LAND IS USED, AS FAR AS POSSIBLE LAND OF HIGHER QUALITY SHOULD NOT BE TAKEN FOR DEVELOPMENT WHERE LAND OF A LOWER QUALITY IS AVAILABLE. THERE WILL BE A PRESUMPTION AGAINST DEVELOPMENT ON GOOD QUALITY AGRICULTURAL LAND, I.E. LAND FALLING WITHIN GRADES 1, 2 AND 3A OF THE MINISTRY OF AGRICULTURE, FISHERIES AND FOOD CLASSIFICATION. WHEN AGRICULTURAL LAND IS USED FOR DEVELOPMENT THE AMOUNT TAKEN SHOULD BE NO GREATER THAN IS REASONABLY REQUIRED FOR CARRYING OUT THE DEVELOPMENT IN ACCORDANCE WITH PROPER STANDARDS. CONSIDERATION WILL BE GIVEN TO MINIMISING THE EFFECT OF DEVELOPMENT ON THE VIABILITY OF INDIVIDUAL FARMS.

Policy A.2 - THE COUNTY COUNCIL WILL PROTECT AGRICULTURE FROM UNNECESSARY INTERFERENCE AND DISRUPTION WHICH CAN ARISE FROM THE LARGE AND INCREASING NUMBER OF VISITORS TO THE COUNTRYSIDE BY A POSITIVE POLICY OF PROMOTING FACILITIES FOR RECREATION IN AREAS WHERE CONFLICT WITH AGRICULTURE WILL BE MINIMISED.

Policy A.3 - APPLICATIONS FOR THE CONSTRUCTION OF AGRICULTURAL BUILDINGS WILL BE TREATED SYMPATHETICALLY WHERE A NEED CAN BE SHOWN BUT SUCH BUILDINGS SHOULD, WHEREVER POSSIBLE, BE SO SITED AND DESIGNED AS TO HARMONISE WITH THE SURROUNDING RURAL AREA.

Policy A.4 - PLANNING APPLICATIONS FOR DWELLINGS FOR PERSONS EMPLOYED FULL TIME IN AGRICULTURE WILL BE CONSIDERED IN RELATION TO THE CRITERIA ESTABLISHED IN THE SETTLEMENT POLICIES WHERE AGRICULTURAL NEED CAN BE SHOWN, SUCH DWELLINGS SHOULD BE SITED WITHIN A SETTLEMENT, OR WITHIN THE FARM COMPLEX WHEREVER POSSIBLE.

Policy A.5 - INTENSIVE FOOD PRODUCTION UNITS WHICH INVOLVE FACTORY STYLED BUILDINGS AND PROCESSES, WHICH ARE OR CAN BE OPERATED SEPARATELY FROM THE NORMAL FARMING PROCESSES AND WHICH ARE SUBJECT TO PLANNING CONTROL WILL ONLY BE PERMITTED IN THE COUNTRYSIDE WHERE THEY WILL NOT BE DETRIMENTAL TO THE LANDSCAPE, CAUSE ENVIRONMENTAL DAMAGE, PREJUDICE NATURE CONSERVATION, HAVE SERIOUS IMPLICATIONS FOR THE SURROUNDING ROAD SYSTEM, OR UTILISE VALUABLE AGRICULTURAL LAND.

Policy A.6 - THE COUNTY COUNCIL WILL CONTINUE TO IDENTIFY DETERIORATING LANDSCAPES AND TO PROMOTE IN ASSOCIATION WITH THE AGRICULTURAL COMMUNITY, THE COUNTRYSIDE COMMISSION AND OTHER APPROPRIATE AGENCIES SCHEMES FOR THE CONSERVATION AND IMPROVEMENT OF THESE LANDSCAPES.

THE LANDSCAPE

The policies are:-

Protection and Enhancement of the Landscape

Policy L.2 - IN THE COUNTRYSIDE GENERALLY:-

- (i) LAND OWNERS WILL BE ENCOURAGED TO TAKE POSITIVE STEPS TO ENHANCE THE APPEARANCE OF THE COUNTRYSIDE BY PLANTING TREES BOTH IN HEDGEROWS AND TO CREATE WOODLAND AREAS. LOCAL AUTHORITIES, STATUTORY UNDERTAKERS AND OTHER PUBLIC OWNERS OF LAND WILL BE ENCOURAGED TO TAKE THE INITIATIVE IN THIS ACTIVITY; AND
- (vi) THE COUNTY COUNCIL WILL INITIATE ENHANCEMENT SCHEMES FOLLOWING A SURVEY TO IDENTIFY FEATURES CONSIDERED TO BE DAMAGING TO THE LANDSCAPE, FOR EXAMPLE OVERHEAD WIRES AND PYLONS; AND
- (ix) THE EFFECTS OF ADDITIONAL TRAFFIC GENERATED BY NEW DEVELOPMENT WILL BE AN IMPORTANT FACTOR TO BE TAKEN INTO ACCOUNT IN THE DETERMINATION OF APPLICATIONS (PARTICULARLY THE NECESSITY OF WIDENING EXISTING LANES).

Trees and Forestry

The policies are:-

Policy L.3 - EXISTING TREES AND WOODLANDS OF HIGH ENVIRONMENTAL AMENITY OR ECOLOGICAL VALUE SHOULD, OTHER THAN IN THE MOST EXCEPTIONAL CIRCUMSTANCES, BE RETAINED. IN CIRCUMSTANCES WHERE THE COUNTY COUNCIL IS THE APPROPRIATE AUTHORITY TO ISSUE A TREE PRESERVATION ORDER, IT SHALL DO SO DIRECTLY OR AT THE SPECIFIC REQUEST OF THE APPROPRIATE DISTRICT COUNCIL.

Tree Planting

Policy L.4 - PLANTING OF TREES AND SMALL WOODLANDS WILL BE ENCOURAGED ESPECIALLY WHERE THEY CAN PLAY A SIGNIFICANT PART IN THE LANDSCAPE AND SCHEMES FOR THE REPLACEMENT OF WOODLANDS AND THE REHABILITATION OF SMALL WOODLANDS WILL BE PROMOTED. IN SUCH SCHEMES SUFFICIENT NATIVE HARDWOODS SHOULD BE PLANTED TO PERPETUATE THEIR TRADITIONAL ROLE IN THE OVERALL LANDSCAPE.

Policy L.5 - THE COUNTY COUNCIL WILL ENSURE THAT ADVICE IS AVAILABLE TO LANDOWNERS ON ALL ASPECTS OF TREES, TREE PLANTING AND TREE MAINTENANCE, IN PARTICULAR, TO REPAIR THE DAMAGE CAUSED BY THE LOSS OF NATIVE TREES DUE TO DUTCH ELM DISEASE AND OF CHANGES IN FARMING AND FORESTRY PRACTICE.

Policy L.6 - THE COUNTY COUNCIL WILL OPERATE AND PROMOTE INCENTIVE SCHEMES FOR TREE PLANTING.

Forestry

Policy L.7 - THE PLANNING AUTHORITIES WILL LIAISE WITH THE FORESTRY COMMISSION, THE AUTHORITY CONCERNED WITH THE PROMOTION OF FORESTRY AND THE LICENSING OF TIMBER FELLING APPLICATIONS. IN ORDER TO STRIKE A BALANCE BETWEEN COMMERCIAL FORESTRY AND AMENITY CONSIDERATIONS INCLUDING NATURE CONSERVATION.

Policy L.8 - THE COUNTY COUNCIL WILL STRONGLY ADVISE AGAINST THE FELLING OF BROADLEAVED WOODLANDS UNLESS PROVISION HAS BEEN MADE FOR THEIR REPLANTING IN A SUFFICIENT PROPORTION OF BROADLEAVED TREES TO PRESERVE THE PARTICULAR CHARACTER OF THE LANDSCAPE, AND TO HAVE REGARD TO CONSIDERATIONS OF NATURE CONSERVATION.

