

MTC PRESS RELEASE ON REGULATION 14 DRAFT PLAN (NOVEMBER 2017)



FOR IMMEDIATE RELEASE

HAVE YOUR SAY – Malvern Neighbourhood Plan

Residents of Malvern will hopefully recognise the Draft Neighbourhood Plan document by now. You may have seen the Plan in your latest edition of All About Magazine, or you may have seen it online.

After many years of collating data and feedback, the Neighbourhood Plan (NP) is nearly complete. We are nearing the end of our consultation period, so there isn't much time left to **have your say**. You can view the document online at www.malvernsfuture.org, pick up a physical copy from Malvern Town Council offices, or pick up a copy from Great Malvern Library.

After reading the Plan, you can use the accompanying questionnaire to send us some feedback. Alternatively, you can access the online feedback survey here: <http://www.smartsurvey.co.uk/s/Malvern-Neighbourhood-Plan/>

We highly value the comments of our residents, and the content of the draft Plan is largely attributed to the ongoing consultation and input from the public. Questionnaires are to be returned to Malvern Town Council or Great Malvern Library by **4pm on Friday 26 January 2018**. Online questionnaires must also be submitted by this time.

END

Notes to Editors:

- Public consultation for the NP began back in November 2014
- Working Groups looked at the following key themes: business & employment, retail, travel & transport, design, heritage, green spaces, nature conservation, and youth provision
- Following consultation, the next steps are to review and redraft plan based on consultation responses. This will then be submitted to MHDC, who will perform their own 6 week consultation for more response.

MALVERN NEIGHBOURHOOD PLAN SUMMARY LEAFLET (NOVEMBER 2017)

Projects

We will lobby for feasibility studies to be carried out on key infrastructure and development that are considered to be extremely beneficial to the local community and to make the NPA a more sustainable place to live, work and visit for example:

- Provision of a basketball/MUGA and other enhanced facilities at Victoria Park
- Greenways along commons and other routes for cyclists and pedestrians
- Public realm improvements at Malvern Link and Barnards Green
- Provision of a Town Square/Focal Point in Great Malvern.
- Proposal for a Science and Technology museum showcasing radar/technology/defence and water cure
- Improved road connectivity to the motorway and a ring road around the east and across the north of the town.

We will seek to work with key stakeholders to nominate buildings and structures to MHDC for 'local listing' as non-designated heritage assets. We will establish a Neighbourhood Design Review Panel that will assess the design of large scale development proposals which will help provide the response to consultation on these applications.

We will work with local communities and key stakeholders to set up Friends of Parks Groups for key green spaces within the NPA. The priority will be those green spaces identified as Local Green Space within the Plan. We will discuss with key stakeholders the possibility of providing a crematorium within Malvern. This will look at need and land requirements along with potential locations.

Next Steps

A full version of the Draft Neighbourhood Plan, Sustainability Appraisal and the evidence base can be found at

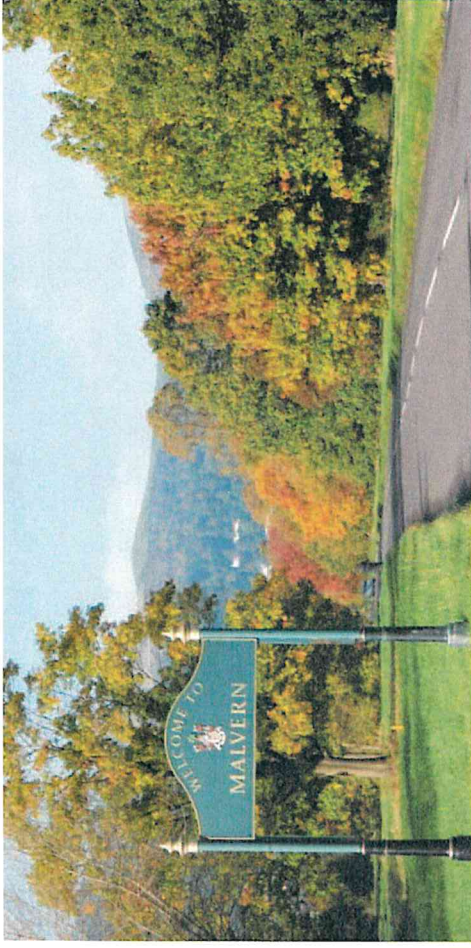
www.malvernsfuture.org

Following this consultation which ends on 26 January 2018 the next steps will be:

- Review and re-draft of the plan following consultation responses;
- Submission of the plan and statutory 6 week consultation by MHDC;
- Independent examination; and
- Referendum and adoption.



If you have any queries regarding this please contact the Town Council on 01684 566667 or at clawrence@malvern-tc.org.uk



Consultation on the Malvern Draft Neighbourhood Plan

We are consulting you on the draft neighbourhood plan. The draft plan is produced following earlier community engagement and evidence based gathering so that it is based on our understanding of the views and needs to local people. It is important to us that we get your feedback on the plan so far, so please take this opportunity to have your say, as once adopted the plan will form part of the planning decision and policy in Malvern.

This document provides a summary of the draft Neighbourhood Plan. We are seeking your views on the full version of Malvern's Neighbourhood Plan which can be found at www.malvernsfuture.org

There will be a consultation Launch event at the Lyttelton Rooms on Wednesday 29th November from 12.30pm – 6.30pm

There are also copies of the full plan available at the following locations:

Malvern Library, Graham Road : Opening hours Monday, Thursday and Friday 9am until 5pm, Tuesday and Wednesday 9am until 7pm and Saturday 9am until 4pm.

Malvern Town Council, 28 – 30 Belle Vue Terrace : Opening hours Monday to Thursday 9am until 5pm and Friday 8am until 4pm

(*Please note Christmas opening times will apply)

A comments form is enclosed with this leaflet which should be completed and delivered to one of the above locations. Alternatively there is an online response form available at www.malvernsfuture.org

The consultation runs for 10 weeks from

Friday 17 November 2017 to 4pm on Friday 26 January 2018.

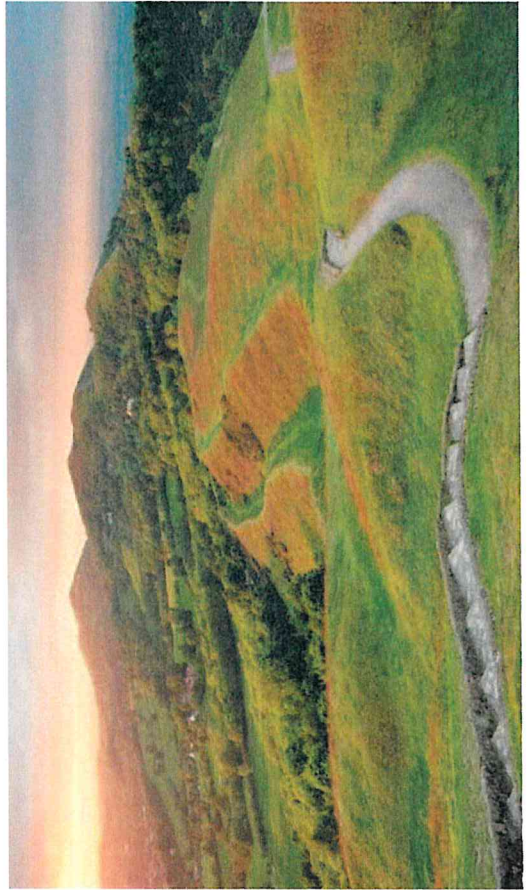
What have we done so far...

We set up Working Groups, with volunteers from the local community, to look at a number of key themes including; business and employment; retail; travel and transport; design; heritage; green spaces; nature conservation and youth provision. We have also carried out a number of engagement and consultation exercises:



- Nov 2014 – Public meeting at Dyson Perrins Church of England Academy.
- Apr 2015 – Neighbourhood Planning Open Day event at the Abbey Hotel.
- Jun 2015 – Tour of Malvern's neighbourhoods.
- Sep – Oct 2015 – Questionnaire to all households in the Area.
- Jul 2017 - Neighbourhood Plan Policy Review event at the Lyttelton Rooms.

As well as the work undertaken by the Groups we have used a number of sources as evidence base to support the draft plan.



Heritage and Community Policies

Non-Designated Heritage Assets – seeks to protect buildings identified as having an important local historic or architectural significance. We will assist the community in nominating buildings to MHDC for inclusion on the 'Local List' which signifies their importance locally.

Neighbourhood Heritage Areas – seeks to protect the special local architectural and historic interest of identified Areas and ensure new development within them make a positive contribution to its local character and distinctiveness.

Community Infrastructure – Seeks to prevent the loss of important and valued facilities unless it can be demonstrated that they are no longer commercially viable and that they have been marketed for at least 12 months.

Healthy Communities - new residential development of 10 or more dwellings must demonstrate that there is sufficient capacity within GP and Dental services.



Design Policies

Development and Design Principles – seeks to ensure that all new development achieve high quality and inclusive design and are integrated into the existing area in terms of landscape, character, design and density by meeting a number of design related criteria.

Development and Accessibility Principles – seeks to ensure that proposals provide an inclusive and accessible environment by meeting a number of relevant criteria including the provision of pavements with an appropriate width and surface treatment suitable for all pedestrian users including the mobility impaired.

Detailed Design Elements - proposals must consider the detailing in the design process including; bin stores and recycling facilities; cycle storage; street and other external lighting; flues and ventilation ducts; gutter and pipework; meter boxes; satellite dishes, cable and telephone lines; CCTV and permeable paving.

Microgeneration - proposals for microgeneration schemes will be supported providing it does not in itself or cumulatively have an unacceptable or adverse impact on the character of the local area and on the amenity of residents.



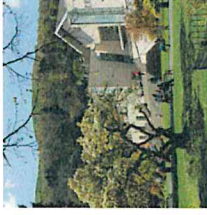
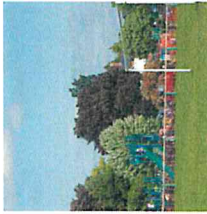
Transport Policies

Transport and Development – seeks to ensure that all new major development has adequate access arrangements, vehicular and cycle parking and efficient layout for all users.

Car Parking – seeks to retain land used for car parking within and adjacent to the Centres to support their vitality and viability and the town's tourism. Proposals to increase the amount of car parking within the Centres will be supported provided they meet certain criteria.

Sustainable Transport Routes – seeks to provide new STRs and protect, improve and extend existing routes. New major development will make provision for safe and efficient STRs as part of the proposals.

Great Malvern and Malvern Link Railway Stations Opportunity Areas – supports the principle for the provision of a car park / park & ride car park adjacent to the stations subject to proposals satisfying relevant issues.



Green Infrastructure Policies

Local Green Space – seeks to protect sites designated as LGS unless the development is considered appropriate to its function or there are very special circumstances. The proposed LGS sites are; Malvern Vale playing field; Lower Howsell Road Recreation Ground; Victoria Park; Dukes Meadow; Hayslan Fields, Priory Park and Rosebank Gardens.

Neighbourhood Green Space – seeks to protect sites designated as NGS subject to certain criteria such as; it can be demonstrated there is a surplus of green space provision in the area and the recreational function of the site is retained on site or provided off-site.

Key Views and Vistas – seeks to ensure that all new development should protect and/or enhance key views, vistas and gateways that are considered important to the setting and character of the area.

Woodland, Trees and Hedgerows – seeks to ensure the protection of woodlands, trees and mature and biodiversity rich hedgerows from development unless adequate compensatory measures are put in place.

Neighbourhood Conservation Assets – seeks to protect NCA sites from development and all new development must be designed to enhance biodiversity/geodiversity interest.

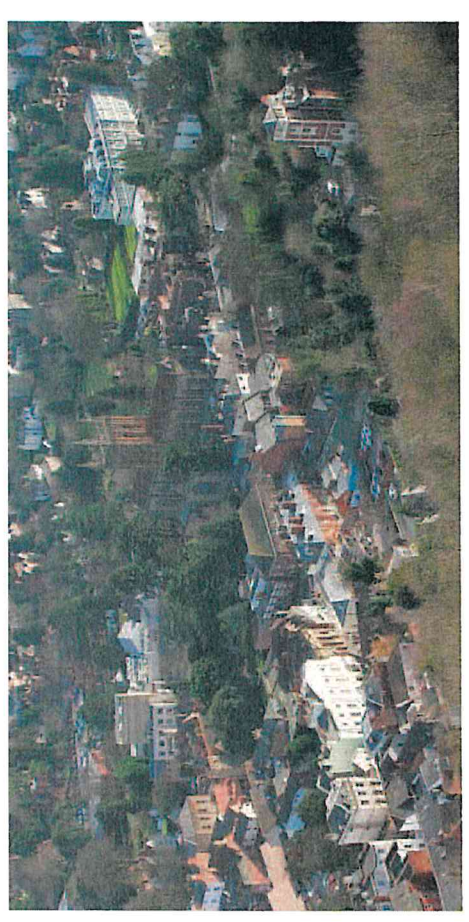
Vision

Malvern will continue to be a vibrant, prosperous, safe and accessible Town where new development and its occupiers are fully integrated into the fabric and communities of the Town. The Hills, the Commons, green spaces and countryside are protected, enhanced and increased through the provision of a network of accessible high quality green infrastructure.



There will be a diverse range of services and facilities centered on Great Malvern, Malvern Link and Barnards Green, Malvern Retail Park and the neighbourhood parades. The main retail Centres will have improved public realm, wayfinding and car parking making them a more pleasant and attractive place to work, visit and shop. There will be an expansion of high quality employment premises, based around the technology, electronics, digital and research and development sectors, with development at Malvern Science Park, Malvern Technology Centre (QinetiQ) and North East Malvern providing increased jobs and economic growth for the local community. There will also be a broadening of the Area's tourism assets which will provide further jobs and economic growth for the local economy.

The future development and growth of the Town will be managed through the appropriate improvements to infrastructure, services and utilities within the context of the Area's sensitive setting where the landscape, heritage, nature conservation and green infrastructure will be retained, enhanced and celebrated by the town's communities.



Objectives

The Plan has 12 key objectives:

1. Retain the existing character of Malvern's historic spa town and its countryside setting and ensure that new development enhances this character and is fully integrated into the fabric and infrastructure of the Area.
2. Protect and enhance the Area's Green Infrastructure, landscape and nature conservation assets.
3. Protect and enrich the Area's heritage assets and historic environment.
4. Support and encourage a diverse range of community and social facilities.
5. Sustain and improve the vitality, health, wellbeing and safety for all in the community.
6. Strengthen and support the Area's tourism assets and associated infrastructure.
7. Ensure the integration, co-ordination and connectivity of all modes of travel.
8. Improve the existing infrastructure and utilities to accommodate new development.
9. Support and encourage a range of modern, sustainable and high quality industrial/business premises.
10. Support and encourage a diverse range of retail and associated town centre uses.
11. Support and encourage new housing of high quality and sustainable design that meets local housing need.
12. Support and encourage sustainable development and reduce carbon dependent activities.



Housing Policies

Housing Mix – seeks to ensure that new residential development of 5 or more units takes account of local housing need including low cost market housing, affordable social housing and specialist housing for the elderly.

New Residential Development – seeks to ensure that new residential development within the settlement boundary meets certain criteria. Proposals for residential development beyond the existing settlement boundary will be resisted unless it meets national and local policy relating to new housing in the countryside.

Infill Development Restraint – seeks to restrict the development of residential gardens. An exception to this may be where the development enables and secures the long term future of a heritage asset.

Employment Policies

Protecting Employment Allocations – seeks to protect the future employment sites at NE Malvern and Malvern Technology Centre (QinetiQ) for employment development. Proposals that reduce the employment land on these sites will not be supported.

Provision of Small Scale Employment Development – supports, subject to criteria, proposals for new build development and the conversion and/or extension of existing buildings for employment use.

Existing Industrial Estates – supports, subject to criteria, employment development and redevelopment within existing Industrial Estates. Development for non-employment uses will only be allowed in particular circumstances for example where it is demonstrated that the site is no longer commercially viable.



Retail Policies

Town and District Centres – seeks to ensure that proposals are of an appropriate scale to the Centre (Great Malvern, Malvern Link and Barnards Green) and do not have an unacceptable adverse impact on the vitality of the Centre or on the amenities of residents living in or adjacent to it.

Neighbourhood Parades – seeks to retain shop units in the parades unless it can be demonstrated they are no longer commercially viable; it won't negatively impact on the vitality of the parade, and does not have an unacceptable impact on the amenities of residents living near to the parade.

Infrastructure Policies

Infrastructure and Development - seeks to ensure that new development has the appropriate infrastructure, utilities and services necessary to serve it without causing an unacceptable adverse impact on existing provision and creating a worsening of existing problems.

High Quality Communications Infrastructure – supports the development of high speed superfast broadband. New infrastructure to support telecommunications installations must meet criteria relating to public exposure, design and impact on the character and appearance of the area.

APPENDIX 4.3

LOCAL GROUPS AND ORGANISATIONS

List of Consultees

MHDC – David Clarke

WCC


Malvern Civic Society – Clive Hooper

Malvern Museum – Faith Renger

Malvern Priory - Church Manager Ann Rich

Malvern St James – Head Mrs Raraty

Malvern College – Bursar Mr Ralphs Secretary

Morgans – 

Malvern Hills Trust – Duncan Bridges

Malvern Theatres – Nick Lloyd

QinetiQ

Malvern Hills AONB – David Armitage

MRATHS (Malvern Radar and Technology History Society – M Hutchinson

Malvern Spa Association – John Harcup

Malvern Family History Society – Mike Speed

Rout to the Hills – Jo Cross

Earth Heritage Trust

Malvern u3A

The Cube – Jon White

Malvern Community Forest – Michael Good Fellow Smith

West Mercia Constabulary – Sargent Alex Denny

Fire Station – (Malvern)

The Innovation Centre – Adrian Burden

Harriet Baldwin

Newland Parish

West Malvern Parish

Malvern Wells Parish

Network Rail

REGULATION 14 CONSULTATION LETTER

REF: PH/1289/E/01-01
16 November 2017

By e-mail

Dear Sir / Madam

Consultation on the Malvern Draft Neighbourhood Plan

Cass Associates act on behalf of Malvern Town Council in respect of preparing a Neighbourhood Plan for the area. As a key stakeholder in the area the Town Council is writing to you to formally invite you to provide comments on the documents.

The consultation period starts on Friday 17 November, lasting for 10 weeks and ending at 4pm on Friday 26 January 2018.

The draft neighbourhood plan and all supporting documents can be found at www.malvernfuture.org. A downloadable copy and online comments form can also be found at this website.

There will be a consultation launch event at the Lyttelton Rooms, Great Malvern on **Wednesday 29 November** between **12.30pm and 6.30pm**. Copies of the draft plan along with comments forms will also be available at the following locations:

Malvern Library, Graham Road: opening hours Monday, Thursday and Friday 9am until 5pm and Tuesday and Wednesday 9am until 7pm and Saturday 9am until 4pm (please note Christmas opening times will apply).

Malvern Town Council, 28-30 Belle Vue Terrace: opening hours Monday to Thursday 9am until 5pm and Friday 8am until 4pm (please note Christmas opening times will apply).

Should you have any queries please contact either Peter Hamilton at Cass Associates at the contact details below or Clare Lawrence at Malvern Town Council at [REDACTED]

Yours faithfully
For Cass Associates

Peter Hamilton
Consultant

Cass Associates

Studio 204B The Tea Factory 82 Wood Street Liverpool L1 4DQ

T +44 (0) 151 707 0110 E all@cassassociates.co.uk W cassassociates.co.uk

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CONSULTATION DRAFT – COMMENTS FORM



Malvern Draft Neighbourhood Plan Consultation Comment Form

Malvern Town Council has been working with volunteers from the local community to produce the Malvern Draft Neighbourhood Plan for public consultation. It is important that we understand the community's thoughts and views on the contents, policies and proposals within the draft Neighbourhood Plan. This is your opportunity to provide us with these and help influence and shape the final plan before it is submitted for independent examination. The consultation period lasts for **10 weeks** from Friday 17 November 2017. Please return this questionnaire and any comments on the draft Neighbourhood Plan to Malvern Town Council by **4pm on Friday 26 January 2018**.

- 1. Please tell us a little about yourself (all information collected will be held confidentially by Malvern Town Council in accordance with the Data Protection Act 1998)**

Name

Address

City/Town

County

Postcode

Email Address

- 2. Age Group (please select)**

Under 25

26-40

41-60

61+

3. Do you agree with the policies in the Neighbourhood Plan?

Policy	Yes	No	If no, please comment
Green Infrastructure			
Heritage			
Community Facilities			
Design			
Transport			
Infrastructure			
Employment Land			
Retail			
Housing Land			

If you wish to add more comments please feel free to send on a separate piece of paper, making sure you write your name at the top of any additional sheets. Thank you!

Additional Areas on which we are Seeking Your Views

Key Views and Vistas (MG3)

Are there any locations within the Neighbourhood Plan Area where you consider there are Significant Views? Please provide details

Neighbourhood Heritage Areas (MHE2)

Are there any locations which you consider have special architectural and historic interest and could be designated as Neighbourhood Heritage Areas? Please provide details

Sustainable Transport Routes (MT3)

Are there any locations within the Neighbourhood Plan Area which you consider are or could be classed as a Sustainable Transport Route?

Infill Development Restraint (MH3)

Are there any locations where you consider new infill housing development should be restricted as it would harm the character of the local area? Please provide details

There is also a link to an online questionnaire that can be found at www.malvernsfuture.org Thank you for taking our survey - your response is very important to us. If you have any queries about the Malvern Neighbourhood Plan, you can email Clare at clawrence@malvern-tc.org.uk

**MALVERN NEIGHBOURHOOD PLAN CONSULTATION DRAFT: COMMENTS SUMMARY
AND MTC PROPOSED RESPONSE – STATUTORY CONSULTEES AND STAKEHOLDERS**

MALVERN NP REGULATION 14 COMMENTS AND MTC RESPONSE – DRAFT V3 120418

ID Number Name/Org: CC1_MHDC Economic Development

Policy	Comments	MTC proposed Response	Proposed amendments
<p>ME1: Protecting Employment Allocations</p>	<p>The definition of employment-generating uses could be further clarified. Many B Class uses are now able to function, through technological innovation with a minimum of employees. It is forecast by PwC (2017 Economic Outlook) that 35% of jobs in B8 warehousing and retail distribution will be eliminated by 2030. At the point of application a minimum number of jobs per 1000 square feet could be put forward or the use class of B8 for Newlands removed.</p>	<p>Employment in this context refers to development that is in the B Use Classes (B1 Business, B2 General Industrial and B8 Storage or Distribution). This conforms with the SWDP policies related to the two allocations.</p>	<p>This clarification can be added to the RI.</p>
<p>ME2: Provision of Small Scale Employment Development</p>	<p>The Economic Development department supports the wording in the proposed ME2 and considers that the wording whilst supporting small incubation businesses and extensions to existing industrial uses also allows the business use to be weighted against residential amenity and design considerations in extending home working. Environmental health and building regulations will also control antisocial use through noise and emissions legislation.</p> <p>Consideration should be given to where there are business uses in residential areas: hours of operation, spaces for parking, delivery mechanisms and visitors to the premises may need to be conditioned and such conditions could be included in a neighbourhood plan.</p> <p>Para 6.2.7 states that workspace within converted rural buildings or residential buildings within the existing settlement (development boundary) will be supported.</p> <p>It is suggested that greater clarity is provided for Policy ME2 as to what is defined as “small scale” employment development in terms of size of building, number of employees or other factors and the number of people that could visit the premises, or be employed.</p>	<p>Noted.</p> <p>Noted. This could be included within the RI.</p> <p>Noted. We assume this is referring to proposals rather than existing business uses within residential areas. The issues to potentially be conditioned could be included within the RI.</p> <p>The comment refers to a previous version of the NP and this element of the paragraph has been deleted.</p> <p>Could amend the policy to ‘Provision of Micro and Small Business Development’ which has accepted definitions in terms of size, number of employees, etc.</p>	<p>Amend policy title to ‘Provision of Micro and Small Business Development’ to make it more clear the type of development it is applying to.</p>
<p>Policy ME3: Existing Industrial Estates</p>	<p>Economic Development supports the proposals of: A expanding employment development or redevelopment within existing industrial estates, B restricting all changes of use from industrial to non industrial uses within existing industrial estates C supports the principle of supporting like for like replacement on redevelopment of existing non industrial established uses but only if the use is compatible with industrial use classes e.g. a residential or community established use may not consider compatible. This does not prevent the neighbourhood plan from identifying site specific buildings that should be retained for a specific use because there is community support for that use. Therefore Economic Development does not support B or C.</p> <p>Economic development considers that every Industrial Estate in the area should be identified. Each industrial estate should be evidenced for the conditions that are appropriate based on local factors, for example each industrial area should have the type of non-car mode of transport to be supported identified in relation to the size of the unit. This could include for a larger employer the provision of a company travel plan and company bus from an isolated location or for a smaller</p>	<p>There are already some properties within existing industrial estates that have been converted to a non-employment use following the implementation of a change of use planning permission. These are therefore lawfully established uses. Criteria C of the policy reflects this by accepting that there are these established uses and allowing the like-for-like replacement of these for example to respond to modernising or reconfiguring the building to meet changing needs. Criteria B provides a local perspective to SWDP policy 8F. It is argued that the NP policy conforms with this policy and provides in the case of Malvern a more robust set of criteria to protect existing employment uses. For example it relates to all B1, B2 and B8 uses rather than only those over 1,000 sqm.</p> <p>Policy ME3 applies to all the industrial estates identified within the Key Diagram. Chapter 3 of the MNP provides under ‘Employment Land Considerations’ some information on the Industrial Estates within the NPA.</p> <p>It would be useful to understand what additional evidence MHDC considers is necessary, what they could provide and what additional policy wording is needed.</p>	<p>No change.</p>

	<p>employer the provision of a bicycle stand.</p> <p>ED could help provide evidence and if asked suggest policy wording. To refer to the need to employ and train local people into local jobs.</p>	<p>This is not a land use planning issue. It is hoped that by protecting existing and future employment land that employment and training opportunities will be delivered to local people.</p>	<p>No change.</p>
<p>New Policy ME4</p>	<p>Economic Development supports this suggestion as it supports the vibrancy of the local Centre's. It is suggested that the main body of the MNP includes a map showing the location of the town and district Centre's.</p> <p>The intention of MR1 appears to be to encourage mixed use developments with elements of community and commercial as a part of a town centres. The intention of MR1 is laudable and reflects local priorities.</p> <p>It is suggested that MR1 could also include reference to the need for any proposed use to be compatible with adjacent land uses and not prejudice the amenity, lawful operation, viability or future development of other businesses.</p> <p>It is also felt that the wording could have reference to facilities to cater for young people added to it.</p> <p>Economic development considers that this policy is already covered in the SWDP, though of course the town council are also entitled to have a policy on this.</p>	<p>A map showing the location of the centres is included within the Evidence Base Report. This could be included within Chapter 3 of the MNP if considered helpful.</p> <p>Yes, although not necessarily only mixed use developments but also individual proposals for social, cultural and leisure uses would also be supported if submitted in isolation.</p> <p>The comment refers to a previous version of the NP and this reference has now been included.</p> <p>We believe that this is incorporated within social, cultural and leisure uses.</p> <p>It is assumed this is referring to SWDP 10 I. It is considered that policy MR2 is a more robust policy than SWDP 10 I in that the neighbourhood parades are clearly identified through their designation on the Key Diagram and Figure 6.9 and the criteria are more rigorous. It is argued that the MNP policy does not conflict with the SWDP policy.</p> <p>Need further information on this comment. We assume it refers to SWDP 7: Infrastructure.</p> <p>Our view is that if it conforms with the local plan policy is there harm in having a locally derived policy that deals with similar requirements?</p> <p>Agree that the policy wording can be subsumed into the reasoned justification to policy MI1.</p>	<p>Include Figure 2.1 from Evidence Base Report (without neighbourhood centres shown) within Chapter 3 of the MNP.</p>
<p>Policy MR1: Town and District Centres</p>	<p>As phrased Economic development considers that MI1 is already covered in the same manner in the SWDP.</p>	<p>Need further information on this comment. We assume it refers to SWDP 7: Infrastructure.</p> <p>Our view is that if it conforms with the local plan policy is there harm in having a locally derived policy that deals with similar requirements?</p> <p>Agree that the policy wording can be subsumed into the reasoned justification to policy MI1.</p>	<p>No change.</p>
<p>Policy MR2: Neighbourhood Parades</p>	<p>Planning Practice Guidance says that wider community aspirations than those relating to development and use of land can be included in a neighbourhood plan, but actions dealing with non-land use matters should be clearly identifiable. For example, set out in a companion document or annex. It is suggested that the second part of Policy MI2 related to the spending of CIL monies / developer contributions is a non-land use matter and would be more appropriate in an Appendix to the Plan. The 106 Agreements as specified in the SWDP could be strengthened to ensure that a sum of money was set aside to enable SMEs in the area to upskill to take advantage of the supply chain opportunities.</p> <p>Economic Development notes that in relation to CIL payments, where development levies a charge, a proportion of that charge is payable to the Neighbourhood Planning Body. This portion can be used to fund Town Council priorities.</p>	<p>The clarification could be added into the RI.</p> <p>The issue of where communications infrastructure should be located and its design should be dealt with by MHDC as the accountable body for the designation of conservation areas and preparing supplementary guidance/management plans for them.</p>	<p>No change.</p>
<p>Policy MI1: Infrastructure and Development</p>	<p>Planning Practice Guidance says that wider community aspirations than those relating to development and use of land can be included in a neighbourhood plan, but actions dealing with non-land use matters should be clearly identifiable. For example, set out in a companion document or annex. It is suggested that the second part of Policy MI2 related to the spending of CIL monies / developer contributions is a non-land use matter and would be more appropriate in an Appendix to the Plan. The 106 Agreements as specified in the SWDP could be strengthened to ensure that a sum of money was set aside to enable SMEs in the area to upskill to take advantage of the supply chain opportunities.</p> <p>Economic Development notes that in relation to CIL payments, where development levies a charge, a proportion of that charge is payable to the Neighbourhood Planning Body. This portion can be used to fund Town Council priorities.</p>	<p>The clarification could be added into the RI.</p> <p>The issue of where communications infrastructure should be located and its design should be dealt with by MHDC as the accountable body for the designation of conservation areas and preparing supplementary guidance/management plans for them.</p>	<p>No change.</p>
<p>Policy MI2: Infrastructure Provision</p>	<p>Economic Development supports this in full. For clarity the telecommunications should specify both broadband including High Speed Broadband and mobile phone communications infrastructure. The section could also identify where within conservation areas communications infrastructure should be located and its design.</p>	<p>The clarification could be added into the RI.</p> <p>The issue of where communications infrastructure should be located and its design should be dealt with by MHDC as the accountable body for the designation of conservation areas and preparing supplementary guidance/management plans for them.</p>	<p>Delete policy but retain wording within reasoned justification to policy MI1.</p>
<p>Policy MI3: High Quality Communications Infrastructure</p>	<p>Economic Development supports this in full. For clarity the telecommunications should specify both broadband including High Speed Broadband and mobile phone communications infrastructure. The section could also identify where within conservation areas communications infrastructure should be located and its design.</p>	<p>The clarification could be added into the RI.</p> <p>The issue of where communications infrastructure should be located and its design should be dealt with by MHDC as the accountable body for the designation of conservation areas and preparing supplementary guidance/management plans for them.</p>	<p>Amend RI to include reference to high speed broadband and mobile phone communications.</p>

<p>Policy MT1: Transport and Development</p>	<p>Economic Development considers that this is already covered at the same level by the SWDP.</p>	<p>Need further information on this comment. We assume it refers to SWDP 21: Design criteria ix and xi. Our view is that if it conforms with the local plan policy is there harm in having a locally derived policy that deals with similar requirements? We can include a plan and a list of the car parks that this policy will apply to.</p>	<p>No change.</p>
<p>Policy MT2: Car Parking</p>	<p>Economic Development supports this proposal and considers that to provide sufficient clarity that a decision maker can apply the part A of MT2 consistently and with confidence when determining planning applications it is suggested that the location of car parks and land that should be made available for car parking to which the policy applies are identified on a map.</p> <p>It should be considered that a new policy should be created to set out dimensions for car parking which could supersede the specifications of the County Council Highways Department. Evidence from the town centre consultation run by Worcestershire County Council on the options for traffic management may evidence needs.</p>	<p>Add plan and list of car parks in Appendix to MNP.</p>	<p>No change.</p>
<p>Policy MT3: Sustainable Transport Routes</p>	<p>Economic Development agrees with Planning that Policy MT3 it is not clear as to how an applicant would make provision for safe and efficient Sustainable Transport Routes or how an applicant would provide mitigation measures to ensure the viability of a route as a result of increased route usage. This would not provide sufficient clarity that a decision maker could apply the second part of MT3 consistently and with confidence when determining planning applications. It would probably also not meet the tests for planning obligations set out in paragraph 204 of the Framework.</p>	<p>The 'made' North Claines NP has a similarly worded policy (NCT2: Sustainable Transport Routes) which was accepted by WDC and the Examiner.</p>	<p>No change as a result of this comment.</p>
<p>Policy MT4: Great Malvern Railway Station Opportunity Area</p>	<p>Economic Development agrees with Planning that the location of the "Opportunity Area" is identified on a map in the MNP and consideration should be given to it being classified as a site allocation, capacity of the site for parking should be identified.</p>	<p>The Opportunity Areas are identified on the Key Diagram and at Figures 6.7 & 6.8. We are comfortable with labelling it as an Opportunity Area rather than an allocation. We accept that the policy identifies a site for development.</p>	<p>No change.</p>
<p>Policy MT5: Malvern Link Railway Station Opportunity Area</p>	<p>Please see above</p>	<p>The Opportunity Areas are identified on the Key Diagram and at Figures 6.7 & 6.8. We are comfortable with labelling it as an Opportunity Area rather than an allocation. We accept that the policy identifies a site for development.</p>	<p>No change.</p>
<p>Policy MG3 Key views and Vistas</p>	<p>MG3 could be expanded to assist with tourism in that a section in the policy could be included to retain or enhance public walks and signage as well as public views.</p>	<p>This would confuse the objective of the policy. The policy seeks to protect key views and vistas. The MNP could include an additional policy to protect public rights of way although we suspect there is already legislation that seeks to protect these.</p>	<p>No change.</p>
<p>Policy MD4</p>	<p>MD4 could be strengthened to cover the accommodation of renewable energy as a key issue for the future. Page 157 of the SWDP identifies that proposals for stand-alone wind turbines will only be considered favorably if the site is identified as suitable for development in the Neighbourhood plan. Consideration should be given to this even if negatively and similarly a policy should be in place in the local plan to comment on solar panels, air conditioning units, small domestic turbines, wood burner chimneys, heat pumps, and electric charging points within the area.</p>	<p>It is unlikely that the NPA bearing in mind its location within and adjacent to the AONB and the Commons Land may not be suitable for stand-alone wind turbines. We are not aware of any studies that indicate stand-alone wind turbines would be acceptable within the NPA.</p> <p>Some of these would be included within microgeneration. Some of these, such as air conditioning units, could be included in the Detailed Design Elements policy (Policy MD3).</p> <p>A policy relating to electric charging points could be included within the MNP.</p>	<p>No change.</p>
<p></p>	<p></p>	<p>Consider a policy regarding electric charging points or incorporating into policy MD3.</p>	<p></p>

<p>Appendix 6.7</p>	<p>Signage and Street Furniture in the Conservation Area is mentioned as an issue at the start of the document but not included in the Appendix for review and support.</p> <p>The Appendix may wish to incorporate banning parking on certain streets during peak periods of 8am to 9.30am and 4pm to 6pm and increasing enforcement.</p>	<p>Is this an area that MNP wish to include at Appendix 6.7 under 'list of local projects and initiatives'? It could be included as an area that MHDC should look at when it comes to reviewing the appraisals and management plans for the Conservation Areas.</p> <p>This is not an area that MTC have any jurisdiction over. It is would be the responsibility of WCC and MHDC. There may be some difficulty with enforcing this as some premises will have planning permissions allowing deliveries, etc at certain times which may cross over the times suggested. Appendix 6.7 could include this as an area that MTC wish to lobby WCC and MHDC on.</p>	<p>Include within Appendix 6.7.</p> <p>Include within Appendix 6.7.</p>
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Policy	Comments	MTC proposed Response	Proposed amendments
<p>1. Introduction</p>	<p>Glossary A glossary in the Neighbourhood plan is considered helpful. It is suggested that the glossary is expanded to cover other terms and is moved to an Appendix.</p> <p>Para 1.15 refers to a Sustainability Statement having been prepared. It would be helpful to include a weblink to the Statement.</p> <p>Para 1.20, first sentence – replace “within” with “with”.</p> <p>Para 1.21 – the following amendment is suggested – “...the aforementioned Working Groups above, MTC used...”</p> <p>Para 1.26 indicates that the Town Council would particularly welcome comments on policies MG3, MHE2, MT3 and MH3. It is suggested that the questions might be more helpful if some guidelines were provided. For example, proposed key views should be in the wider public interest (e.g. from a public footpath, right of way, roadside or other publically accessible land).</p> <p>Figure 1.1 – It would be helpful if the key to the map was larger.</p> <p>Paras 2.8 and 2.9 – The South Worcestershire Councils have identified the strategic policies in the SWDP for the purposes of Neighbourhood planning. These are available at https://www.malvernhillsgov.uk/documents/10558/8641576/SWDP+Strategic+Policies+for+the+Purposes+of+Neighbourhood+Planning.pdf/25f178b-a904-acbe-a567-315f41b89d83. It is suggested that para 2.8 makes the link to this document and that Appendices 2.1 and 2.2 could be deleted.</p> <p>Para 2.10 – the following amendments are suggested: There are a number of sites allocated for development within the SWDP (policies within the Allocated Policies Section, SWDP52-54 and SWDP56), which have direct implications for land within the NPA. These are summarised in Appendix 2.3 and Appendix 3.3. (It is suggested that Appendices 2.3 and 3.3 could be combined)</p> <p>Para 2.11 – the following amendments are suggested: Relevant NPPF and Local Plan policies relating to minerals and waste from the Waste Core Strategy for Worcestershire (2012) and saved policies from the Hereford and Worcester Minerals Plan (1997) are included in Appendix 2.4.</p>	<p>Noted. This can be done.</p> <p>This can be included as a footnote.</p> <p>Agreed.</p> <p>Agreed</p> <p>This paragraph will be removed from the next version of the Plan. We have received a number of comments in relation to these issues as part of the Reg 14 consultation. We will review these to see how we progress these 4 policies.</p> <p>Agreed.</p> <p>This link does not appear to work. Have found the page on the MHDC website and uploaded details.</p> <p>Agree to remove appendix 2.1 but retain 2.2 which are non-strategic policies.</p> <p>Agreed.</p> <p>Agreed.</p> <p>Agreed.</p> <p>Agreed.</p> <p>Agreed.</p> <p>Add ‘...as mentioned above’ to the end of the last sentence.</p> <p>Agreed.</p>	<p>Extend Glossary.</p> <p>Amend as suggested.</p> <p>Amend as suggested.</p> <p>Amend as suggested.</p>
<p>2. The Planning Policy Context</p>	<p>Para 3.9 – the following amendment is suggested: A small part of the Malvern Hills AONB is included within the NPA (as shown in Figure 3.1).</p> <p>Para 3.12 – replace Figure 3.1 with Figure 3.2.</p> <p>Para 3.13 – a weblink to the Worcestershire Biological Records Centre may be helpful.</p> <p>Para 3.14 makes reference to “protected/notable species and designated sites information”. It would be helpful to say where the information can be found.</p> <p>Paras 3.18, 3.25, 3.43 and 3.45 – a weblink to the “Evidence Base</p>	<p>Agreed.</p> <p>Agreed.</p> <p>Agreed.</p> <p>Add ‘...as mentioned above’ to the end of the last sentence.</p> <p>Agreed.</p>	<p>Amend as suggested.</p>
<p>3. The Malvern Neighbourhood Area: Issues and Considerations</p>	<p>Para 3.9 – the following amendment is suggested: A small part of the Malvern Hills AONB is included within the NPA (as shown in Figure 3.1).</p> <p>Para 3.12 – replace Figure 3.1 with Figure 3.2.</p> <p>Para 3.13 – a weblink to the Worcestershire Biological Records Centre may be helpful.</p> <p>Para 3.14 makes reference to “protected/notable species and designated sites information”. It would be helpful to say where the information can be found.</p> <p>Paras 3.18, 3.25, 3.43 and 3.45 – a weblink to the “Evidence Base</p>	<p>Agreed.</p> <p>Agreed.</p> <p>Agreed.</p> <p>Add ‘...as mentioned above’ to the end of the last sentence.</p> <p>Agreed.</p>	<p>Amend as suggested.</p>