ECOLOGY

The policies are:-

Policy EC.1 - THE COUNTY COUNCIL WILL:-

- (i) WORK IN CLOSE LIAISON WITH THE NATURE CONSERVANCY COUNCIL TO ENSURE THAT THE NOTIFIED SITES OF SPECIAL SCIENTIFIC INTEREST ARE GIVEN PROPER CONSIDERATION IN RELATION TO NEW DEVELOPMENT PROPOSALS AND OTHER COMPETING USES; AND
- (ii) WORK IN CLOSE LIAISON WITH THE TWO COUNTY NATURE CONSERVATION TRUSTS AND OTHER CONSERVATION BODIES FOR THE PROTECTION OF EXISTING NATURE RESERVES AND TO THE PROMOTION OF NEW ONES; AND
- (iii) EXAMINE, WITH THE NATURE CONSERVANCY COUNCIL AND WITH THE LOCAL CONSERVATION BODIES THE POSSIBILITY OF EXTENDING THE EDUCATION ASPECTS OF SITES OF SPECIAL SCIENTIFIC INTEREST AND LOCAL NATURE RESERVES; AND
- (iv) SET UP LOCAL NATURE RESERVES AS AND WHEN SUITABLE OPPORTUNITIES ARISE.

Policy EC.2 - SEEK TO SECURE THE RETENTION AND SUITABLE MANAGEMENT OF EXISTING HEDGES, WOODLANDS, PONDS AND OTHER HABITATS OF ECOLOGICAL IMPORTANCE AND WILL CREATE NEW HABITATS WHENEVER THE OPPORTUNITY ARISES. THE COUNTY COUNCIL WILL ENCOURAGE OTHERS TO DO LIKEWISE.

RECREATION

Camping, Tourist and Transit Caravan Sites

Policy R.9 - ENCOURAGEMENT WILL BE GIVEN TO THE PROVISION OF SITES FOR TOURING CARAVANS AND CAMPING IN SUITABLE LOCATIONS WHERE THERE IS CLEARLY IDENTIFIABLE NEED AND THE ADJOINING ROADS AND ACCESS ARE ADEQUATE.

Policy R.12 - WHERE PLANNING PERMISSION IS GRANTED FOR A NEW SITE, SIMILAR LANDSCAPE REQUIREMENTS WILL BE MADE AS IN THE CASE OF A STATIC HOLIDAY SITE.

Footpaths and Bridleways

Policy R.15 - THE COUNTY COUNCIL WILL CONSIDER PROPOSALS FOR THE RE-ROUTING OF CERTAIN FOOTPATHS AND BRIDLEWAYS FOLLOWING THE LINE OF THE WELL DEFINED STABLE PHYSICAL FEATURES SUCH AS OLD LANES AND WATERCOURSES.

Policy R.16 - THE IMPORTANCE OF FOOTPATHS FOR RECREATIONAL USE IS RECOGNISED AND THE COUNTY COUNCIL PROPOSE TO DEVELOP AND IMPLEMENT A STRATEGY FOR RECREATIONAL FOOTPATHS. THIS WILL BE BASED UPON FOUR MAIN CATEGORIES OF FOOTPATH:-

- (i) MEDIUM DISTANCE FOOTPATHS;
- (ii) FOOTPATHS FOR SHORTER AND/OR CIRCULAR WALKS;
- (iii) FOOTPATH SYSTEMS FROM URBAN ZONES INTO OPEN COUNTRYSIDE;
- (iv) FOOTPATHS FOR LOCAL COMMUNICATIONS.

Policy R.18 - CONSIDERATION WILL BE GIVEN TO THE PROVISION OF MEDIUM DISTANCE HORSE-RIDING ROUTES IN ORDER TO AVOID CONFLICTS WITH PEDESTRIANS AND OTHER ROAD USERS.

Water Recreation

Policy R.20 - THE POTENTIAL OF CANALS, RIVERS AND RIVERSIDES FOR INFORMAL RECREATION AND NATURE STUDY PURSUITS WILL, AS FAR AS RESOURCES ALLOW, BE REALISED BY THE PROVISION OF PICNIC SITES AND PARKING AREAS AT SUITABLE LOCATIONS, HAVING REGARD TO ACCESS AND ROAD SAFETY.

Policy R.21 - THE MAJORITY OF MOORINGS ON WATERWAYS SHOULD BE IN BASINS OR MARINAS AND FURTHER BANKSIDE STRAGGLES SHOULD BE AVOIDED. MARINAS AND SIMILAR USES SHOULD, AS FAR AS POSSIBLE, BE SITUATED IN URBAN LOCATIONS OR AT PLACES WHERE THERE IS ALREADY WATERWAYS DEVELOPMENT. MOORING BASINS, HOWEVER, AT WHICH NO ANCILLARY FACILITIES ARE TO BE PROVIDED (EXCEPT POSSIBLY SANITARY DISPOSAL POINTS), COULD BE LOCATED ELSEWHERE, PROVIDED THAT DUE REGARD IS PAID TO ENVIRONMENTAL, ACCESS, AND OTHER RELEVANT CONSIDERATIONS INCLUDING ROAD SAFETY.

Policy R.24 - TO RECONCILE THE COMPETING DEMANDS ON THE USE OF WATER AND WATERWAYS, IF NECESSARY, AND WHERE POSSIBLE, BY THE IMPOSITION OF CONTROLS.

Formal Recreation

Policy R.27 - TO SUPPORT AND ENCOURAGE THE PROVISION OF SUB-REGIONAL SPORTS FACILITIES.

Policy R.28 - TO ENCOURAGE, IN APPROPRIATE LOCATIONS, THE PROVISION OF OPEN SPACE AND ANCILLARY FACILITIES.

Policy R.29 - TO ENCOURAGE THE JOINT PLANNING AND DUAL USE OF FACILITIES.

Informal Recreation

Policy R.31 - TO PROVIDE COUNTRY PARKS AND PICNIC SITES UNDER THE PROVISIONS OF THE COUNTRYSIDE ACT 1968. THE COUNTY COUNCIL WILL ALSO CONTINUE TO SUPPORT AND ENCOURAGE THE RUNNING OF EXISTING COUNTRY PARKS AT QUEENSWOOD, KINGSFORD, CLENT, WASELEY HILL, LICKEY HILL AND BROADWAY TOWER, AND THE PICNIC SITES AT FORHILL, FISH HILL, GOODRICH CASTLE, BLACK HILL AND RED DARREN.

Policy R.32 - TO DEVELOP LANDSCAPED LAYBYS, CAR PARKS AND PICNIC SITES WITH TOILETS ON, OR ADJACENT TO, MAIN ROUTES AND AT SELECTED VIEWPOINTS WITH DUE REGARD TO ROAD SAFETY.

Policy R.34 - TO UTILISE AND DEVELOP EXISTING RECREATIONAL ASSETS ON, OR ADJACENT TO, MAIN ROADS, PARTICULARLY WITHIN OR NEAR TO THE MARKET TOWNS, NATIONAL TRUST PROPERTIES, FORESTRY COMMISSION AND OTHER WOODLAND AREAS WITH DUE REGARD TO ACCESSIBILITY AND ROAD SAFETY.

WASTE DISPOSAL

The policy is:-

Policy WD.1 - THE COUNTY COUNCIL WILL ENSURE THE DISPOSAL OF WASTE IS CARRIED OUT AT SUITABLE SITES IN A MANNER CONSISTENT WITH ACCEPTED ENVIRONMENTAL AND PUBLIC HEALTH STANDARDS.

SHOPPING

The policies are:-

General

Policy S.2 - THE POLICY IS TO PROTECT THE COMMERCIAL VIABILITY OF EXISTING SHOPPING CENTRES BY:-

- (ii) NORMALLY REFUSING SHOPPING DEVELOPMENT OUTSIDE DEFINED TOWN CENTRE AREAS; AND
- (iii) ESPECIALLY RESISTING PROPOSALS FOR NEW, OR THE EXPANSION OF EXISTING, OUT-OF-TOWN SHOPPING FACILITIES, WHERE SUCH DEVELOPMENT WOULD HAVE DETRIMENTAL EFFECT.

Policy S.3 - EDGE-OF-TOWN, OUT-OF-TOWN OR OTHER LARGE SCALE SHOPPING DEVELOPMENTS INCLUDING DISCOUNT STORES OR WAREHOUSES WHICH SELL DIRECT TO THE PUBLIC WILL BE PERMITTED IN EXCEPTIONAL CIRCUMSTANCES IF:-

- (i) THERE IS A PROVEN NEED FOR THE FACILITY;
- (ii) THE DEVELOPMENT WOULD COMPLEMENT THE OVERALL FUNCTION OF THE ASSOCIATED TOWN CENTRE; AND
- (iii) THE DEVELOPMENT IS ACCEPTABLE ON ENVIRONMENTAL AND TRAFFIC GROUNDS.

Roadside Sales

Policy S.10 - THERE IS A GENERAL PRESUMPTION, ON HIGHWAY AND AMENITY GROUNDS, AGAINST THE DEVELOPMENT OF FURTHER PETROL FILLING STATIONS AND DEVELOPMENT IN CONNECTION WITH ROADSIDE SALE OF GOODS INCLUDING AGRICULTURAL PRODUCE.

TOURISM

The policies are:-

Policy TSM.1 - THE SOCIAL COSTS WHICH TOURISM DEVELOPMENT MAY BRING WILL BE KEPT TO A MINIMUM BY THE DEVELOPMENT ONLY OF FACILITIES WHICH ARE APPROPRIATE TO THEIR LOCATION.

Policy TSM.6 - WHILST NEW HOTEL DEVELOPMENT IN SUITABLE LOCATIONS IN URBAN AREAS WILL BE ENCOURAGED, APPLICATIONS FOR NEW HOTEL BUILDING OR EXTENSIONS TO EXISTING FACILITIES ELSEWHERE WILL NEED TO BE TREATED UPON INDIVIDUAL MERITS. IT IS GENERALLY CONSIDERED THAT HOTEL DEVELOPMENT IN THE OPEN COUNTRYSIDE WOULD BE UNDESIRABLE UNLESS IT HELPS TOWARDS THE CONSERVATION OR IMPROVEMENT OF A BUILDING OF ARCHITECTURAL OR HISTORIC IMPORTANCE, OR MEETS A SPECIAL IDENTIFIED NEED.

Policy TSM.7 - TO ENCOURAGE THE DEVELOPMENT OF THE TOURIST POTENTIAL OF THE MAIN URBAN AREAS WITHIN THE COUNTY.

Policy TSM.8 - THE DEVELOPMENT OF FACILITIES FOR HOLIDAYS ON INLAND WATERWAYS WILL BE ENCOURAGED. IN PARTICULAR, ENCOURAGEMENT WILL BE GIVEN TO:-

- (i) THE IMPROVEMENT OF NAVIGABLE WATERWAYS;
- (ii) THE PROVISION OF MARINAS OF APPROPRIATE SCALE AND IN SUITABLE LOCATIONS;
- (iii) THE RECONSTRUCTION OF INLAND WATERWAYS WHERE APPROPRIATE; AND
- (iv) THE LOCATION OF APPROPRIATE TOURISM DEVELOPMENTS IN WATERSIDE ENVIRONMENTS, INCLUDING THE CONVERSION OF OLD WATERSIDE BUILDINGS TO TOURISM USES.

Policy TSM.9 - THROUGHOUT THE COUNTY PARTICULAR ATTENTION WILL BE PAID TO THE CONSERVATION OF HISTORIC BUILDINGS, BOTH AS TOURIST ATTRACTIONS AND AS IMPORTANT BUILDINGS IN THEIR OWN RIGHT.

Policy TSM.10 - THE COUNTY COUNCIL WILL ASSIST IN THE DEVELOPMENT OF THE EDUCATIONAL AND TOURIST POTENTIAL OF THE ARCHAEOLOGICAL HERITAGE BY PUBLICITY AND INTERPRETATION OF ARCHAEOLOGICAL REMAINS.

Policy TSM.11 - IN PROMOTING AND ENCOURAGING TOURISM THROUGHOUT THE COUNTY, THE COUNTY COUNCIL WILL HAVE DUE REGARD TO THE IMPORTANCE OF PUBLIC TRANSPORT IN PROVIDING ACCESS TO FACILITIES.

IMPLEMENTATION AND RESOURCES

The policies are:-

Policy 1.1 - THE COUNTY COUNCIL WILL SEEK TO ENSURE THE EFFICIENT USE OF RESOURCES THROUGH THE EFFECTIVE USE OF EXISTING INFRASTRUCTURE.

Policy 1.5 - THE COUNTY COUNCIL WILL MONITOR AND REVIEW AS NECESSARY THE POLICIES AND PROPOSALS IN THE PLAN AND WILL PREPARE ANNUAL MONITORING STATEMENTS FOR THE SUB-AREAS OF THE COUNTY INCLUDING AN ANNUAL COUNTY DEVELOPMENT PROGRAMME WHICH WILL:-

- (i) SEEK THE COMMITMENT OF OTHER PUBLIC AUTHORITIES AND RELEVANT BODIES AND STATUTORY UNDERTAKERS TO THE IMPLEMENTATION OF THE LAND USE AIMS AND DEVELOPMENT POLICIES OF THE STRUCTURE PLAN; AND
- (ii) IDENTIFY A FIVE YEAR SUPPLY OF SERVICED LAND FOR HOUSING AND INDUSTRY, IN ACCORDANCE WITH THE STRUCTURE PLAN STRATEGY AND POLICIES, IN CONSULTATION WITH ALL RELEVANT AND INTERESTED BODIES.

APPENDIX TWO: RECREATION SUBJECT PLAN (Policies and Proposals)

SECTION ONE: POLICIES

Note: p.p. = Policy paragraph number in the Written Statement of the Recreation Subject Plan.

1. CHILDREN'S PLAY SPACES

The following policies should be applied where the opportunity arises in existing residential areas and to all future residential development.

- (a) Maximum walking distance to a play space should be 440yds. (400m), and there should be no intervening heavily trafficked road. (p.p. 2.4)
- (b) To include toddlers play space with appropriate equipment (minimum 3 different pieces) within all children's play spaces. (p.p. 2.10)
- (c) To consult the residents of immediately adjoining and overlooking dwellings on the layout and contents of a new play space. (p.p. 2.11)
- (d) Minimum size of play space 0.25 acre (1000m²). (p.p. 2.12(a))
- (e) A minimum of half of the play space area - 0.125 acre (500m²) to be hard surfaced. (p.p. 2.12(b))
- (f) Play spaces should be overlooked by residential properties, but sufficiently distant so as not to be a nuisance. (p.p. 2.12(c))
- (g) Play spaces should be located close to pedestrian ways. (p.p. 2.12(d))
- (h) Play spaces should have at least four different pieces of equipment, including a set of swings and one slide. There should also be three pieces of toddler equipment. All equipment shall conform to the relevant British Standard, be easily maintained and not easily vandalised. (p.p. 2.12(e))
- (i) Play spaces should be designed as an integral part of any residential layout, and be ready for use within 12 months of the first dwelling being completed. (p.p. 2.12(f))
- (j) Play spaces should not be placed in dark and sunless positions. (p.p. 2.12(g))

- (k) Each play space should be individually designed in an adventurous and imaginative way. It should be surrounded by an approved dog proof fence with self closing gate designed to discourage the entrance of motor cycles whilst allowing the entrance of prams. Plans of the proposed play space(s) should be submitted to and approved by the local authority prior to development commencing. (p.p. 2.12(h))
- (l) Hardy species of grasses and bushes should be used for landscaping purposes. (p.p. 2.12(i))
- (m) Sites should be well drained in order to conserve surface treatment. (p.p. 2.12(j))
- (n) All sites should be readily accessible to the area they serve. (p.p. 2.12(k))
- (o) Equipment should be grouped on one part of the site. At least one seat and litter bin should also be provided. (p.p. 2.12(l))
- (p) Vehicular access for maintenance purposes must be available. (p.p. 2.12(m))
- (q) Play spaces should be established (including equipment) and maintained by the developer (or tenants/owner occupiers/agents) until adopted by the City Council after completion. (p.p. 2.12(n))

2. KICKABOUT AREAS

The following should be applied where the opportunity arises in existing residential areas, and to all future residential development.