	<p>Report" would be helpful.</p> <p>Para 3.21 – replace "Figure 3.2" with "Figure 3.3".</p> <p>Para 3.22, second sentence - suggest replace "i.e." with "e.g."</p> <p>Para 3.49 – refers to the Public Realm Framework for Great Malvern Town Centre. What is the Framework?</p> <p>Para 3.66, bullet 5 – suggest add "(MHSP)" after Malvern Hills Science Park.</p> <p>Para 3.68 – add "... within QinetiQ ...</p> <p>It is interesting to note that para 3.73 indicates that flats would be the best means of meeting the needs for affordable housing. Para 3.78 says there appears to be very limited demand for market housing in flats / apartments. Do we know the reasons for this?</p> <p>3.72 – A weblink to the Housing Needs Assessment would be helpful.</p> <p>3.80, penultimate sentence – reference is made to "activity limitation". It is unclear what this means.</p> <p>Para 3.82, 10th bullet (SWDP 52s) – replace "25 dwellings" with "21 dwellings"</p> <p>Para 3.83, first sentence refers to the position of planning applications and permissions. It is suggested that the sentence should include a date – e.g. "as at October 2017".</p> <p>Para 3.87 indicates a perceived need for a secondary vehicular access. Does the MNP propose a solution?</p> <p>Paras 3.84 – 3.96 refer to a number of key road, rail and cycle routes. To provide a context, a map showing these key routes may be helpful.</p> <p>Para 3.96, 2nd bullet – remove "s" from "stations".</p> <p>Para 3.98 refers to a perceived "absence of" cycle routes within the NPA. This is slightly at odds with the information presented in para 3.96.</p>	<p>Agreed.</p> <p>Agreed.</p> <p>The Great Malvern Town Centre Public Realm Framework was prepared by MADE and PJA on behalf of MHDC.</p> <p>Agreed.</p> <p>Agreed.</p> <p>Need to review the HNA to clarify this.</p> <p>Agreed.</p> <p>Need to review HNA to clarify this.</p> <p>Agreed.</p> <p>Agreed.</p> <p>No. This would require technical studies which MTC does not have the resources to commission. The view amongst many is that a secondary access to the A449 within the vicinity of Newlands (outwith the NPA) would be one potential solution. This has been stated by MTC and others when making representations to the SWDP and the planning application.</p> <p>Agreed.</p> <p>Agreed.</p> <p>Clarify 3.98 to state '... a need for segregated and safe cycle routes within the NPA'.</p> <p>This may be a longer term ambition of MTC. The Town Council could nominate them as part of the SWDP Review process or as part of the MNP Review. Following discussions with the WBRC there is no formal process for identifying new Sites of Regional or Local Wildlife Importance.</p> <p>Figure 5.1 is at A3 size in the document. It is also available at A1 size as a separate plan. We think the existing and proposed designations need to be shown on the same plan.</p>	
<p>5. Strategy</p>	<p>Para 5.12 says that the Town Council will work with key stakeholders to identify and nominate additional sites for nature conservation designation. To include new sites in the MNP they will need to be identified and included before the Plan is submitted to MHDC at the Regulation 15 stage.</p> <p>Figure 5.1 is comprehensive, but also slightly confusing because it is trying to show too much in a single map. It is suggested that the size of the map could be increased to A3 or the information could be shown on two separate maps – one showing "existing designations", the other "proposed planning designations".</p> <p>To provide sufficient clarity that a decision maker can apply the MG1A consistently and with confidence when determining planning</p>	<p>This can be achieved.</p>	<p>Amend as suggested.</p>
<p>Policy MG1: Local Green</p>			

<p>Space</p>	<p>applications it is suggested that the proposed Local Green Spaces in the Figure 6.1 insets are made slightly larger to more clearly show the boundaries of the sites. It is also suggested that the proposed Local Green Spaces could be listed in Policy MG1.</p> <p>The Framework makes provision for a Neighbourhood plan to identify Local Green Spaces of particular importance to the local community. Paragraph 76 states that 'by designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances'.</p> <p>Local Green Space is a restrictive and significant policy designation. It gives the land a similar status to that of Green Belt and for that reason the Framework states that such designations will not be appropriate for most green areas or open space. It should only be used when the green space is in reasonably close proximity to the community it serves, where it is demonstrably special to the local community and holds a particular local significance. The allocation of each Local Green Space within the policy therefore requires robust justification.</p> <p>The Framework distinguishes between Open Space (in paragraphs 73 – 74) and Local Green Space (paragraphs 76 – 78). The Framework glossary definition of Open Space is "all open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity." Each site identified as a Local Green Space must address the criteria in the Framework, and most particularly demonstrate why it is "demonstrably special" and "holds a particular local significance".</p> <p>To demonstrate that each of the proposed Local Green Spaces meets the criteria in paragraph 77 of the Framework it is suggested that the Reasoned Justification includes a table outlining how the proposed Local Green Spaces meet the criteria.</p> <p>Policy MG1B proposes the provision of Local Green Space at the NE Malvern and QinetiQ site allocations. Paragraph 76 of the Framework says that Local Green Spaces should only be designated when a plan is being prepared or reviewed. Therefore, if Local Green Spaces on these allocations are to be designated they should be identified in the MNP, with an explanation of how they meet the necessary criteria.</p> <p>It is considered that criteria 1 and 2 in Policy MG2 are consistent with the criteria in paragraph 74 of the Framework.</p> <p>In relation to criteria 3, it is considered that the policy cannot require a visual improvement of a nearby Neighbourhood Open Space unless there is a planning obligation that links the sites and the improvement is required as a mitigation of the development.</p> <p>It is considered that criteria 4 in MG2 is more onerous than the Framework, may not be achievable and should be deleted. Also, some of the Neighbourhood Open Spaces may not have links to other areas, in which case they cannot retain the link.</p>	<p>We will provide the appropriate evidence to demonstrate that each LGS meets the NPPF criteria.</p> <p>This can be included within an Appendix and will cross reference with other relevant evidence.</p> <p>This part of the policy will be deleted and replaced with a policy ensuring that there is provision of green infrastructure with recreational facilities and informal open space linked to existing green infrastructure adjacent to it.</p>	<p>Amend where suggested.</p>
<p>Policy MG2: Neighbourhood Open Space</p>	<p>Noted.</p> <p>The policy is seeking to ensure that the visual amenity value of the stock of greenspace/green infrastructure within the NPA is retained and enhanced. In this case where development leads to the loss/partial loss of the visual amenity function of a greenspace this can potentially be offset by improvements on the remainder of the site or on an adjacent/nearby site where its improvement can contribute to the visual amenity value of the development.</p>	<p>This can be included within an Appendix and will cross reference with other relevant evidence.</p>	<p>Amend where suggested.</p>

<p>Policy MG3: Key Views and Vistas</p>	<p>It is suggested that the sites listed in Appendix 6.2 include a brief description of the function that each space performs, e.g. parks, cemeteries, allotments, sport, recreation etc.</p> <p>It is suggested that the Reasoned Justification explains the relationship between Policy MG2 and SWDP28 (Green Space).</p> <p>It is suggested that it may be helpful to show the Neighbourhood Green Spaces and Local Green Spaces on a single map to show how they relate to each other in terms of "links" and green corridors. It would also be appropriate to keep the larger scale Local Green Spaces map so that the boundaries of these are clear.</p> <p>Policy MG3 proposes that Significant Views (locations to be confirmed) which should be respected.</p> <p>Where a development proposal impacts on an identified 'Significant View' a Landscape and Visual Impact Assessment or similar study should be carried out to ensure that the landscape is not compromised.</p> <p>The Framework (paragraph 109) says that the planning system should protect and enhance valued landscapes</p> <p>Policy MG3 is considered to be consistent with Policy SWDP 25</p> <p>Whilst national and local planning policy protects local character, it does not provide or protect a "right to a view." Planning policies can seek to protect specific views where this is justified in the wider public interest (for example from a public footpath, right of way, roadside, or other publically accessible land).</p> <p>While there is no legislative or regulatory requirement for Neighbourhood plans to be accompanied by a proposals map it is important that the key views and vistas to which policies and proposals apply are clearly identified in order to provide a practical framework within which decisions on planning applications can be made with a high degree of predictability and efficiency as required by paragraph 17 of the Framework. It is suggested that:</p> <ul style="list-style-type: none"> • A clear justification is provided for the protection of each view. • Photographs of the views in an Appendix would be helpful to provide additional clarity to assist decision making. Any photographs need to match the direction and extent of the views shown on the proposals map. <p>For consistency with the policy text, it is suggested that the policy be retitled "Significant Views".</p> <p>Depending on the location of the proposed significant views, it is suggested that the Reasoned Justification includes reference to their role in supporting tourism.</p>	<p>This can be achieved.</p> <p>Agreed.</p> <p>Agreed. This could be provided as a separate A1 size map or as an A3 size map and inserted as an appendix.</p>	<p>If we are unable to obtain the necessary evidence base the policy will need to be deleted or significantly altered.</p>
	<p>Noted.</p> <p>We have been provided with some examples of views and vistas that could be protected by this policy through responses to the Reg14 consultation. There is work to be done to produce the evidence required to support the policy. This is quite technical and would need to be done by some with the requisite, skills, experience and knowledge. A landscape and visual assessment is being undertaken and opinions are being sought from residents on the 'best local views' through the Malvern Gazette.</p> <p>Noted.</p> <p>Noted.</p>		

<p>Policy MG4: Woodland, Trees and Hedgerows</p>	<p>Policy MG4 seeks to prevent developments which would involve the loss of woodlands, trees of local significance or significant lengths of hedgerows unless adequate compensatory measures are put in place.</p> <p>Policy MG4 proposes that adequate tree survey information be provided to assess the value of existing trees and hedgerows, and the impact proposals will have on them.</p> <p>Policy MG4 proposes that where trees and hedgerows are not to be retained they are to be replaced on a like-for-like basis, ideally on the site.</p> <p>The Framework (paragraph 109) says that the planning system should minimise impacts on biodiversity and provide net gains in biodiversity where possible. The community's desire to retain trees and hedgerows of arboricultural or amenity value is understood.</p> <p>To provide some clarity about the trees and hedgerows that the policy applies to, the Reasoned Justifications makes specific reference to the hedgerows defined within the Hedgerows Regulation 1997 and trees covered by the TPO of the T & CP Act 1990 and the T&CP (Tree Preservation) (England) Regulations 2012.</p> <p>The Reasoned Justification helpfully makes the link between Policy MG4 and SWDP 22C.</p>	<p>Noted.</p>	<p>No change required.</p>
<p>Policy MG5: Neighbourhood Nature Conservation Assets</p>	<p>Policy MG6 resists development proposals that would have a harmful on 11 proposed Neighbourhood Nature Conservation Asset sites unless it can be demonstrated that the need for development clearly outweighs the importance of the Neighbourhood Nature Conservation Asset and measures can be provided that fully mitigate for the impact.</p> <p>Appendix 6.3 of the MNP lists 11 Local Nature Conservation Sites: Brook Wood; Whippets Brook/Carey's Brook; Bronsil Drive; Whippets Brook/Carey's Brook; Broadlands Drive; Woodland adjacent North Leigh CE Primary School playing fields; Land adjacent Earl Beauchamp's Fountain, Cowleigh Road; Jenny Lind Grove; Woodland adjacent Malvern Shopping Park; The Firs, and Rectory Lane/Hawthorn Lane Corridor.</p> <p>It is suggested that the justification for Policy MG5 should be strengthened with an explanation in either the reasoned justification or Appendix about how the proposed 11 sites have been identified and what is special about them.</p>	<p>We acknowledge that there are gaps in the information that we have to evidence the specific nature conservation value within each of the identified sites. It is unlikely that we have or can procure the resources to undertake the necessary assessment.</p>	<p>Delete the policy.</p>
<p>Policy MHE1: Non-Designated Heritage Assets</p>	<p>Policy MHE1 seeks to protect, and where possible, enhance, non-designated heritage assets on the Local List (following adoption by Malvern Hills District Council).</p> <p>Heritage assets are an irreplaceable resource and the Framework (paragraph 17) requires that historic assets should be conserved in a manner that is appropriate to their significance.</p> <p>Policy MHE1 helpfully distinguishes between designated heritage assets (such as listed buildings and conservation areas) and other</p>		<p>Appendix 6.4 will need to be amended in response to Historic England's comments that buildings within Conservations Areas should not be designated as non-designated heritage assets as this lessens their protection. This will reduce the number of buildings within Appendix 6.4 and therefore make the task requested by MHDC less onerous.</p>

	<p>heritage assets (identified by the local authority).</p> <p>The Reasoned Justification makes it clear that the Local List will be designated and maintained by Malvern Hills District Council. It is considered appropriate for the Town Council to nominate non-designated heritage assets for consideration in the MHDC Local List SPD through the Neighbourhood plan process.</p> <p>82 non-designated heritage assets are proposed in Appendix 6.4 (Heritage Assets under Consideration for Local Listing). It is considered appropriate to list the proposed non-designated heritage assets in an Appendix. This is helpful because it allows for the possibility that some nominated assets may not be adopted on the Local List and allows for the possibility that additional assets may be listed by the District Council.</p> <p>It is important when proposing local heritage assets to ensure that they meet the necessary criteria. The Local List SPD (May 2015) says that local heritage assets will need to be significant with regard to at least one of the following - a significant period in the District's history, the social history of the District or a notable example of planned or incidental planning, or associated with an individual of local importance. In addition, a nominated asset will need to be significant having regard to one or more of the following – age, rarity, aesthetic value, group value, evidential value, archaeological interest, designed landscape, landmark status and social / communal value. It would be helpful if Appendix 6.4 included a schedule seeking to justify each of the proposed non-designated heritage assets based on the Local List criteria.</p>		
<p>Policy MHEZ: Neighbourhood Heritage Area</p>	<p>Policy MHEZ proposes the identification of “Neighbourhood Heritage Areas” beyond the Conservation Areas within which development proposals would be required to demonstrate how local architectural vernacular, historic interest and distinctiveness are taken into account.</p> <p>The proposed “Neighbourhood Heritage Areas” are not currently identified on a map within the MNP.</p> <p>The Government is seeking to support high quality design in all new development. The Framework (paragraph 58) says that Neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on an understanding and evaluation of its defining characteristics.</p> <p>The intention behind Policy MHEZ is laudable, but as currently worded it does not provide sufficient clarity that a decision maker could apply it consistently and with confidence when determining planning applications.</p> <p>As a possible way forward, the Town Council may wish to consider an approach similar to that used in Policy CB2 of the Clifton upon Teme Neighbourhood Plan (see policy at end of schedule). In brief, following a character appraisal by the Neighbourhood Plan Steering Group, Clifton upon Teme identified 13 different character zones. The Neighbourhood Plan summarised the key characteristics of the</p>	<p>Noted. This would be a resource intensive exercise. MTC has submitted nomination forms to MHDC for 18 properties/structures providing information on the respective criteria. MTC are awaiting the conclusion of this process before embarking on any further work on non-designated heritage assets and local listing.</p> <p>Noted. As part of the Reg14 consultation we asked for suggestions on areas within the NPA that could be covered by this policy.</p> <p>Need further reasoning as to what the policy needs to make it clearer.</p> <p>This policy appears to be more about design being in character with the local area which is covered in policy MD1 of the MNP.</p> <p>A Heritage Character Assessment has been produced for the NPA. This splits the NPA into a number of character areas and these could be used as the basis for a similar policy to Clifton upon Teme if it was</p>	<p>The evidence base is needed to justify the designation of any NHA. At present there is much work that needs to be done in identifying and justifying any area. Without it the policy will need to be deleted.</p> <p>Does the Clifton upon Teme example work in the context of the HCA?</p>