- (a) The maximum walking distance to a kickabout area should be 0.5 mile (800m) and there should be no major intervening traffic flows. (p.p. 3.3)
- (b) Minimum size of area 0.75 acre (300m²). (p.p. 3.9(a))
- (c) Kickabout areas should be reasonably level. (p.p. 3.9(b))
- (d) Kickabout areas should be located close to pedestrian ways. (p.p. 3.9(c))
- (e) They should not be located close to residential properties. (p.p. 3.9(d))
- (f) Hardy species of grasses and shrubs should be used for landscaping purposes. (p.p. 3.9(e))
- (g) Kickabout areas and children's play spaces should be located together, although a barrier of mounding or landscaping should be incorporated to retain their separate identities. (p.p. 3.9(f))

- (h) A tall fence, minimum height 10ft. (3m), should be provided where balls are likely to be kicked out of the site. (p.p. 3.9(g))
- (i) Sites should be well drained in order to conserve surface treatment. (p.p. 3.9(h))
- (j) All sites should be readily accessible to the areas they serve. (p.p. 3.9(i))
- (k) Sites should be equipped with junior sized goals. (p.p. 3.9(j))
- (l) Access should be available for maintenance purposes. (p.p. 3.9(k))
- (m) At least one rebound wall should be provided. (p.p. 3.9(l))
- (n) Plans of the proposed kickabout area(s) should be submitted to and approved by the local planning authority before development commences. (p.p. 3.9(m))
- (o) Sites should be established and maintained by the developer (or tenants/owner occupiers/agents), to be adopted by the City Council after completion. (p.p. 3.9(n))
- (p) In certain circumstances to reduce the size of a kickabout area to 100ft. x 60ft. (30.5m x 18.3m). This area will be surrounded on all sides by a brick wall 3ft. 6ins. (1.07m) high surmounted by suitable fencing to a total height of 10ft. (3.05m), and the walls should be banked and landscaped. A hard surface material should be used and should be marked out for various ball games. (p.p. 3.10)

3. ADVENTURE PLAYGROUNDS

- A. The following policies should be applied where adventure playgrounds are being developed:
 - (a) To ensure that provision is made for at least one full time play leader to be appointed prior to the opening of any playground. (p.p. 4.3)
 - (b) The minimum size should be one acre (4000m²). (p.p. 4.8(a))
 - (c) The playground should be situated close to, and be readily accessible from, the residential area it is intended to serve but also be sufficiently distant so that it is not overlooked or cause a nuisance to local residents. (p.p. 4.8(b))
 - (d) There should be a suitable vehicular access for delivery of play materials etc. (p.p. 4.3(c))
 - (e) A strong means of enclosure of at least 6ft. (2m) in height should be provided around the site. (p.p. 4.3(d))

- (f) Hardy species should be used for landscaping and screening purposes. (p.p. 4.8(e))
- (g) A water supply is essential and sites should be well drained. (p.p. 4.8(f))
- (h) Initially a hut should be provided to accommodate toilets, store and office. This should be extended to a minimum size of 60ft. x 30ft. (18m x 9m) as soon as finance allows. (p.p. 4.8(a))
- (i) Local residents groups should be encouraged to initiate and help finance adventure playground projects. (4.8(h))

B. Warndon Adventure Playground

- (a) To consider the employment of a full time leader for the adventure playground when the community service volunteers have completed their contract period. (p.p. 4.5)
- (b) To consider an increase in the size of the playground to a minimum of one acre if demand warrants it. (p.p. 4.6)

4. OPEN SPACE

A. Local Open Space

The following policies should be applied where the opportunity arises in existing residential area, and to all future residential development:

- (a) Minimum of one acre in extent, and incorporating a children's play space and kickabout area. (p.p. 5.2)
- (b) Within 0.5 mile (800m) walking distance of every home with no intervening heavily trafficked roads. (p.p. 5.4)
- (c) To consider ways of prohibiting dogs from local open space where appropriate. (p.p. 5.6(a))
- (d) Seats and litter bins should be provided in local open spaces. (p.p. 5.6(b))
- (e) Hardy species of grasses and shrubs should be used for landscaping purposes. (p.p. 5.6(c))

B. Formal open space

- (a) To encourage small landscaped gardens/sitting areas. (p.p. 5.11)

C. Larger open space

- (a) To enter into discussions with Hereford and Worcester County Council with the aim of implementing a joint management scheme for Nunnery Wood and Perry Wood including the appointment of a full time Warden.

- (b) To designate the following as areas which have potential for recreational use on a district/city scale. Existing uses and ownerships will remain unaffected unless opportunities for suitable recreational development arise in public or private form:

Chapter Meadows	Northwick Lido
Duck Brook	Nunnery Wood
Gorse Hill/Elbury Park	Perry Wood
Hallow Road Tip	Ronkswood Hill Farm
Kingston Avenue	

(p.p. 5.15)

D. Total open space target

Casual or informal play space within housing areas, equipped playgrounds, adventure playgrounds, kickabout areas and local open spaces - provision 1.5 acres/1000 population. Youth and adult use in public, private, commercial and industrial sectors covering pitches, courts and greens, and miscellaneous facilities such as pitch and putt courses, athletics track etc. - provision: 6 acres/1000 population.

Total provision: 7.5 acres/1000population.

This excludes:

- (i) playing fields of schools and other educational establishments;
- (ii) grounds of Her Majesty's Services;
- (iii) verges, woodlands, commons, ornamental parks and gardens;
- (iv) full length 9 and 18 hole golf courses;
- (v) large areas of water;
- (vi) indoor recreation facilities;
- (vii) allotments.

(p.p. 5.17)

5. SPORTS FACILITIES

- (a) Consideration should be given to improving the publicising of existing facilities and clubs within the city. (p.p. 6.4)
- (b) To provide one or two pitches in the local situation. (p.p. 6.9(b))

- (c) To pursue joint provision where there is both a public and educational demand. (p.p. 6.9(c))
- (d) To actively pursue the dual use of school hard surfaced sports areas, especially tennis courts. (p.p. 6.11))
- (e) To encourage the use and development of the athletic facilities on Chapter Meadows but in the long term to develop a stadium for regional and national events as a future phase of the Perdiswell Sports Complex. (p.p. 6.16)
- (f) Provide for indoor sports for the local area on the basis of one centre to approximately 10,000 people. These should accommodate the requirements for indoor sport and social facilities for the local area. (p.p. 6.24(a))
- (g) Each centre should be designed in accordance with the needs of the local area and resources available. (p.p. 6.24(c))
- (h) To press the County Council to designate part of Hillborough for recreational purposes. (p.p. 6.26(a))
- (i) Actively pursue joint provision and dual use provision wherever possible. (p.p. 6.29(a))
- (j) Encourage private provision of facilities. (p.p. 6.29(b))
- (k) Encourage the harnessing of every resource, both public and private, in order to provide leisure facilities. (p.p. 6.29(c))
- (l) To encourage the provision of local swimming pools in Warndon and St. Peter the Great. (p.p. 6.31(a))
- (m) To continue to maintain the central swimming pool. (p.p. 6.31(b))
- (n) To investigate ways of maximising existing facilities which are under-used. (p.p. 6.33)
- (o) Maintain horse racing on Pitchcroft and to promote the use of Pitchcroft for other recreational purposes. (p.p. 6.36)

6. SOCIAL LEISURE

- (a) To consider the introduction of roller skates being available for hire on Pitchcroft. (p.p. 7.4)
- (b) To encourage private enterprise interested in building an ice rink. (p.p. 7.8(a))
- (c) To investigate the possibility of purchasing an artificial surface for ice skating. (p.p. 7.8(b))
- (d) Continue to contribute to the running costs of the Swan Theatre. (p.p. 7.10)

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(e) Investigate means of ensuring that the programme of films at the Odeon is maintained should the management consider a reduction, and to take any opportunity to encourage the promotion and expansion of cinema facilities, e.g. cinema club. (p.p. 7.12)

(f) Maintain and enhance the present museum and art gallery services. (p.p. 7.14)

(g) Support the Worcester Building Preservation Trust in its scheme for a music centre and concert hall in the Countess of Huntingdon's Chapel. (p.p. 7.17(a))

(h) Continue to support the running of the Arts Workshop. (p.p. 7.17(b))

(i) Public houses

(i) They should be built in new residential areas to a standard of at least one per 4000 population. (p.p. 7.19(a))

(ii) They should be located close to the public footpath network and within a local centre with adequate off-street parking. (p.p. 7.19(b))

(iii) Additional facilities should be encouraged e.g. skittle alley, facilities for children. (p.p. 7.19(c))

(j) Encourage private enterprise to carry out hotel development in Worcester, together with conference facilities. (p.p. 7.21)

(k) Churches

(i) When a local plan is being prepared for residential areas, the church authorities should be consulted on their requirements for the provision of new facilities. (p.p. 7.23(a))

(ii) They should be located close to the public footpath network and within a local centre with adequate car parking. (p.p. 7.23(b))

(iii) Any redundant churches should be investigated with a view to alternative use, especially if they are of architectural or historic merit. (p.p. 7.23(c))

(l) The City Council shall endeavour to assist in increasing the provision of youth facilities and shall press the County Council to make resources available to maximise the use of existing youth club facilities and for further youth club provision, particularly in Dines Green and Tolladine. (p.p. 7.25)

7. PEDESTRIAN, CYCLE AND BRIDLEWAYS

- (a) Press the County Council to give priority to surfacing and sign posting existing footpaths, especially those leading to and along the river and canal. (p.n. 8.7(a))
- (b) Encourage the use of voluntary bodies in undertaking work to clear and maintain existing footpaths and the laying out of new footpaths, particularly in the case of those used for recreational purposes.
- (c) Apply the following criteria in planning footpaths in new built up areas. (p.p. 8.7(c))
 - (i) The footpath should be a minimum width of 6ft. (1.8m). If a cycleway is incorporated it would need to be a minimum of 10ft. (3m).
 - (ii) The footpath should be well surfaced, drained and lit.
 - (iii) The footpath should follow the most direct route between homes, pedestrian attractions and public transport points.
 - (iv) Cycleways should be incorporated in larger areas of new development.