<p>Policy MC1: Community Infrastructure</p>	<p>character zones. Policy CB2 says that new development should be of a scale, mass and built form which responds to the characteristics of the site and its surroundings, within the identified Character Zone. Proposals should demonstrate how they take account of the locally distinctive character of the area in which they are to be sited. Part 2 of the Policy appears to be seeking to protect valued community facilities, but does not list the specific facilities to be protected. Para 6.3.2 refers to a list of facilities in Appendix 6.5 (which is not currently included in the Plan).</p> <p>It is considered that there is a potential conflict between Part 1 of the policy which is generally supportive of the expansion of existing community facilities and Part B which potentially resists the development of existing community facilities.</p> <p>If the objective is to protect valued community facilities, it is suggested that Part B of the policy could be re-worded along the following lines:</p> <p>Development proposals, including changes of use, that will result in loss of all or part of the community facilities identified on Map X will be resisted unless it can be demonstrated that the existing use is no longer economically viable or equivalent or better provision of the facility to be lost is made in an equally or more accessible location. If the existing use is no longer economically viable, evidence should be provided to show that the site has been actively marketed, at the market rate current at the time, for at least 12 months and that no sale or let has been achieved during that period.</p> <p>Paragraph 6.3.4 says that the Town Council will support applications for ACVs. It should be noted that the designation of Assets of Community Value is an entirely separate process to Neighbourhood planning. Neighbourhood Plans, themselves, cannot undertake designation and if something has not been designated as an Asset of Community Value, then it is not an Asset of Community Value. It is considered that supporting potential Assets of Community Value is appropriately picked up as action A7 in Appendix 6.7 dealing with actions for the Town Council</p>	<p>considered appropriate.</p> <p>Appendix 6.5 will be included within the next draft of the MNP.</p> <p>Part 1 supports the provision of new or the expansion of existing facilities. Part 2 seeks to protect existing facilities from loss through development or change of use.</p> <p>Agree that this wording would remove any ambiguity. Would rather refer to a list of community facilities but could include these on a map. The marketing period should be 12 months.</p> <p>Will remove the reference to ACV but retain the reference to Appendix 6.5 listing the community facilities protected by the policy.</p>	<p>Amend where suggested.</p>
<p>Policy MC2: Healthy Communities</p>	<p>Policy MC2 proposes that proposals for 10 or more dwellings be required to demonstrate that there is sufficient capacity within General Practice and Dental Services within the Neighbourhood Area or make an appropriate contribution through a section 106 deed or by CIL</p> <p>Policy MC2 also requires applicants to demonstrate how the proposal provides opportunities to improve health and wellbeing for the future occupiers.</p> <p>The Reasoned Justification for Policy MC2 provides no evidence that there is insufficient capacity within General Practice and Dental Services. Further, if there is evidence relating to insufficient capacity the MNP has not taken the opportunity to propose sites to accommodate an increase in services within the Neighbourhood area.</p> <p>Regarding the first part of the policy it is considered that if a</p>	<p>With the adoption of the Developer Contributions SPD (October 2016) and the Planning for Health SPD (September 2017) it is considered that the objectives of this policy are being addressed. There is no evidence to suggest that there is a need for a local policy to diverge from the requirements and guidance within the SPDs.</p> <p>Suggest deleting policy.</p>	<p>South Worcestershire CCG supports the policy. Maybe they could provide information to support an amended policy?</p>

		<p>development attracts CIL, funds could go towards Strategic Health facilities, so it could be catered for in that way. For smaller sites, it is considered that there would be insufficient grounds to refuse an application in a town on the grounds that there was insufficient health care, but it may be possible to seek a financial contribution to a GP practice/ Dental Practice.</p> <p>Generally, it is considered that it would be more appropriate for the health authority to ask for contributions based on their specific information, rather than seeking developers to obtain such information. It may be worth noting that paragraph 2.6.11 of the Draft South Worcestershire Councils Developer Contributions SPD says that "Contributions for developments of 50 dwellings or less will only be sought where there is significant existing over subscription of GP lists, i.e. GPs with over 110% of the recommended maximum number of patients. The potential to increase capacity at the relevant health centres without breaching the pooling restrictions for developer contributions will be considered on a case by case basis".</p> <p>As currently worded, it is considered that the second part of Policy MC2 does not provide sufficient clarity that a decision maker could apply it consistently and with confidence when determining planning applications.</p>	
<p>Amend as suggested.</p>	<p>Include reference to SWDP 27 within criteria 8.</p> <p>Agreed.</p> <p>Agreed.</p> <p>Agreed.</p> <p>This does not appear to be on the County Council's website.</p>	<p>Policy MD1 requires proposals for major development (10 or more dwellings and 1,000+ sq. m non-residential uses) to submit a Design and Access Statement.</p> <p>Policy MD1 lists 8 design criteria that must be met related to local character, density, amenity, accessibility, biodiversity, design, water management and energy efficiency. Policy MD1 lists a further 8 themes that should be addressed in a Design and Access Statement, "where relevant".</p> <p>In relation to MD1 (8) it should be noted that new development will have to incorporate energy efficiency measures to comply with Building Regulations. In reality, no planning application is likely to be refused on the basis that it did not comply with Policy MD1 (8). It should also be noted that SWDP27 already requires all new development to incorporate renewable or low carbon energy to meet at least 10% of predicted energy requirements.</p> <p>It is suggested that the Reasoned Justification includes a link to SWDP 21 (Design).</p> <p>Para 6.4.2 – refers to a Heritage and Character Assessment that has been undertaken for the Neighbourhood area. It would be helpful if key messages from the Assessment were included in the Reasoned Justification. A weblink to the Assessment would also be helpful.</p> <p>It is suggested that reference is made in the Reasoned Justification to the South Worcestershire Council's adopted 'South Worcestershire Design Guide Supplementary Planning Document' (January 2018).</p> <p>It suggested that reference is made in the Reasoned Justification to the County Council's draft 'Street Scene Guide'.</p>	

<p>Policy MD2: Development and Accessibility Principles</p>	<p>It is suggested that the key elements of MD2 could be incorporated in to MD1.</p>	<p>Agreed. Will incorporate these under criteria 4 of policy MD1.</p>	<p>Amend as suggested</p>
<p>Policy MD3: Detailed Design Elements</p>	<p>Policy MD3 requires all proposals to integrate 11 detailed design elements early in the design process, "where appropriate".</p> <p>The proposed design elements are bin stores / recycling facilities, cycle storage, street lighting, flues and ventilation ducts, gutter and pipework, meter boxes, satellite dishes / cable / telephone lines, CCTV, external access arrangements, fire hydrants and permeable paving. It is considered that Policy MD3 does not provide sufficient clarity that a decision maker could apply it consistently and with confidence when determining planning applications.</p> <p>It is considered that Policy MD4 cuts across, and potentially conflicts with, SWDP 27 which requires all new development over 100sq m to incorporate renewable or low carbon energy to meet at least 10% of the developments predicted energy requirements.</p> <p>Given that SWDP 27 applies to all new development, it is not clear what Policy MD4 is seeking to achieve. If it is seeking to apply to new development, is it intending to replace SWDP 27? If it seeks to apply to retro-fitting renewable (and low carbon) energy technologies on existing development it should be noted that many microgeneration technologies would be permitted development and would not require planning permission.</p> <p>It is considered that the purpose of Policy MD4 and its relationship to SWDP 27 is unclear.</p>	<p>Why? A similar policy is included within the 'made' North Claines NP.</p> <p>The policy relates to proposals for microgeneration which would not meet the conditions within the permitted development rights. If a proposal for new build development incorporating at least 10% of predicted energy requirements included microgeneration then this policy would apply.</p> <p>Like-wise the policy would apply to a proposal for microgeneration on an existing property that was not considered to be permitted development.</p> <p>We do not consider it conflicts with SWDP 27.</p> <p>The above can be included within the RI to ensure clarity.</p>	<p>No change as result of this representation. However, could include other issues as suggested in other responses.</p>
<p>Policy MD4: Microgeneration</p>	<p>Policy MT1 requires major development proposals to be supported by a Design and Access Statement or Transport Statement which details how the proposal meets the requirements of the policy.</p> <p>National Planning Practice Guidance (NPPG) says that the level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long.</p> <p>Much of Policy MT1 is already covered by SWDP 4 (Managing Travel Demand); MT1 (1), MT1 (2), MT1 (3) and MT1 (5) are covered by SWDP 4C and 4K. MT1 (4) is covered by SWDP 4B.</p> <p>Policy MT2 is in 2 parts.</p> <p>Part A of Policy MT2 provides in-principle support for development on car parking land providing proposals include provision for replacement car parking of an equal quantity, quality and accessibility.</p> <p>Part B of Policy MT2 supports proposals to increase the amount of car parking within the "Centres" providing 5 criteria are met:</p> <ol style="list-style-type: none"> 1. it would not have an unacceptable adverse impact on highway safety and the amenity of neighbouring properties; 2. Includes provision for sustainable transport measures; 3. Provides high quality landscaping; 4. Provides a safe layout for all car park users; and 5. Provides car parking spaces to accommodate larger cars and disabled bays. <p>Car parking in and around Malvern Town has been identified as a local</p>	<p>Amend where suggested.</p>	<p>Amend where suggested.</p>
<p>Policy MT1: Transport and Development</p>	<p>Policy MT1 requires major development proposals to be supported by a Design and Access Statement or Transport Statement which details how the proposal meets the requirements of the policy.</p> <p>National Planning Practice Guidance (NPPG) says that the level of detail in a Design and Access Statement should be proportionate to the complexity of the application, but should not be long.</p> <p>Much of Policy MT1 is already covered by SWDP 4 (Managing Travel Demand); MT1 (1), MT1 (2), MT1 (3) and MT1 (5) are covered by SWDP 4C and 4K. MT1 (4) is covered by SWDP 4B.</p> <p>Policy MT2 is in 2 parts.</p> <p>Part A of Policy MT2 provides in-principle support for development on car parking land providing proposals include provision for replacement car parking of an equal quantity, quality and accessibility.</p> <p>Part B of Policy MT2 supports proposals to increase the amount of car parking within the "Centres" providing 5 criteria are met:</p> <ol style="list-style-type: none"> 1. it would not have an unacceptable adverse impact on highway safety and the amenity of neighbouring properties; 2. Includes provision for sustainable transport measures; 3. Provides high quality landscaping; 4. Provides a safe layout for all car park users; and 5. Provides car parking spaces to accommodate larger cars and disabled bays. <p>Car parking in and around Malvern Town has been identified as a local</p>	<p>During the various consultation and engagement exercises traffic has been a major concern for people. This policy is locally generated and has the support of local residents. It provides the criteria in one policy that they wish to see applied to proposals in relation to transport issues created by development.</p> <p>Although some of the policy may be covered by SWDP policies is there any conflict? If not, we consider the policy should be retained.</p>	<p>No change.</p>
<p>Policy MT2: Car Parking</p>	<p>Policy MT2 is in 2 parts.</p> <p>Part A of Policy MT2 provides in-principle support for development on car parking land providing proposals include provision for replacement car parking of an equal quantity, quality and accessibility.</p> <p>Part B of Policy MT2 supports proposals to increase the amount of car parking within the "Centres" providing 5 criteria are met:</p> <ol style="list-style-type: none"> 1. it would not have an unacceptable adverse impact on highway safety and the amenity of neighbouring properties; 2. Includes provision for sustainable transport measures; 3. Provides high quality landscaping; 4. Provides a safe layout for all car park users; and 5. Provides car parking spaces to accommodate larger cars and disabled bays. <p>Car parking in and around Malvern Town has been identified as a local</p>	<p>Need further information on WCC's guidance and emerging revised parking standards.</p>	<p>Amend where suggested.</p>

	<p>concern. Policy MT3 seeks to support the quality of parking in Malvern Town. This has regard to paragraph 40 of the Framework which encourages improvements to the quality of parking in town centres.</p> <p>In part A of MT2 it is suggested that the word "not" (11th word) be deleted.</p> <p>In part B (5) of MT2 it is suggested that the word "to" (5th word) be deleted.</p> <p>In part B of MT2 it is suggested that the term "Centres" is explained in the policy – e.g. "Centres (Great Malvern Town Centre and Malvern Link and Barnards Green)</p> <p>To provide sufficient clarity that a decision maker can apply the part A of MT2 consistently and with confidence when determining planning applications the location of car parks to which the policy applies should be identified in Figure 6.6.</p> <p>In relation to MT2 B (4) it is suggested that reference could also be made to motor cycles.</p> <p>It is suggested that reference is made to the County Council's draft 'Street Scene Guide' and the higher parking standards to those in the current interim parking standards. The Town Council may wish to consider the appropriateness of the standards proposed against the County Council's emerging revised standards.</p>	<p>Agreed.</p> <p>Agreed.</p> <p>Agreed.</p> <p>Agreed.</p> <p>Agreed.</p> <p>Need further information on this. The draft Streetscape Design Guide is not available on WCC's website. What are the County's emerging revised standards.</p>	
<p>Policy MT3: Sustainable Transport Routes</p>	<p>Policy MT3 seeks to protect and extend existing "Sustainable Transport Routes" (which do not appear to be currently shown on the Key Diagram) providing 3 criteria are met: provide a safe and efficient route for all users; are appropriate in terms of landscaping and provide mitigation where necessary; and will not have an unacceptable adverse impact on the amenity of adjacent residents.</p> <p>It is strongly suggested that it is made clearer in the policy (and policy title) that the policy relates primarily to cycling routes. First impressions are that the policy may relate to bus or rail routes. Currently, it is only in the Reasoned Justification that it becomes clearer that the policy primarily applies to routes for cyclists.</p> <p>To provide sufficient clarity that a decision maker can apply MT3 consistently and with confidence when determining planning applications it is suggested that the location of existing Sustainable Transport Routes / cycle paths are identified on a map.</p> <p>It is suggested that "it meets" is replaced by "they meet".</p> <p>The location of the proposed "Opportunity Areas" are helpfully identified on Figure 6.7. The Reasoned Justification does not explain why the two pieces of land are proposed as "opportunity areas" rather than site allocations.</p> <p>The policy provides no indication of the number of car parking spaces that could be created and there is no indication about whether the landowners would be willing to make the land available for car parking.</p>	<p>Amend as suggested.</p> <p>Can rename the policy Sustainable Travel Routes and reword opening line of policy to 'Proposals to provide Sustainable Travel Routes for cyclists and pedestrians'. Agreed. The Reg14 consultation asked respondents about possible STR locations. Agreed. We are comfortable with labelling it as an Opportunity Area rather than an allocation. We accept that the policy identifies a site for development. Could provide an estimate based on land area. We need to try to have a conversation with the landowners to take this forward.</p>	<p>No change to policy. Include estimated numbers in RJ. Need to find out ownership and talk to them.</p>
<p>Policy MT4: Great Malvern and Malvern Link Railway Stations Opportunity Areas</p>			

<p>Policy MI1: Infrastructure and Development</p>	<p>The purpose of Policy MI1 appears to be the same as SWDP 7 (Infrastructure). It would be helpful if the Reasoned Justification included reference to SWDP 7.</p> <p>Paragraphs 6.6.5 and 6.6.6 outline lobbying activities which the Town Council will seek to undertake. Planning Practice Guidance says that “wider community aspirations than those relating to development and use of land can be included in a Neighbourhood plan, but actions dealing with non-land use matters should be clearly identifiable. For example, set out in a companion document or annex.” The Town Council’s proposed lobbying activities are non-land use actions and would be more appropriate in Appendix 6.7 sets out proposed actions for the Town Council to assist in the delivery of the Plan.</p> <p>There is an opportunity for the Town Council to make reference to the Community Infrastructure Levy and identify projects which any ‘local contribution’ from CIL could be directed to.</p>	<p>This policy is locally generated and has the support of local residents. Although some of the policy may be covered by SWDP policies is there any conflict? If not, we consider the policy should be retained. These are already included within Appendix 6.7. It is considered that the paragraphs are appropriately located within the RI to a policy seeking to ensure the development provide appropriate infrastructure. The lobbying activities are not referred to in the policy itself.</p>	<p>No change.</p>
<p>Policy MI2: High Quality Communications Infrastructure</p>	<p>MI2 supports the development high speed broadband and mobile telecommunication infrastructure providing that it is appropriately located and designed. The policy is considered to be consistent with SWDP 26.</p> <p>The protection of employment land allocated as part of SWDP 53 and SWDP 56 is considered to be in general conformity with the SWDP. Para 6.7.2 says that applications that seek a reduction in the amount of non-employment land on these two sites will be resisted. Given the reduction provided in paras 6.7.2 – 6.7.4, surely it would be any reduction in the level of employment land on the two sites that would be resisted?</p> <p>It should be noted that the SWDP Inspector removed references to phasing of development. It could be difficult to phase employment land with the housing land if they are not mutually dependent, even if mutually desirable for the plan strategy.</p>	<p>Agree to include this in the RI.</p>	<p>No change.</p>
<p>ME1: Protecting Employment Allocations</p>	<p>SWDP 53 (QinetiQ) allocates at least 4.5ha for B1 (b) (or associated uses). SWDP 56 (North East Malvern) allocates 10ha for “employment generating uses. Economic Development Officers at MHDC have suggested that through the Neighbourhood plan it would be possible to specify more precisely what use classes the SWDP 56 allocation should be used for.</p> <p>Generally, policy ME2 conforms with SWDP 8E which supports the provision of employment land and the conversion of existing buildings to support job creation providing it is of a scale appropriate to the location.</p> <p>Policy ME2 is, however, more permissive in that it also supports extensions of existing buildings. It is considered that this could lead to applications for extensions under the justification of being for “home based working” space. Is this what is intended? It should be noted that some home-based businesses do not need planning permission, and extensions would be considered on their general design merits rather than in relation to a business use.</p>	<p>Noted.</p> <p>This is a typo. It should have either read ‘... seek and increase in the levels of non-employment land ...’. This would be in line with the policy wording.</p> <p>The Inspector removed the reference to the site come forward in Phase 2 of the SWDP 2013-2019. There was no mention in the SWDP of phasing of the employment with the residential. We will amend the policy wording from ‘must’ to ‘should’.</p> <p>Does MHDC ED have any evidence to justify stipulating specific use classes? MTC has no evidence that would be able to support this. The evidence we have picked up is the need for incubator and small scale units for SME and micro businesses. Hence the reason for including policy ME2 in the MNP.</p>	<p>Amend as result of this and other representations. Remove reference to phasing with residential. May need to include reference to viability to conform with NPPF.</p>
<p>ME2: Provision of Small Scale Employment Development</p>	<p>To provide sufficient clarity that a decision maker can apply ME3 consistently and with confidence when determining planning</p>	<p>The Key Diagram shows the Industrial Estates to which this policy applies. A separate map within the document in this section can be</p>	<p>No change to policy.</p>
<p>Policy ME3: Existing</p>	<p></p>	<p>Amend as suggested.</p>	<p></p>