8. RIVER AND CANAL

- (a) To encourage the upgrading, landscaping and signposting of the riverside and canalside, including sitting areas where appropriate. (p.p. 9.5(a))
- (b) To encourage voluntary bodies to upgrade, lay out and maintain the canalside and riverside areas. (p.p. 9.5(b))
- (c) New developments abutting the river and canal should make full use of these features in their design, and existing developments should be encouraged to improve their properties and frontages concerned. (p.p. 9.7)
- (d) To consider the extension of purpose built mooring facilities on the River Severn. (p.p. 9.11)

9. ALLOTMENTS

- (a) The main access to the site should be a minimum of 12ft. (3.6m) wide. (p.p. 10.5(b))
- (b) Access paths to, from and between plots should be a minimum of 3ft. (0.9m) wide. (p.p. 10.5(b))
- (c) Individual lock-up sheds should be to an approved design and located in accordance with an overall plan. (p.p. 10.5(c))

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- (d) Sites should be securely fenced and suitably screened.
(p.p. 10.5(d))
- (e) A water supply should be laid on to each site, and arranged at a reasonable distance from each plot. (p.p. 10.5(e))
- (f) To ensure that adequate land is available for allotment use in the event of any existing plots being used for any other purpose. (p.p. 10.9)
- (g) Provide a minimum of 1 acre/1000 population in large scale development. (p.p. 10.11(a))
- (h) Ensure that allotments are part of a planned open space area to allow for flexibility of demand. (p.p. 10.11(c))

10. RESOURCES

- (a) Pursue all sources of financial aid from public and private bodies when funding any proposals. (p.p. 11.7)

SECTION TWO: PROPOSALS

It is City Council policy to implement the following specific proposals in accordance with the resources available during the period 1982-1986 (not in priority order):-

Boating/paddling/model boating lake in Cripplegate Park
 Canal towpath improvement (St. George's Lane to Sidbury lock)
 Diglis playing fields
 Don Road play space
 Improvement of play spaces at Barneshall, King George V playing field, Diglis Lane and Ullswater Close
 Improvements to bowling pavilion in Cripplegate Park
 Leisure plots, Perdiswell
 Perdiswell Sports Complex (Phase II)
 Pitch and Putt course, Pitchcroft
 Pitmaston Park play space
 Playing fields west of the River Severn
 Riverside footpath improvement (New Road to Diglis Weir)
 Staplow Road area play space and kickabout area
 Tallow Hill kickabout area

and the following in the period 1987-1991:-

Allotment site in St. Peter the Great
 Battenhall Play space and kickabout area
 Checketts Lane play space
 Improvements to play spaces at Cromwell Crescent Park and St. Dunstan's Close
 Nibley Close/Blackpole Village play space and kickabout area
 Nunnery Local Leisure Centre
 St. Clement's play space and kickabout area.
 St. John's Local Leisure Centre
 St. Peter the Great open space/school community wing

APPENDIX THREE

TOWN AND COUNTRY PLANNING ACT 1971

CITY OF WORCESTER

WARNDON LOCAL PLAN

REPORT OF INQUIRY INTO OBJECTIONS

Inspector: J Peake DipTP(Lond) MRTPI

Dates of Inquiry: 29, 30 June 1987

Reference Number: PINS/D1835/429/2

APPENDIX THREE

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CITY OF WORCESTER

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REPORT OF INQUIRY INTO OBJECTIONS

Inspector: J Peake DipTP(Lond) MRTPI

Dates of Inquiry: 29, 30 June 1987

Reference Number: PINS/D1835/429/2

Tollgate House
Houlton Street
BRISTOL
BS2 9DJ

23rd September 1987

To the Chief Executive
City of Worcester Council

Sir

On 29 June 1987 I opened a Public Local Inquiry into the Warndon Local Plan. During the Inquiry 11 objections were heard and a further 11 objections were the subject of written submissions. Appended to the Report are documents containing the published responses of your Council to the objections, details of the modifications proposed by your Council and a list of the persons who attended the Inquiry. I carried out extensive inspections of the Plan area unaccompanied and also inspections of specific localities with objectors and officers of your Council.

1. The Report deals with the objections on a Chapter basis and only the gist of the objections have been reported. Individual objectors are not referred to but each objection has been taken into account in reaching my conclusions.

2. Modifications to the Policies and Proposals Map submitted by the Council

The modifications listed in Appendix A Part II to the report were proposed by the Council. While there were no objections to the suggested changes as such there were objections to the amended policies and the Proposals Map. These objections are discussed at the appropriate section of the Report. It is also intended to amend supporting material in respect of certain policies but these changes do not call for comment on my part.

3. Recommendation

I can find no reason for questioning the modifications put forward and recommend that the Plan be modified as proposed. This recommendation does not take account of conclusions reached subsequently in the Report in respect of particular Policies and the Proposals Map. Recommendations which follow these conclusions may suggest actions that, if adopted, could lead to the modifications proposed by the Council being superseded.

CHAPTER 2

Gist of Objections

Need and Structure Plan Provisions

4. The principal arguments put forward related to the necessity for housing development at Warndon. Assumptions as to need, which gave rise to the Structure Plan policies and upon which the Local Plan proposals were based, were challenged, their veracity in the current circumstances being questioned. It was held that new considerations should now apply and that an entire re-appraisal of housing requirements for the City should be undertaken before the attractive open countryside of Warndon, together with the environment of the people who live there now, was destroyed. Even with a questioned acceptance of the findings of the Structure Plan there remained many points of detail which had been overlooked or disregarded.

the preparation of the Local Plan. The capacity of the sewers and sewage work systems, traffic congestion and the proximity of new housing to established dwellings had not been adequately considered. Certain major road proposals were unnecessary and in other cases considerable re-alignment should take place.

5. The Council's response was as published in Appendix A Part 1.

Comment

6. The proposals of the Plan are founded on Structure Plan policies approved by the Secretary of State. It is beyond the remit of a Local Plan inquiry to consider the fundamental precept of policies which lay down that land at Warndon should be made available for housing development. In my opinion the Council's approach to a fait accompli has been commendable bearing in mind the difficulties involved. The concept for the development of Warndon shows wise, balanced judgement in the face of innumerable conflicting interests and the paramount requirements of the Structure Plan. A number of objectors to the development of Warndon per se while accepting questioningly the irreversible consequences of the Structure Plan were concerned about a number of side effects of the development. These particular points have been considered in appropriate chapters.

Policy LU3

7. Scope existed for a modest increase in the area allocated for housing development to the north of existing dwellings in Leopard Rise. Visual and landscape appraisals indicated that the extended area of development suggested would not impinge upon the visual qualities of the surroundings. Policy LU3 should be amended to allow for this additional development as should the Proposals Map.

8. The Council's response was as published in Appendix A Part 1 together with Modifications proposed in Part 2.

Comment

9. In my opinion the Council's proposed modification is a constructive response to this objection. It allows for flexibility in the form and disposition of the housing yet, properly in my view, imposes restraint in order to protect this most sensitive locality.

Recommendation

10. That no changes be made to modified Policy LU3 or to the Proposals Map.

CHAPTER 3

Policy H6

11. It was agreed between the objectors and the Council that the wording of this policy should be amended. Interposed between the word "Ensure" and "the" are to be the words "as far as is possible".