<p>Industrial Estates</p> <p>applications it is suggested that the MNP should include a map showing the location of the industrial estates to which the policy applies.</p> <p>Part A. ME3A4 suggests that development / redevelopment on an existing industrial estate would only be supported if the site provided opportunities to travel by non-car modes of transport. If an applicant was just one of a large number of businesses on an existing industrial estate which had a lack of access to public transport, it would not be considered appropriate or proportionate to require the applicant to provide opportunities for non-car modes of transport.</p> <p>Part B. ME3B broadly conforms with SWDP 8F which relates to proposed change of use of B1, B2 &/or B8 use class premises over 1,000 sq. m. to non-employment-generating uses.</p> <p>It is considered that ME3B4 which seeks to ensure that a proposed change of use would not limit the range, choice and quality of employment land available would be difficult for a decision maker to apply consistently and with confidence. By changing use from B1, B2 or B8 to another employment use, it could be argued that it is likely to increase the range and choice of employment land.</p> <p>Part C. It is not clear why replacement of an existing non-B1, B2 or B8 use should be replaced by the same use class as the existing established use as proposed by ME3C(1). ME3C1 would not support replacement of the existing established use to B1, B2 or B8. Is this what is intended?</p> <p>ME3C4 – Similar to ME3A4, it is considered that it may not be appropriate or proportionate to require an applicant to create opportunities for non-car modes of transport.</p> <p>Policy ME3 is quite a long and convoluted policy. It is suggested that Part C (like-for-like replacements of existing non-B1, B2 and B8 uses) could be covered by Part B (development for non-B1, B2 and B8 use classes). In light of this, it is suggested that Part C of the policy could be deleted.</p>	<p>added.</p> <p>A threshold for developments could be added to this criterion. We would suggest this is developments over 1,000sqm (i.e. a major development). This would be in line with policy SWDP 4B.</p> <p>The principle objective of the policy is to protect existing B1, B2 and B8 uses within the Industrial Estates. This criteria is effectively making sure that the applicant demonstrates that the loss of a particular unit or site for non-employment use doesn't affect the overall balance of employment land availability to meet the projected needs.</p> <p>There is a recognition that on some of the Industrial Estates there are established and lawful non-B1, B2 and B8 uses. This criterion seeks to control the redevelopment of these sites by ensuring that they remain in the same use class rather than another non-employment use. If a proposal for a change of use or redevelopment to B1, B2 or B8 uses then criteria A would apply which provided in-principle support subject to the criteria.</p> <p>See comment above.</p> <p>Would prefer to retain the three parts to the policy but will look at amalgamating parts B and C.</p>	<p>Amend as suggested.</p> <p>Amend as suggested.</p>
<p>Policy MR1: Town and District Centres</p> <p>It is suggested that the main body of the MNP includes a map showing the location of the town and district centres.</p> <p>The intention of MR1 appears to be to encourage mixed use developments with elements of residential and commercial use as a part of a town centre. The intention of MR1 is laudable and reflects local priorities.</p> <p>The location of the parades is helpfully identified in Figure 6.9.</p> <p>Policy MR2 is considered to be in general conformity with SWDP 10. Under SWDP 10H a change of use would not be permitted if it would result in two or more non-A1 retail units in a row or where it would result in less than 50% of all units within the centre being in A1 use. Under SWDP 10I a change of use would only be permitted if there is an alternative equivalent facility within safe walking distance or evidence is presented that the premises are no longer viable for any retail or community use.</p>	<p>A map of the Centres can be included within the MNP.</p>	<p>Amend as suggested.</p>
<p>Policy MR2: Neighbourhood Parades</p>	<p>SWDP10H refers to relates to district and local centres. This element is included within criteria 3 of policy MR2. Could include the walking distance to Criteria 1 as an 'or' similar to SWDP 10I.</p>	<p>Amend as suggested.</p>

<p>Policy MH1: Housing Mix</p>	<p>Para 6.8.12 – delete 2nd reference to 6.8.12.</p> <p>Policy MH1 seeks to have regard to paragraph 50 of the Framework. Policy MH1 is considered to be broadly consistent with SWDP 14 (Market Housing Mix) which seeks a mix of types and sizes in developments of 5+ units. Evidence from the SHMA (2014) supports the need for a mix of housing.</p> <p>It is suggested that the Reasoned Justification notes that the SWDP does not seek affordable housing on proposals of 10 or less dwellings (except in the Designated Rural Areas of which there are none in Malvern Town). This is in line with the Government's Written Ministerial Statement of 2014, which was confirmed in May 2016. This is based on the Government's assertion that affordable housing on small sites adversely affects their viability. Therefore, even though the Neighbourhood Plan has evidence to show that there is a high need for affordable housing in the Neighbourhood area, to be consistent with the SWDP strategic policy on affordable housing (SWDP 15), policy MH1 would not be seeking affordable housing on sites of 10 or less dwellings. The issue would be whether it is viable to deliver affordable units on small sites which would require a detailed local viability study to be undertaken.</p> <p>It is also considered that specialist housing for the elderly may be difficult to deliver on sites of 5 dwellings. Such sites are often delivered in larger numbers- and this may be because of the need for associated infrastructure, or viability.</p>	<p>Agreed.</p> <p>Agreed.</p> <p>Noted.</p>	
<p>Policy MH2: New Residential Development</p>	<p>Whilst part 1 of Policy MH2 sets out very broad locational requirements for new housing, some of the detailed criteria relate to design and access issues covered by other policies in the Neighbourhood plan. It is considered that MH2 (2) and MH2 (3) overlap with MD1 and MHE2, MH2 (4) duplicates M1, MH2 (5) duplicates MT1, and MH2 (6) overlaps with MD1. Further, in relation to MH2 (6), it is not clear what is intended by "sustainable design features". As currently worded it does not provide sufficient clarity that a decision maker could apply the policy consistently and with confidence.</p> <p>Regarding Part 2 of MH2, development proposals beyond the development boundary, it is suggested that the Town Council could include a policy along the following lines which would be consistent with para 55 of the Framework and Policy SWDP2C and would provide greater clarity to enable decision makers to apply it consistently and with confidence when determining planning applications:</p> <p>Housing development beyond the development boundary in the open countryside will be considered favourably if it is:</p> <ol style="list-style-type: none"> 1. A dwelling clearly necessary for use by rural workers including persons employed in agriculture, horticulture, forestry or a rural enterprise; or 2. Affordable housing on an exception site to meet identified local need; or 3. A replacement of an existing dwelling with established use rights and where the replacement dwelling does not exceed the original footprint by 30%; and 4. It accords with other relevant policies in the MNP and SWDP. 	<p>Although the criteria may overlap with other policies it was felt important that these should be included within a policy that relates purely to new residential development. It is argued that it does not conflict with any of the relevant MNP or SWDP policies.</p> <p>Criteria 6 can be clarified in that it refers to renewable/low carbon energy provision in line with SWDP 27A.</p> <p>Noted. This would make the policy quite long but it does clarify the position on this issue.</p>	<p>Amend as suggested.</p>

<p>Policy MH3: Infill Development Restraint</p>	<p>Extensions to existing dwellings will be supported providing that they are subordinate to, and do not dominate the character and appearance of the original dwelling.</p> <p>Conversions or the re-use of existing buildings will be supported providing there is no need for substantial reconstruction or need for large extensions.</p> <p>Policy MH3 proposes "infill Development Restraint Zones" within which planning permission should be refused for the development of residential gardens or land within the curtilage of previously developed land.</p> <p>Policy MH3 proposes an exception where proposed development is necessary to secure the long term future of a heritage asset.</p> <p>NPPF (para 55) says that local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.</p> <p>However, currently there is no map in the neighbourhood plan showing the location of the proposed Infill Development Restraint Zones. Also, no evidence is provided to explain how the proposed restraint zones have been identified.</p> <p>In light of the above, it is considered that there is insufficient evidence to support the choice of restraint zones. Without a map showing the proposed restraint zones it is also considered that the policy lacks sufficient clarity that a decision maker could apply it consistently and with confidence when determining planning applications.</p> <p>Given that most of the Neighbourhood Area is within the development boundary, a blanket restriction on infill development could unintentionally restrict housing needed to meet the needs of the town as outlined policies MH1 & MH2. An alternative approach could be to consider a criteria-based policy whereby development of garden land would be supported, except where it has an adverse impact on the local landscape, landscape character, the character of the area or a designated heritage asset.</p> <p>It is noted that paragraph 6.1.10 includes reference to the towns three Conservation Areas and "other areas of similar layout and design ...". It should be noted that Conservation Area boundaries were defined for heritage purposes, not to restrain infill.</p> <p>The Neighbourhood plan will become part of the statutory development plan once it has been made (brought into legal force). Applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. It is suggested that this will be the main way in which the plan will be delivered and implemented. It is suggested that this should be made clear in Chapter 7.</p> <p>Paragraphs 7.3 – 7.12 of Chapter 7 set out the proposed actions of the Town Council. Planning Practice Guidance says that wider community</p>		
<p>7. Plan Delivery and Implementation</p>	<p>Noted and can be included.</p>	<p>Noted. Further work is being undertaken to identify potential zones. The potential for a criteria based policy relating to 'garden grabbing' maybe a possible route if the evidence to support identified zones is not possible.</p>	<p>TBC</p>
	<p>Noted. These can be included within an Appendix.</p>	<p>Amend as suggested.</p>	

<p>8. Plan Monitoring and Review</p>	<p>aspirations than those relating to development and use of land can be included in a Neighbourhood plan, but actions dealing with non-land use matters should be clearly identifiable. For example, set out in a companion document or annex. The actions proposed by Malvern Town Council to work with local stakeholders are impressive. However, it is suggested that they are set out in an Appendix to the MNP to clearly distinguish them from the land-use policies.</p> <p>The Town Council's detailed monitoring and review proposals are also very ambitious and laudable. However, it is suggested that the detailed proposals could raise expectations that might be difficult to resource or achieve. It is suggested that the Town Council may wish to consider a section on Monitoring and Review along the following lines:</p> <p>The Town Council will regularly monitor the implementation of the NDP.</p> <p>When new issues are identified, or policies are found to be out of date, or in need of change, for example due to changing national or strategic planning policy, the Town Council, in consultation with Malvern Hills District Council, may decide to update the NDP, or part of it.</p>	<p>This is a matter for MTC. There have been no comments from Councillors or Officers in relation to this section and as such it was considered that the Council felt it is achievable.</p>	<p>No change.</p>
<p>Appendices</p>	<p>In relation to the Appendices, the following is suggested: Include an expanded Glossary to Delete Appendices 2.1 (Strategic Policies in the SWDP) and 2.2 (Generic Policies in the SWDP). The South Worcestershire Councils have prepared a document setting out the strategic policies in the SWDP and it would be helpful to provide a weblink to this document in para 2.8.</p> <p>Appendix 3.3 (status of SWDP site allocations). Include a date – e.g. "as at 31st October 2017"</p> <p>Appendix 6.1 (Local Green Spaces). Include a table demonstrating how the proposed Local Green Spaces meet the criteria in para 77 of the Framework.</p> <p>Appendix 6.2 (Neighbourhood Open Space). Include a table outlining the reason or function of the proposed Neighbourhood open spaces.</p> <p>Appendix 6.3 (Neighbourhood Nature Conservation Sites. Provide a description and / or justification for the proposed sites</p> <p>Appendix 6.4 (Neighbourhood Heritage Assets under consideration for Local Listing). Include a schedule setting out which of the Local List criteria the assets are considered to meet. Appendix 6.7 (List of Local Projects and Initiatives). Incorporate the actions proposed by the Town Council from Chapter 7 in Appendix 6.7</p>	<p>Noted. Agree to delete Appendix 2.1. However, Appendix 2.2 is considered useful to include as the Councils have only set out, as required, the strategic policies.</p> <p>The weblink provided doesn't appear to work. Agreed.</p> <p>This will be included within the Evidence Base and in a summary form in an Appendix.</p> <p>Agreed.</p> <p>Agreed.</p> <p>Agreed.</p> <p>Agreed.</p>	<p>Amend where suggested.</p>

Policy CB2 of the Clifton upon Terme Neighbourhood Plan

Development proposals for new buildings and extensions in the village within the development boundary are required to respond positively to the following building design principles:

1. New development should enhance and reinforce the local distinctiveness of Clifton upon Terme. New development should be of a scale, mass and built form which responds to the characteristics of the site and its surroundings, within the identified Character Zone (see Map 10 above and Appendix 6). Proposals should not feature designs specific to a generic "scheme" and should display how they take account of the locally distinctive character of the area in which they are to be sited.
2. New buildings should follow a consistent design approach in the use of materials, fenestration and the roofline to the building. Materials should be chosen to complement the design of a development and add to the quality or character of the surrounding environment. New development proposals need not imitate earlier architectural periods or styles and could be the stimulus for the use of imaginative modern design using high quality traditional materials such as local stone in innovative ways.
3. The use of natural materials from environmentally responsible sources is encouraged. Schemes should incorporate the use of energy saving materials, and materials of high quality, which have been reclaimed, salvaged or recycled from appropriate sources to support resource efficiency. Where possible locally appropriate materials should be used such as red brick and plain clay tiles.
4. Proposals should minimise the adverse impact on local residential amenity and give careful consideration to noise, odour and light. Light pollution should be minimised wherever possible. Street lighting is not appropriate; the area's dark skies support local wildlife and encourage star gazing and appreciation and understanding of the night sky.
5. Development proposals are required to provide integrated bin stores and recycling facilities to minimise visual impact.

ID Number Name/Org: CC3_Malvern Hills_AONB

Policy	Comments	MTC proposed Response	Proposed amendments
<p>General points Malvern Heritage and Character Assessment</p>	<p>We note that the Malvern Heritage and Character Assessment recognize the existence of AONB guidance. If this is considered to be of potential use with regard to decision making it may be useful to reference this guidance in the Plan itself. We note that the Assessment refers to certain AONB guidance documents but not others, for example, the Guidance on Building Design. It may be of interest to note that the AONB Partnership intends shortly to produce some good practice guidance on lighting and on development visible in views. We would suggest a tweak to some words in this paragraph to ensure accuracy, as follows:</p>	<p>Relevant AONB guidance should be added where appropriate and applicable within the MNP.</p>	<p>Amend as suggested</p>
<p>Para 3.10 - AONB Management Plan</p>	<p>The Management Plan for the Malvern Hills AONB has been produced by the Malvern Hills AONB Partnership on behalf of Local Authorities in the area. Under the Countryside and Rights of Way Act (2000) this plan formulates policy for the management of the AONB and for the carrying out of local authority functions in relation to that policy. All public bodies have a statutory duty to have regard to the purpose of conserving and enhancing the natural beauty of the AONB.</p> <p>The Malvern Hills AONB Management Plan identifies the special features of the AONB and the key issues affecting it. The plan contains aims, objectives and policies for the area. The purpose of the management plan is to help all those involved in managing the AONB to conserve its special qualities, manage the pressures on these qualities and improve the AONB for current and future generations of people who live in and visit the area. This document was used to inform the section of this assessment on managing change and forces to change within the AONB.</p>	<p>Agreed.</p>	<p>Amend as suggested.</p>
<p>Design codes</p>	<p>The Malvern Heritage and Character Assessment make frequent reference to design codes. We suggest that colour and the process of Environmental Colour Assessment could play an important role in these codes.</p>	<p>The MNP could include a need for design codes to be produced for NE Malvern and Malvern Technology Centre.</p>	<p>Include a requirement for a design code for MTC and NE Malvern in policy MD1.</p>
<p>Objectives</p>	<p>Para 3.24 – Should refer to High Hills and Slopes not Hills and Slopes. We note that the objectives appear to make no direct reference to the protection of views and visual amenity, even though this is a clear intention of the overall strategy.</p>	<p>Agreed. This could be included within Objectives 1 and 2.</p>	<p>Amend as suggested.</p>
<p>Specific Points Policy MG3: Key Views and Vistas</p>	<p>We welcome Policy MG3: Key Views and Vistas, which is important in ensuring that the landscapes of Malvern and neighbouring areas are protected. The Reasoned Justification for this policy states that "long distance views out of the NPA, particularly towards the Malvern Hills, should be protected from inappropriate development in order to maintain the existing relationship between the NPA and its surrounding landscape". We would advocate that this policy takes into account views both towards and from the Malvern Hills and wider AONB. The setting of the AONB - the surroundings in which the area is experienced - is important to the overall quality of the area. If the quality of the setting declines, then the appreciation and enjoyment of the AONB diminishes. This is why new developments should take into account of the impact they may have on views from the AONB. Extensive lighting, large areas of reflective surfaces, bright colours and large imposing</p>	<p>It is understood that there is AONB guidance relating to views into and from the AONB (Malvern Hills). As such these views are afforded protection through national and local planning policy. This policy was seeking to pick up on important but more localised views within the NPA such as of the Great Malvern Priory.</p>	<p>As previous comments on policy MG3.</p>

<p>structures can all have an adverse impact on these views.</p> <p>The AONB Partnership has developed a suite of guidance which should be used to inform developments located within and in the setting of the AONB http://www.malvernhillsaonb.org.uk/publications/ The AONB Partnership is about to add to this suite with some guidance to inform development visible in views.</p> <p>In light of the above points the Unit suggests that consideration be given to some a tweaking of the text under Policy MG3 along the following lines:</p> <p>Development proposals should respect the Significant Views identified on the Key Diagram and in Fig 6.3.</p> <p>Where a development proposal is likely to impact on an identified 'Significant View' a Landscape and Visual Impact Assessment or similar study should be carried out to identify and assess the potential effects of the development. Development proposals in significant views should follow good practice guidance in ensuring that new development is successfully integrated into these views and does not compromise visual amenity or the landscape.</p> <p>Reasoned Justification Reasoned Justification</p> <p>6.1.8 Landscape strategies, masterplans and proposals prepared for new developments must take into account key views, vistas and gateways at the design stage. The MNP has identified key views and vistas that are important in contributing to the character and the setting of the NPA. These views and vistas are to be preserved and/or protected from inappropriate and obstructive development and/or planting.</p> <p>6.1.9 Long distance views out of the NPA, both towards and away from the Malvern Hills, should be protected from inappropriate development in order to maintain the existing relationship between the NPA and its surrounding landscape. These key views are identified within the MNP Figure 6.3.</p> <p>Your consultation questionnaire requests suggestions for key views and vistas. In 2009 the Malvern Hills AONB Partnership Unit prepared the 'Identification of Key Views to and from the Malvern Hills Area of Outstanding Natural Beauty' document. If you haven't already done so the Unit suggests that this study could help to inform mapping of the key views in the Neighbourhood Planning Area:</p> <p>http://www.malvernhillsaonb.org.uk/wpcontent/uploads/2015/02/AppendicesA3_000.pdf Please note however that this is not intended to be a complete list of all important views to and from the AONB. We have prepared Guidance on identifying and grading views and viewpoints</p> <p>http://www.malvernhillsaonb.org.uk/wpcontent/uploads/2015/02/KEYVIEWSFinalreport-lowreswebsite.pdf to enable others to identify key views. You may consider it relevant to make a reference to this document.</p>	<p>Can include this change provided it is considered not to conflict with existing policy. SWDP23 does not appear to refer directly to key views and vistas to and from the AONB.</p>	<p>The key views and vistas requested were more local in scope. The views to and from the Hills are already covered by the AONB guidance.</p>	<p>Amend as suggested</p>
<p>Policy MG4</p> <p>Suggest a slight reword as follows: Woodland, Trees and Hedgerows Policy MG4: Woodland, Trees and Hedgerows Developments which involve the loss of woodlands, trees of local significance or significant lengths of mature and biodiversity rich hedgerows will not normally be allowed. In those exceptional cases where such developments are deemed acceptable compensatory</p>	<p>Agreed.</p>	<p>Agreed.</p>	<p>Agreed.</p>

<p>Policy MD3: Detailed Design Elements</p>	<p>measures must be put in place which will result in a net gain to the overall quality of the environment. As referenced above, the AONB Partnership intends to produce some guidance on lighting, with the aim of minimising the impact of lighting on dark skies. It may be worth considering whether the text for this policy should include a requirement that best practice is pursued with regards lighting and minimising light pollution. This could include both the use of timers to ensure lighting is not on when it is not needed and the technical specification of lighting used.</p>	<p>Agreed.</p>	<p>Amend as suggested.</p>
<p>Policy MH2: New Residential Development</p>	<p>We welcome that Policy MH2: New Residential Development states that new residential development in the NDP area needs to be appropriate in scale and design to its local context and adjacent properties. We would advise that new developments which fall within the AONB or its setting should also take into account their potential impact(s) on the AONB's landscape and visual qualities. This would be in accordance with the Malvern Hills AONB Management Plan's Policy BDP 1 ("Development in the AONB and its setting should be in accordance with approved local design and capacity studies, including the AONB Guidance on Building Design") and BDP2 ("Development proposals should be informed by the need to protect or enhance key views to and from the AONB. The AONB guidance on identifying and grading views and viewpoints should be used in relevant cases").</p>	<p>Noted. An additional criteria or section could be added to the policy to reflect these requirements.</p>	<p>Amend as suggested.</p>

ID Number Name/Org: CC4 Town Planner (Western and Wales) Property Network Rail

Policy	Comments	MTC Proposed Response	Proposed amendments
	<p>Any development has the potential to impact on Network Rail's land, assets and operational railway infrastructure, Malvern Town Council, Malvern Hills District Council and potential developers should be aware of and consider Network Rail's standard guidelines and requirements when developing sites located adjacent or in close proximity to Network Rail's land, assets and operational railway infrastructure. For this information please visit www.networkrail.co.uk/asp/1538.aspx Please let me know if you would like more specific information on these standard guidelines and requirements.</p>	<p>It would be useful to contact Network Rail regarding the two rail station opportunity areas.</p>	<p>Contact Network Rail to discuss rail station opportunity areas.</p>

ID Number Name/Org: CCS Gladman Developments Limited

Policy	Comments	MTC proposed Response	Proposed amendments
<p>Malvern Neighbourhood Plan</p>	<p>This section highlights the key issues that Gladman would like to raise with regards to the content of the MNP as currently proposed. It is considered that some policies do not reflect the requirements of national policy and guidance, Gladman have therefore sought to recommend a series of alternative options that should be explored prior to the Plan being submitted for Independent Examination.</p>	<p>Noted.</p>	
<p>Policy MG5: Neighbourhood Nature Conservation Sites</p>	<p>Gladman are concerned with the choice of wording in this policy and suggest modifications for the policy to greater accord with national policy. We suggest the term 'need' is replaced with 'the benefits' This would be in greater accordance with the Framework which seeks for demonstrably sustainable development to go ahead without delay.</p>	<p>Agreed.</p>	<p>Die to other comments on this policy it is likely to be deleted or substantially amended.</p>
<p>Policy MH2: New Residential Development</p>	<p>Gladman are concerned with the restrictive nature of this policy regarding development beyond the existing development boundary and suggestion this policy is modified to allow more flexibility to any future development proposals. Gladman suggest that demonstrably sustainable development adjacent to the existing development boundary should also be considered as this would allow the MNP to respond flexibly to any changing needs over the plan period or should any issues arise with the sites allocated within the SWDP. This would also help to support the longevity of the plan following the work that has gone in to creating the plan.</p>	<p>The policy is to be amended to reflect other responses and to ensure that it is consistent with NPPF and the SWDP.</p>	<p>Amend policy.</p>
<p>Conclusions</p>	<p>Gladman recognises the role of neighbourhood plans as a tool for local people to shape the development of their local community. However, it is clear from national guidance that these must be consistent with national planning policy and the strategic requirements for the wider authority area. Through this consultation response, Gladman has sought to clarify the relation of the MNP as currently proposed with the requirements of national planning policy and the wider strategic policies for the wider area.</p> <p>Gladman is concerned that the plan in its current form does not comply with basic condition (a). The plan does not conform with national policy and guidance. Gladman hopes you have found these representations helpful and constructive. If you have any questions do not hesitate to contact me or one of the Gladman team.</p>	<p>Noted.</p> <p>The policies commented on have been amended and it is argued will be in conformity with national policy and guidance.</p>	

Policy	Comments	MTC proposed Response	Proposed amendments
<p>COMMENTS ON THE MALVERN TOWN COUNCIL REGULATION 14 NEIGHBOURHOOD PLAN CONSULTATION</p>	<p>GVA is instructed by Square Bay (No.6) LLP ("Square Bay") and Persimmon Homes Ltd ("Persimmon") (together referred to as "the applicants") to submit comments to Malvern Town Council's Regulation 14 Neighbourhood Plan consultation.</p> <p>Concurrent planning applications are being prepared by GVA on behalf of Square Bay and Persimmon to provide a comprehensive redevelopment of surplus land at the Malvern Technology Centre. This will be brought forward as a joint venture with the site vendor, QinetiQ, and will include both residential and commercial uses.</p>	<p>Noted.</p>	
<p>Background and Planning Policy Context</p>	<p>The Malvern Technology Centre has been used by QinetiQ, and previously the Ministry of Defense, as one of its core high technology research and development establishments since the 1940's.</p> <p>QinetiQ has implemented a rationalisation plan for the Malvern Technology Centre, including demolition of buildings no longer fit for purpose, and replacement with modern facilities. This rationalisation released 15.4 ha of land which is surplus to QinetiQ's operational requirements.</p> <p>The redevelopment of the site has the "in principle" support from Malvern Hills District Council (MHDC), and is allocated for redevelopment in the South Worcestershire Development Plan (SWDP), under Policy SWDP53 (A).</p> <p>The wording of Policy SWDP53 is as follows:</p> <p>"A. Within the area identified on the Policies Map (26 ha) as sustainable mixed-use development o 15.4 ha (as identified on Area A on the Diagram for SWDP53 below) will be provided, including:</p> <ul style="list-style-type: none"> i. At least 4.5 ha of B1(b) (or associated uses) employment land; ii. Provision of approximately 300 dwellings, of which up to 40% will be affordable housing in accordance with the requirements of Policy SWDP15; iii. Public open space and recreational facilities including children's play facilities and informal open space, linking to green corridors, such as the common land to the south. iv. Proposals for the development of the site will address: <p>Vehicular access to the site through existing residential areas; Existing congestion in the vicinity of the current site entrances; and Segregation of employment and housing land uses.</p> <p>B. The remaining 10.6 ha (as identified as Area B on the Diagram for SWDP53 below) will be safeguarded for B1 use class and associated development."</p>	<p>Noted.</p>	
<p>Employment Land Considerations</p>	<p>This section of the draft Neighbourhood Plan outlines the key sites/areas used for employment related activities within the Neighbourhood Plan Area (NPA).</p>	<p>Noted.</p>	

	<p>It is outlined in this section that the former DERA site is 10.6 ha in area with around 750 staff on site, which is a secure site with restricted access. It is further explained that the SWDP allocates 4.5 ha of surplus land on the wider site (measuring 15.4 ha) for B1 (b) use class employment land and that this is a key development site for Malvern in relation to electronics, communications and digital technologies. Its location adjacent to the Malvern Hills Science Park is highlighted as providing an opportunity to enhance these sectors and their job opportunities in Malvern.</p> <p>It is made clear within paragraph 3.68 that the Town Council is keen to ensure that the proposed employment allocation at QinetiQ is protected for future employment use for the duration of the plan, and that this is essential to maintain the sustainability and viability of Malvern as a place to live and work.</p> <p>The applicants support the recognition within the draft Neighbourhood Plan of the importance of the employment allocation at the site, and its protection for employment use into the future.</p>		
<p>Housing Land Considerations</p>	<p>Affordable/social housing is discussed in paragraph 3.73 where it is outlined that there are relatively low levels of this in Malvern Hills at present, noting that the figures are higher in Malvern (the NPA) itself. The demand for further affordable/social housing is highlighted, with the needs being for socially-rented 1 bedroom units in the form of flats. The possibility of provision being sheltered to meet the needs of the older market is also suggested.</p> <p>Reference is made in this section to South Worcestershire's Objectively Assessed Housing Need and how this will be met by the SWDP allocations including that at the Malvern Technology Centre (QinetiQ) for 300 dwellings. The allocation is noted as providing up to 40% affordable housing.</p> <p>The applicants appreciate the importance of the delivery of affordable housing as a part of new residential development within the District; however, the ability to provide affordable housing is subject to viability considerations. This should be highlighted within the Neighbourhood Plan text.</p> <p>The wording in this section should also accord with the adopted SWDP and be clear that the allocation at the Malvern Technology Centre is for "approximately 300 dwellings".</p> <p>The reference to housing to meet the needs of the elderly is also noted, and the applicants wish to highlight that planning consent will be sought for the development of a c. 68 bed care home facility (to be delivered by Barcheater Healthcare) as part of the comprehensive proposals for the site. This aspect of the proposal has stemmed from clear evidence of local demand for such facilities.</p> <p>The Vision for Malvern NPA</p> <p>This section sets out the Town Council's vision for the NPA. Part of this vision is the expansion of high quality employment premises, based around the technology, electronics, digital and research and</p>	<p>The support for this is noted.</p> <p>Para 6.9.3 (4) of the MNP refers to the HNA recommending supporting the SWDP affordable housing target. The MNP defers to the SWDP and policy 15: Meeting Affordable Housing Needs in relation to affordable housing. This policy refers to viability.</p> <p>Agreed.</p> <p>Noted.</p>	<p>Amend as suggested.</p>
<p>Section 4: Vision and Objectives</p>			

	<p>development sectors, with development at Malvern Science Park, Malvern Technology Centre (QinetiQ) and North East Malvern providing increased jobs an economic growth for the local community.</p> <p>The reference to development at Malvern Technology Centre facilitating increased jobs and economic growth for the community is supported by the applicants. The site is critical in terms of anchoring high technology industry at Malvern to meet the economic vision for south Worcestershire. Employment development in this location also has the support of various local stakeholders.</p> <p>It is acknowledged at the beginning of this section within the draft Neighbourhood Plan that the strategic framework for the future growth within the NPA has been established through the adopted SWDP. Reference is then made to the strategic allocation at the Malvern Technology Centre (QinetiQ) for 300 dwellings and 4.5 ha of employment land.</p> <p>In line with our comments above, where reference is made to the quantum of development to be provided at the site, the text should replicate exactly that within the SWDP and state "approximately 300 dwellings".</p>	<p>The support for this is noted.</p>	
<p>Section 5: Strategy</p>	<p>Part (B) of this policy sets out that the Malvern Technology Centre (QinetiQ) site allocation should include the provision of green space of a size, type, design and quality that it will be designated as a Local Green Space.</p> <p>The reasoned justification to this policy explains that this designation would ensure that new communities within the development have a green space of sufficient quality and size, which will be demonstrably special to them. It will also ensure that there is at least one Local Green Space within each of the wards in the District.</p> <p>The designation as Local Green Space would create a policy barrier to development on the green space, except in special circumstances. The Town council considers this to be important for the overall sustainability of the NPA by performing functions such as flood risk management and biodiversity enhancement, in conjunction with the surrounding Commons and Malvern Hills.</p> <p>The designation of green space within new developments as Local Green Space is broadly consistent with policy SWDPS and SWDP38 which sets out that once a planning permission has been implemented at a housing/mixed-use scheme, the associated green infrastructure will be protected as Green Space. However, the need for a certain size, type, design and quality is a requirement over and above that in SWDP39 and should therefore be omitted from the Neighbourhood Plan.</p> <p>The application proposals for the site endeavour to provide a policy-compliant level of open space on the site. Alongside other green areas, at present the application proposals include a central area of open space of suitable size to accommodate children's play facilities and informal sports pitches (not demarcated).</p>	<p>Amend as suggested.</p>	
<p>Section 6: Policies Policy MG1: Local Green Space</p>	<p>Amend policy to respond to various comments made.</p>	<p>Agreed.</p>	
<p>Policy ME1:</p>	<p>Amend policy to remove phasing with residential and add viability.</p>	<p>Noted. The policy will be amended to reflect this and other responses.</p>	

<p>Protecting Employment Allocations</p>	<p>Malvern Technology Centre (QinetiQ) (4.5 ha) for future employment development. In accordance with the policy, development for employment uses must be brought forward in a phased manner along with the residential development on the allocated site. Proposals that reduce the employment land allocated on the site will not be supported.</p> <p>The reasoned justification to the policy explains that the allocation at the site is for B1 (b) research and development uses. It is also explained that there are only two allocations for employment land within the NPA and that there is very little spare capacity at existing industrial estates.</p> <p>The policy requirement for provision of at least 4.5 ha is based on the findings of an independent study. This establishes the total employment land requirement in the Malvern Hills to the year 2030 and confirms the importance of the long term protection of existing employment land and delivery of new employment floorspace at the site.</p> <p>The applicants support the protection of the land allocation at the site for employment development. The proposals meet with the policy requirements of the SWDP and the draft Neighbourhood Plan in that at least 4.5 ha of B1 (b) employment use is proposed. The employment floorspace provided will be in the range of 250,000-300,000 sq. ft.</p> <p>The need to bring forward the employment development in a phased manner as set out in Policy ME1 is not supported by the applicants, as the delivery of the site will need to be market led. Therefore greater flexibility is sought in the policy wording to recognise this.</p>	<p>The support for this is noted.</p> <p>Noted. This part of the policy will be reviewed and amended to reflect this and other responses.</p>	
<p>Policy MH1: Housing Mix</p>	<p>Policy MH1 requires that all new housing development proposals over 5 units should provide a range of types, sizes and tenures of housing. As and when proposals are submitted, an assessment of how the proposals meet local housing need, including for low cost market housing, affordable social housing and specialist housing for the elderly within the NPA, must be provided in the form of a Local Housing Provision Statement. The proposed mix of housing will be assessed on a site by site basis. This assessment will take into account Policy SWDP14 and the most up to date local Housing Needs Assessment and/or Strategic Housing Market Assessment.</p> <p>Reference is made in the supporting text to a Housing Needs Assessment (HNA) that was undertaken specifically for the NPA in February 2016, which is the basis for this policy.</p> <p>The applicants recognise the benefits of providing a mix of housing at the site which will support the range of accommodation needs of the local community. As previously highlighted, the delivery of affordable housing as a part of new residential developments within the District will be subject to viability considerations, and this should be outlined within the policy text.</p> <p>The requirement to provide a Local Housing Provision Statement is opposed, as this requirement goes beyond the policy requirements</p>	<p>This can be added into the policy wording.</p> <p>The policy requirement does not conflict with policies SWDP 14 and 15 (which are considered strategic policies). It ensures that the</p>	<p>Amend as suggested.</p> <p>Discuss the local validation requirements with MHDC.</p>

	<p>already in place through the SWDP (policies SWDP14 and SWDP15), and the Neighbourhood Plan should conform to this.</p> <p>In addition the need for a Local Housing Provision Statement is not part of MHDC's Local Area Requirements list for the validation of planning applications in the District</p>	<p>requirements of policies SWDP 14 & 15 and MNP policy MH1 are being addressed.</p> <p>Need to discuss the validation requirements with MHDC.</p>	
<p>Policy MH2: New Residential Development</p>	<p>Policy MH2 sets out that new residential development within the development boundary of Malvern needs to accord with other relevant policies of the Malvern Neighbourhood Plan (MNP) and the SWDP and meet, where relevant, a number of criteria.</p> <p>The strategic allocation at Malvern Technology Centre (QinetiQ) is referred to in the reasoned justification to this policy. This, alongside the strategic allocation at North East Malvern is noted to more than meet the remaining requirement for the NPA over the plan period.</p> <p>It is not clear whether Policy MH2 relates to all new residential development, including strategic allocations within the SWDP (that are within the NPA). In any event, Square Bay and Persimmon support the criteria set out, which are considered to be reasonable for the purpose of achieving sustainable development. The criteria also accord with the SWDP policies generally.</p> <p>The applicants would not support any policy requirements which place unnecessary burdens on development sites to the point of affecting viability and delivery; a view which accords with the National Planning Policy Framework (NPPF) paragraphs 173 to 177.</p>	<p>Noted.</p>	<p>No change.</p>
<p>Section 7: Plan Delivery and Implementation</p>	<p>This section notes that the MNP will be delivered and implemented over a 15 year period by different stakeholders and partners. Given that one of the 'basic conditions' of Neighbourhood Plans is conformity with the Development Plan, the Neighbourhood Plan would need to be reviewed in the light of any substantive/strategic changes to the SWDP which may occur through a review of that Development Plan. It would be prudent to highlight this in the text for this section.</p> <p>Regarding policies ME1-ME3, the retention of existing employment floorspace and delivery of the new employment floorspace at the site is noted as being an important objective for the MNP. This is supported by the applicants.</p> <p>The site is not specifically referred to in accordance with the implementation of policies MH1-MH3 and perhaps could be included in a similar manner to the above, recognising the benefits to the NPA that will arise as a result of the delivery of residential dwellings at the site.</p> <p>It is noted that Policy SWDP53 concerning the site is provided in Appendix 2.3: SWDP Allocations Relevant to the NPA. Key points from policy SWDP53 are extracted and set out in this appendix to the Neighbourhood Plan which is consistent with the SWDP and thus supported.</p> <p>The site is also referred to in Appendix 3.3: SWDP Allocations in Malvern Status. At present it is stated that there is no planning application at the site. This remains correct as the date of this letter.</p>	<p>Noted. This is within Section 8: 'Plan Monitoring and Review'.</p> <p>The support is noted.</p> <p>Agreed.</p> <p>Noted.</p>	<p>Amend as suggested.</p>
<p>Appendices</p>			

<p>Summary of comments</p>	<p>Noted.</p>	<p>but we wish to highlight that extensive pre-application discussions and other stakeholder engagement has taken place. Planning applications are likely to be submitted in March 2018.</p> <p>The applicants are generally supportive of the draft Neighbourhood Plan and particularly the recognition within it of the benefits that the delivery of the site will offer to the NPA and the District more generally.</p> <p>Due care should be paid to ensuring that the Neighbourhood Plan is in conformity with the adopted Development Plan and especially that the wording of policy SWDP53 is exactly replicated where the site is referenced.</p> <p>Square Bay and Persimmon welcome the opportunity for further dialogue with the Town Council to ensure that the emerging proposals for the site are aligned with the Town Council's aspirations.</p>

Policy	Comments	MTC proposed Response	Proposed amendments
Education	<p>We note the comments in the recently submitted Draft Malvern Neighbourhood Plan 2015 – 2030. Where planned housing developments have been identified, we will continue to monitor housing growth in and around the local area and respond appropriately to ensure a sufficiency of school places, in line with current published policies.</p> <p>We will continue to work with schools serving the local area to protect and enhance school assets and playing fields, in line with Government policies on the delivery of statutory education provision.</p> <p>We would like to make the following comments on the draft Neighbourhood Plan:</p> <p>Appendix 2.3 – it is our understanding that a new primary school is no longer planned as part of the North East Malvern site (SWDP56)</p> <p>Appendix 6.7 – Comment A9 is now out of date</p>	<p>What is the reasoning for this when it is a requirement of policy SWDP 56B(ii)?</p> <p>Agreed. This will be updated in the next version of the MNP.</p>	
Sustainability	<p>We would recommend that the Neighbourhood Plan introduces measures which aim to tackle fuel poverty in the Malvern Neighbourhood Plan Area. This could include supporting affordable heating technologies for developments that do not have access to the mains gas network, and wider support for the integration of renewable energy systems in all areas that could reduce householders' energy bills.</p> <p>The Worcestershire County Council's Sustainability Team has access to fuel poverty data mapped by Lower Super Output Area; this will show where the highest levels of fuel poverty are found in the district. This information can be provided on request.</p>	<p>Need to conform with policy SDWP 27 which requires 10% of predicted energy to come from renewable or low carbon energy.</p> <p>Is there a particular issue in the NPA regarding fuel poverty? Contact WCC to find out more on this.</p>	
Historic environment	<p>The draft plan recognises and is very positive towards the need to protect and enhance the area's character, landscape, green infrastructure and historic environment. It recognises that there are heritage assets beyond those that are designated, that should be protected.</p> <p>However, there has been no consultation with the county Historic Environment Record during plan preparation and consequently the evidence base to support draft policies is incomplete. Parish councils are strongly advised to consult with their local Historic Environment Record by both County Councils and Historic England. Historic Environment Records can provide a range of individual records for known heritage assets (including archaeological sites, historic buildings and structures and landscape features) as well as information associated with thematic and character based studies that would support clearer understanding of the area's historic environment and planning issues that need to be addressed through informed plan policies.</p>	<p>Noted.</p> <p>We looked into this but MTC did not want to incur the costs. There are a number of other sources including MHDC Conservation Area Appraisals.</p>	
Flood Management	<p>We recommend that Local Flood Risk Management Strategy (LFRMS) is included in Section 1.2 (for information, we include a link to the document http://www.worcestershire.gov.uk/info/20236/flood_risk_management/1046/plans_policies_and_strategies/2)</p> <p>In the 3.16 Flood Risk section we recommend a reference to the LFRMS and the emerging Surface Water Management Plan (SWMP). The plan will include more specific details of flood risk in Worcestershire and will be published in spring this year.</p>	<p>The LFRMS is not part of the strategic local policy.</p> <p>Agreed.</p>	