Recommendation

12. That Policy H6 be amended as agreed.

CHAPTER 4

Gist of the Objections

13. The need for the scale of industrial land allocation was a primary objection. Demand for industrial land had not been evident in the past and there was an inherent danger that non-industrial uses would push for a foothold in under-used industrially allocated land seeking to erect large retail and commercial complexes which would be difficult to resist and have an injurious effect on the economy of the city centre. In particular the spread of the allocated land so far to the east onto greenfield sites and encompassing sites of ecological value was hypocritical. Greenfield sites should not be lost when more suitable land was and continued to become available elsewhere. In two instances criticism was levelled at the proximity of industrial land to established properties. Concern was expressed about the impact of industrial development on dwellings south of the east-west distributor road and also upon the setting and buildings of Warndon Court Farm and St Nicholas Church.

14. An addition to the industrial land provision should be made by including land adjoining the north-west tip of the Plan area. It was argued that the revision of the City boundary at this point to be coincidental with the A449, presented a logical reason for revising the Plan boundary similarly and allocating the embraced land for industrial or commercial purposes.

15. The locational importance of land at the north-eastern extremity of the Plan area adjoining the motorway intersection justified a far less restrictive land use allocation. The revised allocation should make provision for the development of the land by commercial, retail office and other comparable uses.

16. The Council's response was as shown in Appendix A Part 1.

Comment

17. I do not consider that any evidence was presented to the Inquiry which suggested that the land allocated for industrial development had been incorrectly assessed. None of the objectors concerned with this issue were able to disagree with the analysis of need upon which the extent of the industrial land requirements were based. On the question of unacceptable uses seeking to infiltrate, Policy IE6 gives clear notice to developers of the Council's attitude. Modifications No. 11 and I have been drafted to overcome the objections made to the proximity of industrial development to Warndon Court Farm and St Nicholas Church. They will result in increased protection for the buildings in question and also draw attention to the importance of the ecological interest sites in landscaping proposals. Protection afforded to the residential amenities of dwellings in Snows Hill Close, bearing in mind the distance between the development and the intervening landscape buffer, is in my view adequate.

18. Any discussion on the question of re-drawing the boundary of the Plan area to include land between the canal and the A449 is, I consider, premature. Calculations have already been made to quantify the amount of industrial land needed and indeed there is concern that this provision may prove more than is necessary. The objection site at present is part of a sweep of open country which stretches out across the A449 and clearly demarks the developed limits of the City. The site makes a significant contribution to this open land and should not be released, in my view, for development until the closest scrutiny has been given to the effects of development here upon other proposals. The Council stated that a re-examination of the position will be undertaken in the light of their experience and of course an application for planning permission would allow the question of the future use of the land to be considered in the utmost detail.

19. The only claim in support of the case for re-allocating land bordering the motorway junction is that it is "important". I have assumed that this refers to the opportunities afforded by its location rather than any other factors. However that is a matter of commercial judgement whereas the Plan is concerned with reasoned land use proposals. The Council have justified the present industrial land allocation and this has not been challenged by the objector in this instance. It remains to be seen if the predictions are right but in the interim the re-allocation of land simply because it is fortuitously positioned would create a precedent for similar re-allocation proposals. If these were conceded essential land use needs could be eroded and the Plan rendered meaningless. As the Council justifiably says, evidence of changed circumstances would enable an application for planning permission to be made that would enable alternative developments to be considered.

Recommendation

20. That no changes be made to any part of Chapter 4 or to the Proposals Map.

CHAPTER 5

Gist of the Objections

21. The only objections to any policies of this Chapter sought to have all references to the Eastern Link Road deleted. Because however of the many other views expressed on the Eastern Link Road, none of which suggested policy changes, I consider that the appropriate place for these views to be discussed is in that section of the Report concerned with the Proposals Map.

22. There were a number of comments made upon the capacity of the existing highway network and other problems that, it was suggested, would become apparent when traffic from Warndon attempted to move along the routes towards the city centre. It was considered that insufficient research had been undertaken to establish the consequences of the additional traffic that would flow onto unimproved roads. Already severe congestion occurred at peak periods with traffic on Newtown and Tolladine Roads trying to pass into the central area through the railway bridge bottlenecks. The highway network should be reorganised before development commenced. Unless adequate provision was made for the vast additional loads from Warndon to move freely and safely people would avoid the central area and take their business elsewhere.

23. The Council's response was as published in Appendix A Part 1. In addition the highway authority's submissions on the traffic position were circulated and further comment sought from objectors.

Comment

24. Local knowledge of traffic conditions is a valuable input into the collection of information needed before conclusions on the highway capacities can be reached. Currently however and not disputing that periods of slow movement and delays do occur, the analysis undertaken shows that the increased flows are unlikely to reach levels that will aggravate the position to an impossible degree. At this stage of the proposals for Warndon known new highway construction and improvements have been set alongside predictions on traffic generation and flow directions. The assessment made from these facts is that the highway network can absorb the traffic which will be generated. Policy AM9 enables the Council to promote changes in the network if it is evident in due course that these are required. I do not consider that grounds exist for suggesting that any more positive steps should be taken now to accommodate traffic generated by the development at Warndon.

Recommendation

25. That no change be made to Chapter 5.

CHAPTER 6 47

Policy S1 and Proposals Map

Gist of the Objection

26. The Council's proposed policy was based on the provisions of Structure Plan Policy S5. That showed a failure on their part to recognise the exceptional circumstances that would arise in Warndon, circumstances for which Policy S3 of the Structure Plan was particularly drafted. The medium and long-term population levels at Warndon were such that it was essential, if the local centre intended for Lyppard Grange was to be a success, for a focus to be established. Experience of comparable situations showed that an anchor convenience store could provide the focus and help in generating the level of activity necessary to ensure the viability of the public service community facilities. In order to function successfully a minimum floor-space of some 40,000 sq ft gross was needed for a store of the nature proposed and interest had been shown in a store of this size by retailers. Without shopping provision on this scale there was little chance of the local centre succeeding. Groups of small shops could not provide the shopping opportunities sought by consumers and invariably failed economically. The Council had previously recognised the need for a catalyst of a large retail unit within a new housing development when they had agreed to the Tesco store at St Peter the Great. Reports to the Council at that time supported the contention now being made in respect of Warndon. The criteria of Policy S3 of the Structure Plan would be satisfied in that a proven need for a large food store at Warndon was, from past experience, self-evident; that a store of the scale envisaged would not be contrary to the advice of Circular 21/86; that such a store would be acceptable environmentally and from the point of view of traffic generation.

27. Parallel with the need to revise the Policy was a need to amend the Proposals Map. Lyppard Grange could remain as the community centre locale but the essential shopping element would of necessity require to be placed adjoining and visible from a main distributor road. Land from LV2 should be re-allocated for a retail outlet, residual land following development could be used for residential purposes.

28. Modification 27 proposed by the Council would not compensate for their failure to recognise the need for a large food store. Policy S1 should be revised, as allowed for in Structure Plan Policy S3, to indicate that within the district centre provision would be made for a large food store over and above the 6,000 sq ft of space to be provided in smaller shops. Coupled with that change should be an amendment to the Proposals Map. The proposal to establish a shopping centre at Lyppard Grange was simply an exercise to overcome the failure of the Council to prevent the owners from allowing the buildings to fall into a neglected and ruinous state. The concept of the Warndon development was orientated around a car-borne population. Therefore the existing facilities beyond the development area to the north-west would meet the need of the northern half of the development and what was required was a shopping development in the southern half. In that location it would also serve the residents of Ronkswood where facilities were poor.

29. The Council's response was as published in Appendix A Part 1.

Comment

30. I consider the evidence offered in support of this objection to be a subjective approach and in my view of insufficient weight to enable me to support the argument

that Structure Plan Policy S3 should be the basis of the Local Plan's policies for shopping provision at Warndon. The objectors were unable in my judgement to establish that exceptional circumstances are applicable to Warndon nor had they been able to demonstrate with reasonable assurance a proven need or the likelihood of complementary interplay with the functions of the city centre. I am satisfied that in the absence of any factual evidence, which would have enabled the Council to suggest to the County Council that Structure Plan Policy S5 should be the principle for Warndon shopping policies instead of Structure Plan Policy SP3, it is most likely that a confirmation of the Local Plan's general compliance with the Structure Plan would not have been issued. I therefore support the Council's soundly reasoned argument that Policy S1 is a correct interpretation of the Structure Plan and that no other information has been brought to the Inquiry which would justify any change in that stance.