	Sustainable Drainage Schemes (SuDS) are mentioned briefly in the Plan, however we suggest that the Plan should be specific asking for SuDS to be considered on all developments (regardless of size), and specify that at surface level SuDS provide the most opportunity for multiple benefits and should be considered before below ground SuDS. The Plan should also state that the maintenance of SuDS should be ensured for the lifetime of the development.	SWDP 29: Sustainable Drainage Systems addresses this requirement.	
<p>Minerals and Waste</p> <p>We welcome the recognition of the Waste Core Strategy and saved policies of the County of Hereford and Worcester Minerals Local Plan as part of the local policy considerations which have been taken into account in developing the Malvern Neighbourhood Plan, as outlined in paragraphs 1.2 and 1.3.</p> <p>We welcome the requirement in Policy MD3 for early consideration and integration of bin stores and recycling facilities. We would recommend a slight alteration to the text of the reasoned justification to strengthen conformity with the requirements of policy WCS 17, as shown in bold. Paragraph 6.4.7, first bullet point "Bin stores and recycling facilities should be incorporated to allow occupiers to separate and store waste for recycling and recovery and should be designed to screen bins away from public view, whilst being easily accessible for occupants. Bin stores must be placed in a position that meets the WCC Highways standards."</p> <p>We have some concern over the phrasing of Policy ME3 which restricts development within existing industrial estates to B1, B2 and B8 uses. This risks unintentionally preventing the appropriate development of waste management facilities within existing industrial estates. This would be contrary to the requirements of the Waste Core Strategy, in particular policies WCS 3, WCS 4 and WCS 6 which together direct most waste management development to industrial or employment land, including in Malvern. Some waste management development is classed as "sui generis" and does not necessarily fall within the definitions of the Use Classes Order. We would suggest addressing this by amending policy ME3 as suggested in bold below</p> <p>" A. Proposals for employment development and redevelopment within the NPA's existing Industrial Estates will be permitted provided that it meets all of the following criteria: 1. For development within Use Class B1, B2 and B8 or defined as a County Matter unless the criteria for Part B or C of this policy can be met;..."</p> <p>The following text should then either be incorporated into the Reasoned Justification or included within the glossary.</p> <p>The Town and Country Planning (Prescription of County Matters) (England) Regulations 2003, specifies the operations and uses prescribed as County Matters which will be determined by the County Council. The following classes of operations and uses of land are prescribed for the purposes of paragraph 1(1)(j) of Schedule 1 to the Town and Country Planning Act 1990: - (a) (i) the use of land; (ii) the carrying out of building, engineering or other operations; or (iii) the erection of plant or machinery used or proposed to be used, wholly or mainly for the purposes of recovering, treating, storing, processing, sorting, transferring or depositing of waste; (b) the use of land or the carrying out of operations for any purposes ancillary to any use or operations specified in paragraph (a) above, including the formation, laying out, construction or alteration of a vehicular access to any public highway.</p>	<p>Noted.</p> <p>Agreed.</p> <p>Agreed.</p> <p>Will be included within the RU.</p>	<p>Noted.</p> <p>Agreed.</p> <p>Will be included within the RU.</p>	

<p>Transport</p>	<p>The comments below represent the Transport Strategy Team and comprise of officer views only. We would be happy to assist the Town Council in future stages of the process.</p> <p>It is noted that there is very little reference given to Worcestershire's Local Transport Plan 4 (LTP4) with exception of 6.5.15. Given the relevance and importance of the LTP to the Neighbourhood Plan, it is suggested that the LTP4 is referred to in section 1 (Introduction) along with the other strategic planning documents such as the South Worcestershire Development Plan (SWDP).</p> <p>The LTP4 (adopted November, 17) sets the strategic vision and direction of highways and transportation services in Worcestershire. The availability of a reliable and efficient transport network plays a major role in the effectiveness of the Worcestershire economy. Where investment in transport infrastructure and services has been inadequate, this has been shown to adversely impact on future growth and competitiveness. The Plan does recognise the importance of this in its 'Issues and Considerations' in section 3, its Vision and Objectives in section 4, Strategy in section 5, Policies in section 6 and Plan Delivery and Implementation in Section 7, so therefore it is important to underpin the Plan with a stronger reference to the LTP4 which will provide most of the delivery hooks for the ambitions it aims to achieve.</p> <p>Transport Considerations</p> <p>The Department for Transport's planning strategy, which is mirrored by local strategy, sets out that any improvements to new or existing road infrastructure should follow a user hierarchy as set out below:</p> <p>Consider First</p> <ul style="list-style-type: none"> - Pedestrians Cyclists - Public Transport Users - Specialist Service Vehicles (e.g. emergency services, waste etc.) - Other Motor Traffic <p>Consider Last</p> <p>Therefore, it would be worth considering reordering the paragraphs to place walking and cycling first, then bus and rail, followed by roads and parking.</p> <p>We would recommend that the Plan aligns itself wherever possible in this and subsequent sections, with the Local Transport Plan 4 (LTP4).</p> <p>The schemes affecting Malvern are outlined below:</p> <p>Roads</p> <p>Para 3.86: SWST 5: Southern Link Road (A4440) Phase 4 – Ketch to Powick Hams. This is a Major Scheme for WCC and the budget has now been secured to enable its progression. Southern Link Road Improvements Phase 4 includes an offline widening of the existing SLR 1.2 mile carriageway from Ketch roundabout to Powick Roundabout to provide a dual carriageway. The scheme also includes two new bridge structures, at Carrington Bridge and at Powick Common viaduct and sustainable transport</p> <p>Para 3.86/7:</p> <p>M3 Malvern Link (A449) Key Corridor of Improvement (Including Public Realm and Junction Enhancement at: Worcester Road / Howsell Road / Pickersleigh Road, Worcester Road / Newtown Road / Hornyold Road, Worcester Road / Pickersleigh Avenue / Richmond Road). This proposed scheme would involve a package of public realm enhancements for Malvern Link Shopping Area, including decluttering of street scene, maintenance and replacement of street furniture and</p>	<p>An NP does not have to conform with the LTP as it does the SWDP and therefore it is not considered appropriate to include it under para 1.2. However, it can be included elsewhere in Section 1 and in Section 3 under 'Transport Considerations'.</p> <p>Noted.</p> <p>Agreed.</p> <p>Agreed. Add at para 3.84.</p> <p>Agreed. Add below para 3.88.</p>
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<p>surfacing (where a need is identified) and a review of all junctions along the corridor.</p> <p>Other potential junction schemes which would seek to support the Plans transport considerations for roads:</p> <p>M6 B4208 Barnards Green Road / Pound Bank Road Junction M7 B4208 Pickersleigh Road / North End Lane / Haysian Road Junction M8 B4211 Barnards Green Rd / B4208 Pickersleigh Rd / Upper Chase Rd / Court Rd / Avenue Rd junction M9 A449 Belle Vue Terrace / Wells Road / B4211 Church Street junction M10 B4208 Barnards Green Rd / B4211 Poolbrook Road junction M11 Malvern Three Counties Showground - B4208 Blackmore Park Rd / B4209 Hanley Rd; M12 B4219 Cowleigh Bank/Owleigh Bank/Old Hollow Junction A449 Wells Road / Upper Welland Road Junction SW5T18 The Rhydd (B4211 Guarford Road /B4211 Upton Road / B4424 Powick Road) Junction</p> <p>Rail</p> <p>M4 Malvern Link - Station Car Park Expansion Scheme. Potential future expansion of Malvern Link Station Car Park to the north of the existing car park, using land formerly occupied by the rail industry. The town's nearest proposed strategic railway station should also be referenced: SW5T1 Worcester Parkway. This involves the development of a new parkway station for Worcestershire at the intersection of the Bristol to Birmingham and the Worcester – London (Cotswold Line) main line railways. This station would provide significantly improved direct access to national (inter-city express) rail services from Worcestershire, and provide significant opportunities for local economic growth. It is also recommended that the Plan references the ambitions of Worcestershire's Rail Investment Strategy (WRIS). The WRIS proposes four overarching Conditional Outputs for rail service development, two of which are particularly relevant for Malvern: 2 Trains Per Hour Worcester-Oxford- Paddington – £21.22m GVA p.a. and 475 new jobs; and Calls At Worcestershire Parkway in Bristol-Manchester And Plymouth-Newcastle Services – £9.6m GVA p.a. and 250 new jobs. The Conditional Outputs also cover key aspirational infrastructure schemes essential to facilitate this new connectivity, including: North Cotswold Line Capacity Upgrade (dualing); and New Car Park Capacity</p> <p>There are other infrastructure constraints (e.g. manual signals). The consequences of continued dependence on mechanical signaling are that, notwithstanding its reliability and safety, the headway (spacing of trains) is often far below modern standards e.g. trains terminating at Great Malvern Station, of which there are currently 18 per weekday, are unable to reverse at Great Malvern due to signaling constraints and instead they have to continue onto Malvern Wells where they can reverse (the closest point where this is permissible on the network).</p> <p>3.94 A rail halt at Newlands is not in the LTP4 and will not be considered for future inclusion. This is because it is very unlikely indeed to have a viable business case to support investment. It should be noted that the provision of rail halts (platforms with no other facilities)</p>	<p>Agreed. Add below para 3.88.</p> <p>Add after para 3.93.</p> <p>Add after para 3.94.</p>	
	<p>Noted. This may be the case at present. However, there is a clear aspiration from some in the community to keep this on the agenda.</p>	

<p>is not supported by the rail industry.</p> <p>Bus Services</p> <p>Para 3.95 'the railway station is a key bus route for a number of local services (42, 44b, 44c, 44d and 542'. These service numbers have changed and it would be worth updating these with the latest information from First Group.</p> <p>Cycling and walking</p> <p>3.99: There are potentially opportunities to provide additional off-road cycleways and pathways particularly utilising, if possible, land along Poolbrook Road, Barnards Green Road and Guarford Road. This land is in the ownership of the MHT and there are statutory limits on development on this land.</p> <p>We would agree that links to the Barnards Green shopping area from the residential areas close to these roads would be most welcome, but would add that Malvern Hills Trust might not be able to support/ allow any form of development on the Commons.</p> <p>M5 Active Travel Network investment Programme; SWAT1 Worcester to Malvern Wells (NCN41) Active Travel Corridor; SWAT7 Malvern to Upton-upon-Severn Active Travel Corridor Phase 1 (Malvern to Three Counties Showground); SWAT8 Malvern to Upton-upon-Severn Active Travel Corridor Phase 2 (Three Counties Showground to Upton-upon-Severn); SWAT9 Malvern to Leigh Sinton Active Travel Corridor; M1 Great Malvern Town Centre Regeneration Scheme; Parking:</p> <p>Parking</p> <p>M2: Parking Strategy (To include parking for cars, motorcycles and covered parking for bicycles). This proposed study would involve a comprehensive multimodal review of parking and identify where to focus investment to improve the operation of the local transport network.</p> <p>It might also be worth mentioning that parking is an area that requires extensive partnership working across all stakeholders (e.g. Town, District and WCC) to ensure that the best solution can be implemented.</p> <p>It would be worth referencing the emerging WCC Streetscape Design Guide. The design standards documents referred to in para 6.5.3 are out of date. This document provides guidance to those involved in development and regeneration schemes in Worcestershire, to support ambitious and exciting place making. It sets out the design and construction framework that Worcestershire County Council expects to enable timely adoption of transport infrastructure, with the aim of ensuring a robust, attractive and affordable street scene.</p> <p>See comments under transport considerations.</p> <p>'Improve and extend existing routes, as shown on the Key Diagram' These cannot be found on the key diagram, so we are unable to comment. Suggest that a diagram reference number is included and that these are added on to the Key Diagram or the reference is deleted.</p>	<p>Will update following research on the First Group website.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Include after para 3.99.</p> <p>Include after para 3.102.</p> <p>Agreed.</p> <p>Agreed. It would be useful to obtain a copy of this document.</p> <p>Noted.</p>	
<p>MT1: Transport and Development.</p>		
<p>Policy MT2: Car parking.</p> <p>Policy MT3: Sustainable Transport Routes</p>		

	<p>It does not have an unacceptable adverse impact on the amenity of adjacent residents'.</p> <p>It is suggested that Criteria 3 is removed; otherwise it is likely that every proposal for a Sustainable Transport (walking and cycling) Route will be opposed on the grounds of diminished amenity.</p> <p>6.5.9 A Sustainable Travel Route is an off-road or segregated and safe on road transport corridor primarily for cyclists.</p> <p>'Off-road' and 'segregated on-road' certainly are the first choices for cycling provision, but with Malvern's constrained road network, on-street parking patterns and challenging topography, there will be instances when other options need to be considered. We would recommend widening the definition to reflect this.</p> <p>Also see comments under considerations.</p>	<p>Disagree. Why would this be the case?</p> <p>Widen to include what?</p>	
<p>Policy MT4: Great Malvern/Malvern Link Stations</p> <p>Plan Delivery and Implementation</p>	<p>See comments under Transport Considerations</p> <p>Transport Policies MT1-MT4) Para 7.9: The Plan references working with transport providers to address 'issues around the Area's public transport provision', but there seems to be little mention to the provision of public transport in the policies (that new developments can be accessed by passenger transport appears to be the only reference)?</p>	<p>Noted.</p> <p>Issues around public transport are included under 'Transport Considerations' in Section 3.</p>	

Policy	Comments	MTC proposed Response	Proposed amendments
<p>Approach to Housing Land - General Comments</p>	<p>The SWDP identifies the level of housing growth to be accommodated in Malvern (excluding Wider Worcester Area (WWA)). This was informed by a capacity based approach which resulted in some of Malvern Hill's objectively assessed housing need (OAHN) being redirected to other areas within the SWDP plan area.</p> <p>The identified urban capacity of Malvern was informed through a site assessment process and the SWDP allocations reflect those sites within, and immediately adjacent to, the urban boundary that were considered appropriate to bring forward for housing development. The SWDP determined that the capacity of Malvern's urban area is limited.</p> <p>The MNP references the SWDP housing allocations but also recognises that other sites and windfall development are likely to be brought forward in the Plan (the MNP) period.</p> <p>A 'Housing Needs Assessment' (2016), prepared by AECOM, has been published as part of the MNP evidence base. This reiterates that the SWDP derived housing target has been employed as a 'given' figure for the purposes of the MNP. Therefore, the Housing Needs Assessment focuses on the type of homes rather than quantity.</p> <p>Importantly, the AECOM Report references the Planning Practice Guidance in relation to assessing development needs, stating that: "The assessment of development needs is an objective assessment of need based on facts and unbiased evidence. Plan makers should not apply constraints to the overall assessment of need, such as limitations imposed by the supply of land for new development, historic under performance, viability, infrastructure or environmental constraints." (Planning Practice Guidance (PPG) Paragraph: 004 Reference ID: 2a-004-20140306). By taking a proportionate approach of all dwellings within Malvern Hills District Council (excluding areas earmarked for urban extensions to Worcester) AECOM have derived Malvern's SWDP housing target as 1,988 dwellings for the period 2006-2030. This is therefore underpinned by the capacity driven target from the SWDP. AECOM reinforce that this figure (1,988) should be taken as a minimum.</p> <p>To meet the 'basic conditions' the MNP should accord with the objectives set out in the NPPF to ensure that the supply of housing is not only maintained but is boosted significantly. In this context and in light of the guidance set out in the PPG (quoted above), AECOM have advised that their conclusions on housing 'need' are assessed against a separate study on 'supply'. It is considered that the MNP does not proactively consider and address housing need in terms of quantity of homes required in the Neighbourhood plan area, nor does it consider the potential supply of other available sites that could contribute towards meeting Malvern's housing needs. HLM suggest that a full assessment should be undertaken on housing land supply within the MNP area. Malvern's current housing target may be suppressed by a</p>	<p>Neighbourhood plans do not have to allocate sites for housing development particularly in cases where there is an up-to-date local plan that has assessed the OAHN and identified land to accommodate that need. This is the case with the SWDP and Malvern. It is entirely appropriate that the MNP relies on the SWDP allocations which provide significantly more housing than the need identified. As such it is argued that it accords with the objectives of the NPPF.</p>	

	<p>capacity driven figure that does not take account of all available, suitable and deliverable sites.</p> <p>To provide a strong housing trajectory and meet all housing needs, including for affordable and elderly homes as well as market housing, the MNP should proactively engage with the community in identifying additional sites that can contribute further to Malvern's housing supply. Such sites should be considered against a Sustainability Appraisal to ensure that the MNP meets the basic conditions in terms of European Union obligations.</p> <p>This will ensure that Malvern can futureproof its housing supply. Should any unforeseen constraints arise in the delivery trajectory of the two main allocations (in the SWDP), and to avoid reliance on unplanned windfall development, the identification of future housing sites would enable Malvern to have a planned approach to additional growth. This would safeguard Malvern in terms of maintaining a 5 year housing land supply. Again, it is important to note that the SWDP does not express a restriction of growth outside of the allocated sites. Moreover, if there is additional capacity within Malvern on unconstrained sites, this should be viewed positively in terms of enabling the town to provide for more of its own housing needs.</p> <p>The recent Government consultation on the 'Right Homes in the Right Places' (September 2017) and associated published housing need data, suggests that the annual housing need, based on their standardised methodology, for the Malvern District is 329 units. When compared against the 'Malvern Hills (excluding WWA)' target, it does demonstrate that the need is potentially much greater than the current target for 2018 - 2030 of 217 units per annum (as set out in the Malvern Hills District Council Five Year Housing Land Supply Report, 2017). Therefore, reinforcing that the SWDP derived figures should be taken as an absolute minimum.</p> <p>To this end, we consider that the MNP process should undertake a site assessment and selection process, including a 'call for sites' so that the Town Council and local community can take an informed decision on the most sustainable locations that can be allocated to help futureproof Malvern's housing supply. This would be consistent with the NPPF and the SWDP, and would assist in increasing the level of Malvern's own OAN that it can meet.</p> <p>Notwithstanding the allocations in the SWDP, which the MNP does reference and rely upon, we consider that there are other deliverable sites, immediately adjacent to the existing settlement boundary, that are available to meet Malvern's housing need. Such sites can be brought forward for development without significant detrimental effects on the valuable green spaces.</p> <p>The Strategic Housing Land Availability Assessment (SHLAA) for the SWDP (April 2015 Update) identified available sites within / adjacent to Malvern's urban area and therefore these should be considered further in terms of their ability to contribute to Malvern's housing need.</p>	
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<p>Neighbourhood Nature Conservation Sites - Policy MG5</p>	<p>Embararking on a site selection process would ensure the MNP provides a positive and proactive framework for growth that is futureproofed. The SWDP allocations are not a maximum and should not inhibit a planned approach to growth. This should be reflected in Draft Policies MH2 and MH3, including the restrictive policy position in relation to the settlement boundary, which should acknowledge the potential contribution that other sites (beyond the SWDP allocations) can make to Malvern's housing supply, where they are considered to be sustainable locations for growth.</p> <p>We recognise and support the importance of protecting the nationally and locally designated nature conservation sites and the most valuable and sensitive green spaces within the MNP area. However, HLM have serious concerns regarding the designation of 'Neighbourhood Nature Conservation Sites'. The MNP does not clearly explain or justify the status of, rationale for, and evidence supporting the designations. Moreover, the reference to these sites should be clarified as the evidence base document refers to 'local nature conservation assets' however Policy MG5 and the Proposals map references 'Neighbourhood Nature Conservation Sites'.</p> <p>Beyond international and national level nature conservation designations, there are established local designations including 'Local Wildlife Sites' (LWS), 'Local Nature Conservation Sites' (LNCSS), 'Sites of Importance for Nature Conservation' (SINCS), or Sites of Nature Conservation Importance' (SNCIs). The Neighbourhood Nature Conservation Sites do not appear to relate to any of these established designations. It is therefore not clear what local evidence and justification supports their designation given that an established terminology or evidenced base process has not been followed. Their status and thus, actual nature conservation value, is questionable. This is explored further below.</p>	<p>Reference is made (Paragraph 3.15 of the MNP) to the submission of sites to the Worcester Biological Records Centre (WBRC) for assessment as to whether they merit 'Local Wildlife Site' designation. The relationship (or lack of) between these sites and the Neighbourhood Nature Conservation Sites is not clear. If there is a connection between the two, it is important to recognise that WBRC will determine the nature conservation value of the sites submitted to them, and therefore the Neighbourhood Plan should not prejudice this assessment by designating sites ahead of results from the WBRC.</p> <p>Notwithstanding our concerns regarding the status of the designations, which should be clarified in any case, HLM's key concern is regarding the evidence base supporting the designation of the Neighbourhood Nature Conservation Sites, with specific (but not isolated) reference to 'Broadlands Drive' (reference N05). HLM do not consider that the designation of these sites has been informed by or is supported by a robust evidence-based approach. It is not clear what evidence has supported their designation as the information presented in the Cass Associates Report is not fully explained and lacks coherence. There are flaws, inconsistencies and incomplete assessment data in the evidence provided, none of which demonstrates a clear relationship to the designation of the sites. Therefore, there is significant ambiguity in the</p>	<p>Delete policy unless we can obtain evidence to justify the designation of these sites.</p>
<p>Evidence Base</p>			

Broadlands Drive

evidence base. This raises serious concerns about Policy MG5 Neighbourhood Nature Conservation Sites.