31. I do not believe that fortuity lead to the choice of Lyppard Grange as the location for the local centre. The opportunity to create an important focal point has been taken on a site which is well positioned for access from the housing areas, has the advantage of potentially restorable buildings and in my opinion almost allocates itself for the chosen role.

Recommendation

32. That no change be made to Policy S1 or to the Proposals Map.

CHAPTER 9

Gist of the Objections

Policy RL3

33. Additional hotel accommodation, if needed, should be in the town centre where it would be to the benefit of local trade. As a similar proposal was envisaged for another site north-east of motorway junction 6 outside the Plan area, one of the motels would be likely to be superfluous to requirements. It was considered that hotel accommodation within the city was sufficient and, if necessary, additional facilities could be provided at premises in the neighbourhood of the motel site. Plans to upgrade established hotels in the City Centre would become uneconomic if the motel proposal reached fruition.

34. The Council's response was as published in Appendix A Part 1.

Comment

35. On the basis of the evidence put against the proposal I can find no reason for suggesting that the motel notation should be reconsidered. The matter of additional land uses on the motel site has been dealt with elsewhere in the Report.

Recommendation

36. That no change be made to Chapter 9.

CHAPTER 10

Gist of the Objections

37. The villages of Trotshill and Warndon required imaginative revitalising treatment. Their role viz a viz the Plan was sterile, ringed as they would be by

trees and industry. Established houses in Trotshill Lane would become anachronisms if they were swamped, as was possible, by new housing surrounding them. New buildings should be at least 100 yds distant from the existing dwellings. The relatively small areas enclosed by the Trotshill and Warndon Court Farm Conservation Areas cause concern. To ensure that the character of these areas was sustained it was important to control development in their proximity. That could be achieved only by encompassing more land within the Conservation Areas and thus reduce the risk of the surrounding landscaped areas being lost as a result of gradual erosion by insidious development.

38. The Council's response was as published in Appendix A Part 1.

Comment

39. The anxiety over the new environment that will dominate the pockets of housing and buildings which, with the open country, are the essence of Warndon is readily understood. At this stage of the proposals however the expressions of assurance by the Council coupled with the protective policies of Chapter 10 and elsewhere in the Plan offer a safeguard. When the detailed development proposals are formulated I do not doubt that the Council will apply these policies most stringently to ensure that the utmost consideration and respect is given to the well-being and environment of the properties whose ambience will be transformed in the process of the Warndon development. Insofar as the enlargement of the Conservation Areas is concerned the boundaries have already been designated. However I am satisfied that the importance of these locations is a paramount factor in the Council's approach to the development overall and that the Conservation Areas will be adequately protected from intrusive and inappropriate development.

Recommendation

40. That no changes be made to Chapter 10.

CHAPTER 11

Gist of the Objections

Policy SE6

41. There was agreement between the objectors and the Council at the Inquiry in respect of modifications to paragraph 11.12 and Policy SE6. The final sentence of the former is to be deleted and the Policy amended to refer to balancing areas as opposed to one area.

Policy SE10

42. The provision of land for a cemetery was unnecessary in view of the steady movement towards cremation.

Policy SE12

43. In its present form proposed Policy SE12 was insufficiently qualified. It was necessary to take account of unusual circumstances that could arise and render the Policy incapable of implementation. The Policy should only indicate at the most that the new development provided an opportunity for existing properties to connect to the new main services.

44. The Council's response was as published in Appendix A Part 1.

Comment

45. The agreed changes to text and policy in respect of the provision of balancing areas requires no comment.

46. On the matter of the cemetery the reasoning of the Council is clear. There is nothing in the case against the provision to warrant any change of attitude by the authority.

47. It is my view that the objectors' suggested wording for Policy SE12 is ambiguous to the point when it offers no assurance at all to the established householders in the matter of connections to the newly provided main services. While the Council's proposed wording is hardly more reassuring, it does at least use the word "ensure". That implies in my view that the new development must take account of the needs of existing properties and provide opportunities for them to enjoy the benefits of main services if it is the wish of the owner so to do. However unless the Council believe that they are restrained from a more committed Policy by matters beyond their control they may wish to introduce a Policy of a more directive nature.

Recommendation

48. That modifications be made to paragraph 11.12 and Policy SE6 on the basis of the changes agreed between the parties. That no changes be made to Policy SE10. That the Council should, so far as they are able, move towards a more committing Policy to enable existing properties to connect to main services.

Proposals Map

Gist of the Objections

1. Eastern Primary Distributor Road

49. This road was quite unnecessary and would not facilitate the movement of traffic from Warndon development areas into the City. Its only function would be as an expensive parallel route to the M5 and as the final destroyer of the rural character of Warndon. Worcester did not require a second eastern by-pass as an alternative to the motorway and it was quite likely that the new road would become a white elephant. A more logical and cost-saving highway could be formed by upgrading the A4538 and local roads to form a route between junction 6 and Newtown Road with a southern link to Spetchley Road. A further alternative, if a completely new road was necessary, was to route it to the east of the motorway. Either of these routes would leave the eastern side of Warndon unscathed and obviate the noisy, dangerous and visually intrusive road shown in the Plan to pass through the area.

50. The extent of the road link southwards from Newtown Road to Spetchley Road was totally unjustified. It emphasised the by-pass function intended for the eastern Primary distributor road which was unnecessary in view of the motorway's presence. Furthermore there was already an adequate road between junction 6 and Newtown Road that would provide access to the southern part of the Plan area. As well as the unproven need for the southern section of the eastern primary distributor road, the damage it would cause to the environment would be considerable. The countryside through which the road would pass was attractive, visually important and part was to become a country park. That made the decision to wreck the environment by the construction of the road to say, at the least, perverse. For the residents at Swinseherd the outlook was depressing. They already lived with the consequences of the motorway alongside their homes and in future these would be increased by the provision of a third lane. To have a new major road passing to the west of their homes thus boxing them in between 3 heavily trafficked roads was a particularly

dismal prospect. It made no sense to consider the line of the southern section pending the finalisation of the design for the motorway improvement and consequent realignment of the bridge which carried the A422 across the motorway. The division of responsibility between the authorities made it possible for both the Ministry of Transport to proceed in isolation from the County Council's proposals and vice versa. The result would be massive destruction of the countryside, the sufferers being the local people. Their foresight and knowledge enabled them to see what the Planners could not and that was the lack of need for a new highway between Newtown Road and Spetchley Road. In the event of the road being built, specialist advice must be sought to protect the ecology and wildlife habitat in the area with particular protection being given to the badger population. In addition, vehicle weights and sizes should be restricted and traffic management schemes introduced to prevent heavy traffic using the road and particularly to prevent its use as an alternative to the motorway.

2. Northern District Distributor Road

51. The line of the road no longer passed across land in the ownership of the developers, land that was acquired on the basis of the February 1986 proposals. There was no justification for the shift in the alignment since adequate protection and enhancement could be provided to the setting of Warndon Court Conservation Area if the road followed the line shown in Drawing No. MRP2. The northward movement of the road line would reduce the opportunity for the support that modern sympathetic industrial buildings could give to the buildings in the Conservation Area.

3. Land to the South-East of Trotshill Conservation Area

52. Land to the south-east of Trotshill village could, without endangering the character of the Conservation Area or the adjoining site of ecological importance, be used to create a housing area that would aid the rejuvenation of the village. To allow an additional 8 acres or thereabouts to be developed here would help to compensate for the substantial tracts of land that will remain undeveloped on the basis of the agreed landscape plan. From all vantage points it had been assessed that the development of the area would have no impact upon the aims of the Council. Trotshill village should not be allowed to decline further and should be allowed to grow into an authentic and attractive village community. The area shown on Drawing No. MRP2 should be added to the Proposals Map as an area for housing development.

4. Western Local Distributor Road

53. The provision of this road with its high level capacity would wreck the environment of the dwellings bordering onto its northern section. In doing so it would be in direct conflict with the aims of the Plan to create a highway network of high quality and a high level of safety. Apart from the environmental consequences of the road the additional traffic onto the existing network of roads would exceed their capacity and make the present conditions of congestion even worse. Evidence of the Council's awareness of the problems that they were creating was their acceptance of the need to monitor traffic movement in order that improvements could be undertaken in an attempt to overcome their self-induced problems. Since there were no positive reasons for the road running on the west side of the development it should be deleted and the eastern road, which could fulfil all the major highway functions, constructed prior to the beginning of the development.

5. Tolladine Road-Trotshill Lane Link Junction

54. For the people living in Tolladine Road south of the junction of the local distributor road, the increased traffic levels would become an intolerable burden. Drivers coming from the industrial areas southwards along the western distributor road would not complete the route down to Newtown Road preferring to take the short journey via Tolladine Road. That route would also be preferred by the occupiers

the early stages of the housing development who would initially depend upon locations beyond Warndon for shopping and commercial facilities. In addition, during the early stages of the building works all the construction and materials traffic was likely to find Tolladine Road and Trotshill Lane the only feasible accesses. The creation of the only junction link between the western distributor at Trotshill Lane and Tolladine Road was likely to lead to danger and congestion. Visibility at the point chosen was bad with traffic coming southwards unsighted by the alignment of the highway. The junction was surrounded by dwellings and in a limited length of Tolladine Road near to the junction there were 63 vehicular access points. Tolladine Road was a busy congested highway at present with the hazards of access to dwellings and housing estate, sheltered housing residents seeking to cross the road and a high record of accidents. Unless the junction was repositioned as at one time suggested to where Windermere Drive joined Tolladine Road, serious difficulties were likely to occur and the environment of the people living along Tolladine Road ruined. Provision should be made in the Plan for extensive landscaping to take place in Tolladine Road to protect the amenities of the existing residents and also a commitment to a controlled school crossing undertaken. Some relief to the traffic flows could occur if the eastern primary distributor road was constructed as soon as possible and certainly long before 1991 as proposed.

6. Sites of Ecological Importance

55. The proposal to use land at Ronkswood Hill Farm for mixed development of open space and housing was a contradiction of the original allocation of these wild meadows as sites of ecological importance. This area of open countryside so close to the City Centre was uniquely valuable and should not be sacrificed. That position was accepted by the Council when it acknowledged, in the preamble to the changes to Policy LU4, the importance of the open land west of Leopard Hill. Sites earmarked "SE" north of the proposed northern district distributor road were of doubtful ecological value. Furthermore, the owners of this land had already made substantial contributions to the landscape concept of the Plan in making land available on terms that were based upon the primary use as being open space.

7. Housing East of Leopard Rise

56. Land on the eastern side of Leopard Rise should remain free from development. There was no justification nor necessity for this land to be released since it could not be regarded as an integral part of the development area. Further development would be an extension of ribbon housing and urban sprawl along Newtown Road; that would be particularly inappropriate in view of the hospital development intended for land to the south.

8. Land South of Newtown Road and Land at Swinseherd

57. Two areas of land at present shown with an agricultural notation should be reallocated as "white land". Because of the extensive Warndon development it was unlikely that these areas would in the future be used for agricultural or rural purposes.

9. Revision of Boundaries Consequent upon Modification 7, now Modification H

58. The revised area for housing, abutting as it would the Trotshill Conservation Area, conflicted with the declared aims of the Council in respect of Conservation Areas, their protection and environment. The housing areas should revert to their originally proposed boundaries particularly where they abutted the northern end of the Trotshill Conservation Area.

10. Land fronting Spetchley Road, West of the Proposed Eastern Primary Distributor Road

59. A more positive approach was required to the designation of this land. While Proposed Modification No. 4 did not exclude licensed premises from being built, it nevertheless remained ambiguous by linking development to purposes orientated towards and for the benefit of the Country Park. There was no clear understanding of what development fitted into these relationships and whether licensed premises, with eating facilities, would be acceptable. It was not clear that such a development would meet the criteria however and the doubt should be removed with the Proposals Map including a notation showing the site designated for licensed premises. Some indication should also be given, either in the form of a symbol on the Proposals Map or by way of written comment, that access would be permitted to Spetchley Road. Policy AM1 appeared to preclude such an opportunity. In addition the preamble to Policy AM2 should make it clear that the link road junction would provide for access to the west.

60. The Council's response to each of these objections is contained in Appendix A Part 1.

Comment

Item 1

61. The decision to provide the eastern primary distributor road as a major component of the Warndon hierarchy of roads can only, in my view, have been taken after the utmost consideration had been given to the issues of need, environmental consequences and alternative routes. I have listened to and read the objections and I appreciate the misgivings of the objectors. The sum total of the evidence however presented against the road is not, in my judgement, sufficiently grounded in facts to enable me to conclude that the road is unnecessary. My assessment in respect of the road is that no concept of development on the scale involved at Warndon could seriously have put forward a solution that did not provide for the construction of a major route on the east side of the Plan area. I say this for the exact reasons that the Council have themselves put forward and which are logically based. Of the alternatives that were suggested none in my opinion could fulfil the role intended for the new road. As to the particular concern about the Newtown Road/Spetchley Road link I have no reasons, in the light of the submissions made, to recommend that this section be deleted. It is a natural and necessary conclusion to the route. The Council and the County Council having heard the objections however will, I do not doubt, be mindful of the criticisms made about the lack of co-ordination between the authorities in highway matters. On the need for expert guidance in relation to wildlife and ecology, it would be reassuring for the Written Statement to record the need for such action in relation to Policy AM 2.

Item 2

62. I am satisfied that there are sound reasons for distancing the Northern District Distributor Road as far as possible from the boundaries of the Warndon Court Conservation Area and in doing so obtain double benefits by also distancing the industrial development. The basis for bringing the line of the road southward appears to be primarily a matter of accommodating the objectors' land interest. I believe that the setting and enhancement of the Conservation Area should be a prior consideration however and that the alignment of the road northwards is a gain to that end.

Item 3

63. Within the context of the intended housing provision at Warndon there is no requirement for additional land at the present time, therefore it would be inappropriate

prate to recommend the release of land that has already been earmarked for another function. That function is to provide a barrier and setting for the established development and to fulfil a role as part of the overall landscaping treatment of the Warndon development. It would be premature in my opinion to begin a piecemeal erosion of carefully drawn and soundly reasoned land uses unless there was some overwhelming justification and I do not believe that this situation yet exists.

Items 4 and 5

64. The apprehension of objectors over the possible adverse consequences of major road proposals is understandable. It has to be accepted however that the evidence put against the road and junction are only honest opinions and based on a relatively narrow viewpoint. It is clear to me however, that extensive work undertaken in the course of preparing the routes of the highway network has involved a thorough study of highway needs of both existing and new communities. There are bound to be differences of opinion between those exposed to what they conceive would be the damaging results of the new road system and those who have carefully analysed what is required and where it may best be provided with the least environmental damage. The latter involves examination of the overall contribution of the road to the community at large and in my opinion, it is that requirement that must dominate the position of roads and junctions. Policy AM9 is specifically written to deal with the changes that may occur and enable consequences, which the residents believe are harmful to their wellbeing, to be examined and remedied. That and the Council's obvious commitment throughout the plan to protect, improve and care for the environment is as reasonable assurance as could be expected.

Item 6

65. There will inevitably be changes to the countryside in the progress of a development on such a scale. It is evidence to me however that so far as is compatible with their directive for the development of Warndon the Council have acted positively towards conservation in every sense. A considerable measure of Protection has been given to special locations but some cannot, in the face of the need to provide land for development, remain untouched. However where it has been necessary to include pockets of land of special significance within a development area the Council stress that these areas will continue to be safeguarded so far as possible when the detailed development proposals are formulated.

Item 7

66. I can find no reason at all for deleting this land from the Warndon development area on the basis of the objector's submission.

Item 8

67. There are no proposals for including the land into any development area. It is more appropriate for the notation to reflect the present use rather than the nebulous "white land" phrase which, in the context of the intentions of the Development Plan, conveys nothing.

Item 9

68. The Council's reasons for amending the boundaries are not unreasonable and they are aware of the concern of existing householders on the matter of the proximity of housing to their properties. The Council have indicated that such matters would be thoroughly examined in the appraisal of the detailed proposals and where necessary measures taken to protect the amenities of established households.

Item 10

69. The Council are right in my judgement in not committing the plan to the provision of licensed premises in isolation. They have taken the view that while a public house may not be inappropriate the final decision will depend upon how the proposal relates to the country park. It seems to me that the modification is perfectly clear. The Council are not unreasonably concerned that any development that is allowed in this parcel of open countryside should have an affinity with the predominant land use around. I can recommend no other form of wording to the text that would make the Council's intentions more obvious.

Recommendation

70. That no changes be made to the Proposals Map.

I have the honour to be
Sir
Your obedient Servant

J. Peake

J PEAKE