The Broadlands Drive site does not have any nature conservation value status in terms of international, national or local designation therefore this has not influenced its inclusion as Neighbourhood Nature Conservation site.

The Evidence Base Report (Cass Associates, revised March 2017) does set out minimal information related to the site. However, the details contained within this report are not considered to be clear, consistent or justified as explained further below.

Reference is made in the Cass Associates Report to the Department for Environment, Food, and Rural Affairs (DEFRA) document 'Local Sites: Guidance on their Identification, Selection and Management' (2006). This is a historic document and the status of it is questioned. 'Criteria for Site Selection' from the DEFRA Report are set out in the Evidence Base Document. However, the assessment of each site (paragraph 5-8, Cass Associates Report) is not consistent with the DEFRA criteria. It should be clarified as to the role of the DEFRA Criteria in the identification and designation of Neighbourhood Nature Conservation Sites. Conversely, an alternative set of questions / criteria are posed for each site, these do not appear to be underpinned by or linked to national or local guidance on determining nature conservation value.

Moreover, these questions / criteria used in Paragraph 5.8 are inconsistent between sites and in some cases responses to the assessment criteria appear incomplete. An example being 'Any BAP species' for which 'Broadlands Drive (N05)' is not assessed.

HLM further raises concerns regarding the biodiversity evidence that may have informed the designated sites. An extract of Protected / Notable Species data from WBRC is included as part of the evidence base to the MNP. It is not explicit, however, as to whether this has contributed towards / supported the designation of the Neighbourhood Nature Conservation Sites. The record does not appear to bear any relation to the designation of the 'Broadlands Drive' site as the site is not subject to any protected or notable species or habitats, as shown on the figures on pages 98 and 100 of the WBRC extract. The data obtained from the WBRC is also substantially historic in many cases, and should not be relied upon in isolation, to justify the designation of a site for nature conservation value. If evidence of Protected or Notable Species or Habitats is intended to inform nature conservation designations, the presence of such species and habitats should be confirmed through a Phase 1 Survey, this has not been undertaken.

Notwithstanding the flaws in the criteria and the inconsistency of assessment across the sites, HLM's most significant concern relates to the disparity between the conclusion of the Cass Associates Report in respect of the Broadlands Drive Neighbourhood Nature Conservation Site, and the subsequent inclusion of the site in the MPN. The Cass Associates Report does clearly reach a conclusion for the Broadlands Drive site stating the following "not convinced of the merit of this area

as a local nature conservation site - not appropriate." Despite this, conclusion the MNP continues to designate the site. This reinforces that the designation of the site is not justified or underpinned by evidence, much to the contrary, the evidence base concludes it is not appropriate for designation.

No aspect of the incoherent, inconsistent and flawed evidence base suggests a justified reason to designate the Broadlands Drive site. It is important to note that, in practical terms, the site relates to a narrow and short section of hedgerow that is fragmented by an agricultural field access, thus there is no continuous vegetated connection across the site. HLM object to the designation of this site as a Neighbourhood Nature Conservation Site and request that this position is reconsidered as there is no apparent evidence to support its inclusion within the MNP, most notably given the conclusion of the Cass Associates assessment.

In conclusion, neither the policy position related to housing growth or nature conservation in the MNP reflects a proactive and positive approach to the Neighbourhood Plan. The MNP should have regard to National Planning Policy and should contribute to achieving sustainable development. It is not considered that the Plan currently meets these objectives which could affect its accordance with the basic conditions. Importantly, the Plan should be underpinned by robust evidence, particularly in the absence of a Strategic Environmental Assessment and Sustainability Appraisal. The flaws of the Cass Associates Evidence Base Report are considered to undermine the Plan and these should be addressed in progressing the Plan to Regulation 16 to ensure that it meets the basic conditions.

Policy	Comments	MTC proposed Response	Proposed amendments
General Conformity	<p>The Draft NP states at paragraph 1.2 (and also at paragraph 1.6) that "all Neighbourhood plans must be in general conformity with higher level planning policy" and that the strategic local policy includes the policies within the South Worcestershire Development Plan (SWDP).</p> <p>The National Planning Policy Framework (NPPF) paragraph 184 states: Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan.... and should reflect these policies" Neighbourhood plans and orders should not promote less development than set out in the Local Plan or undermine its strategic policies. The NPPG Paragraph: 009 Reference ID: 41-009-20160211 states: "A draft Neighbourhood plan or Order must be in general conformity with the strategic policies of the development plan in force if it is to meet the basic condition".</p> <p>As set out in R (DLA Delivery Ltd) v Lewes DC [2017] EWCA Civ 58, Lewison and Lindblom LJ "the policies in paragraphs 184 and 185 of the NPPF reflect the statutory requirement, in paragraph 8(2)(e), for a Neighbourhood development plan to be in "general conformity" with the "strategic policies" of the development plan, and the references to the "Local Plan" in those policies of the NPPF are clearly to a statutorily adopted local plan, not an emerging plan. Both NPPF policy and the guidance in the PPG are designed to prevent the mischief of a Neighbourhood development plan frustrating the strategy of an up-to-date local plan.</p> <p>As also set out in Woodcock Holdings Limited and Secretary of State for Communities and Local Government and Mid-Sussex District Council (1 May 2015), "Neighbourhood plans...should not promote less development than set out in the local plan or undermine its strategic policies" (paragraph 109).</p> <p>In BDW Trading Limited v Cheshire West and Cheshire Borough Council ([2014]. EWHC 1470 (Admin), it is clear that the matter for the examiner to test is whether the Neighbourhood Plan as a whole is in "general conformity with the adopted Development Plan as a whole".</p> <p>Policy SWDP 2: Development Strategy and Settlement Hierarchy is identified in the SWDP as a Strategic Policy. It sets out that the Development Strategy and the site allocations in the SWDP are based upon a number of principles, including: i. Providing accessible; attractive employment sites and ii. Providing for and facilitating the delivery of sufficient housing to meet objectively assessed needs to 2030.</p> <p>This policy also makes it clear under H. that the SWDP is "supportive of development proposals that are promoted through Neighbourhood planning mechanisms where these proposals do not compromise the delivery of the plan's strategic policies and proposals".</p> <p>Policy SWDP 3: Employment, housing and retail provision requirement</p>	<p>Noted. We consider that the MNP is in general conformity with the SWDP.</p> <p>Para 183 of NPPF states: Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. The NP can set planning policies to determine decisions on planning applications. The MNP does not promote less development than set out in the SWDP.</p> <p>Para 185 of NPPF states 'Outside these strategic elements, neighbourhood plans will be able to shape and direct sustainable development in their area'.</p> <p>The MNP does not seek to cause 'mischief' by frustrating the strategy of the SWDP. In fact it supports that strategy.</p> <p>The MNP does not promote less development than set out in the SWDP.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>	

	<p>and delivery is also identified in the SWDP as a Strategic Policy. The policy references housing, employment and retail requirements.</p> <p>SWDP 56 North East Malvern is inextricably linked to strategic policies, including SWDP2 and SWDP3 and SWDP7: Infrastructure as it will make a significant contribution to meeting housing and employment needs. Any additional policy burdens that the Draft NDP seeks to apply to policy SWDP 56 would compromise the delivery of the plan's strategic policies and proposals, which would conflict with the requirements of SDWP 2, H. Therefore, the NDP is not in general conformity with the strategic policies of the development plan and does not meet the basic condition, as it would frustrate the strategy of an up-to-date development through undermining its strategic policies and is not in general conformity with the Development Plan as a whole.</p> <p>Appendix 2.1 of the Draft NP references these strategic policies, which includes policy SWDP7: Infrastructure and states that "The Infrastructure Delivery Plan is included in an Annex to the SWDP7 which provides details of the crucial infrastructure requirements".</p> <p>The Inspector's Report (February 2016) into the SWDP makes it clear at paragraph 88 that "the contents of the IDP and of Annex I to the Plan were not subject to examination of their soundness in my examination of the SWDP" but that "Where specific infrastructure requirements are set out in the site allocation policies, therefore they have been subject to full examination".</p> <p>Paragraph 3.94 of the Draft NP makes reference to local residents considering that a "rail halt should be re-established in this vicinity to serve the new development at North East Malvern". Paragraph A2 under the heading of '6.7 List of Local Projects and Initiatives' of the Draft NP refers to lobbying for feasibility studies to be carried out on key infrastructure and development that are considered to be extremely beneficial to the local community and to make the NPA a more sustainable place to live, work and visit and that these studies include "The provision of a rail halt at the North East Malvern allocation / development site".</p> <p>Paragraph 31 of the NPPF refers to local authorities working together with transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development. Paragraph 157 of the NPPF refers to Local Plans planning positively for the development and infrastructure required in the area. Paragraph 173 of the NPPF refers to requiring careful attention to viability and costs in plan-making and decision-taking and making sure that sites are not threatened in terms of being able to be developed viably. Paragraph 174 states that "LPAs should assess the likely cumulative impacts on development in their area of all existing and proposed local standards, supplementary planning documents and policies that support the development plan, when added to nationally required standards. In order to be appropriate, the cumulative impact of these standards and policies should not put implementation of the plan at serious risk"</p>	<p>Noted. The policies within the MNP seek to shape and direct sustainable development within the NPA.</p>	
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Rail Halt

<p>The NPPG states at Paragraph: 007 Reference ID: 10-007-20140306 "that their cumulative cost should not cause ...strategic sites to be unviable".</p> <p>There are already two railway stations at Malvern – Great Malvern and Little Malvern, which will serve the new development.</p> <p>As set out in the Network Rail – Investment in Stations guide (June 2017) 1, paragraph 5.1 sets out that a new rail station is likely to represent a large investment with a potentially disruptive impact on the operational railway. A fully worked up business case would have to be produced with support from Network Rail and also the Train Operating Companies (TOCs). This would include considering what the benefits are as well as any negative impacts that might be associated with a train station, such as extended journey time and revenue being diverted from other stations. It would also include considering whether any station is affordable including both build an operational costs. In this instance, RPS is unaware of any support from Network Rail, Worcestershire County Council or the Train Operating Companies for such a halt. A rail halt would be a significant investment and would have an impact on viability, which in turn would affect the deliverability of housing and other uses that have already been established through the policy.</p> <p>Policy SWDP56: Development at North East Malvern is a site allocation policy that was fully considered as part of the examination process. There is no reference to the provision of a rail halt within the policy. It is therefore considered that this does not meet the basic conditions under paragraph 8(2) of Schedule 4b, as it could undermine the whole strategy. Any reference to a rail halt should therefore be removed from the Draft NP, as this issue has already been comprehensively considered as part of the SWDP process.</p> <p>1 https://www.networkrail.co.uk/wp-content/uploads/2017/01/Investment-in-Stations-2017.pdf</p>	<p>The second station is Malvern Link.</p> <p>The issue of providing a rail halt at Newlands was raised during consultation and engagement with the community. MTC is aware of the costs associated with the provision of new rail stations. There is no policy within the MNP which requests a rail halt and as such the MNP is in general conformity with the SWDP.</p> <p>Planning Practice Guidance says that "wider community aspirations than those relating to development and use of land can be included in a neighbourhood plan, but actions dealing with non-land use matters should be clearly identifiable. For example, set out in a companion document or annex." In the case of the MNP these issues are included within an Appendix and clearly identified as non-land use matters.</p>	
<p>Local Green Space</p>		<p>Policy MG1: Local Green Space, Criterion B in the Draft NP refers to "Proposals at the North East Malvern and Malvern Technology Centre (QinetiQ) site allocation should include the provision of a greenspace of a size, type, design and quality that it will be designated as a Local Green Space".</p> <p>The Planning Supporting Statement (January 2017) for application reference 15/01625/OUT makes it clear at paragraph 4.9 that "the proposal includes a number of categories of green spaces, which have been drafted in accordance with open space policies in the South Worcestershire Development Plan" (SWDP) and at paragraph 4.15 it sets out that "The proposal includes 18.69ha of the application site as open space (36%) brought forward under different typologies of land, which includes informal open space and playing fields and space for a community orchard". Table 1: Development at North East Malvern Land Budget in the Environmental Impact Assessment and other application reports (as reproduced in part below) provides a breakdown of the Green Infrastructure proposed.</p>

Green Infrastructure	Planning Application Boundary Land Area (ha)	Site-Wide Masterplan Boundary Land Area (ha)
Tree Planting (Proposed)	0.69	0.69
Orchards	0.40	0.40
Playing Fields	4.17	4.17
Allotments	0.26	0.26
Other open space	13.17	17.84
Sub-total	18.69	23.36

Paragraphs 76 to 78 of the NPPF sets out national policy on Local Green Space. Local Green Space is a restrictive and significant policy designation. The Framework is explicit in stating that "The Local Green Space designation will not be appropriate for most green areas or open space" (paragraph 77) and that the designation should only be used: where the green space is in reasonably close proximity to the community it serves; where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness of its wildlife; and where the green area concerned is local in character and is not an extensive tract of land".

Paragraph: 012 Reference ID: 37-012-20140306 states that "New residential areas may include green areas that were planned as part of the development. Such green areas could be designated as Local Green Space if they are demonstrably special and hold particular local significance"

Whilst the draft NP policy MG1 refers to the "provision of a greenspace of a size, type, design and quality that it will be designated as a Local Green Space", it is entirely unclear as to which elements of open space (as set out in the Table above), this policy refers to and the wording in draft NP policy MG1 is fundamentally at odds with why Local Green Space should be designated.

No substantive or compelling evidence has been presented as to why the land should be designated as Local Green Space. For example, it is clear that the green space to be provided as part of the North East Malvern allocation is an extensive tract of land and therefore would not satisfy the NPPF requirements.

Whilst an evidence base report (July 2016 and revised March 2017) has been produced by Cass Associates on behalf of Malvern Town Council, this only refers at paragraph 3.44 to nominating the following sites for Local Green Space (LGS) designation:
 "Priory Park (Priory Ward) owned by MHDC
 Victoria Park (Link Ward) owned by MTC
 Dukes Meadow (Pickersleigh Ward) owned by MTC
 Lower Howsell Road (Link Ward) owned by MTC
 Malvern Vale Community Centre Playing Field (Dyson Perrins) owned

	<p>by Persimmon Homes Haysian Fields (Pickersleigh Ward) owned by Malvern St. James"</p> <p>There is therefore no reference and evidence base to any potential Local Green Space (LGS) as part of the North East Malvern allocation within the evidence base report. Notwithstanding this, it is also noted that the evidence report does not actually contain any evidence as to why areas should be designated as LGS but simply states at paragraph 3.67 that "The Greenspace Working Group will collect the necessary evidence to assist in supporting the proposed designation of the above sites as LGS".</p> <p>As was recognised in the Backwell Neighbourhood Plan examination, the Examiner concluded in his report (October 2014) that "it is essential that, when allocating Local Green Space, plan-makers can clearly demonstrate that the requirements for its allocation are met in full". Clearly, in this instance, the Draft NP has not demonstrated why a Local Green Space should be designated for the North East Malvern allocation.</p> <p>It is therefore considered that the Local Green Space Policy in the Draft NP does not meet the basic conditions under paragraph 8(2) of Schedule 4b, as it does not have regard to the NPPF nor NPPG, and could undermine the whole strategy. Therefore, any reference to Local Green Space on the North East Malvern allocation should be removed from the Draft Plan.</p>	<p>Evidence is being collected which will clearly substantiate and demonstrate that the sites designated as Local Green Space meet the requirements within NPPF.</p> <p>The second part of the policy will be amended in light of this and other consultation responses.</p>	
<p>Employment</p>	<p>Paragraph 3.67 of the NP under the heading of 'Employment Land Considerations' cross references the reasoned justification to SWDP 56 and paragraph 3.68 of the Draft NP states "The Town Council is keen to ensure that the proposed employment allocations with QinetiQ and North East Malvern are protected for future employment use for the duration of the plan".</p> <p>Policy SWDP 3: Employment, housing and retail provision requirement references in Table 4a that employment land provision at Malvern Hills (excluding the Wider Worcester Area) for the period 2006-2030 is 40 hectares The supporting text to SWDP 56 North East Malvern recognises that the provision of employment and land and buildings that are attractive to business interests will help to retain local businesses and attract new investment into the area, therefore offering employment opportunities for local residents.</p> <p>Whilst the intention is to clearly provide employment land, any possible changes of use to non-employment uses are already covered by Criterion F of policy SWDP 8: Providing the Right Land and Buildings for Jobs. This sets out the different criteria that would need to be satisfied with regard to planning permission for the change of use to a non-employment generating use.</p> <p>The reference in the Draft NP to protection of future employment uses is already adequately covered by the existing Development Plan and the NDP reference would provide an additional policy burden. Therefore, this reference in the Draft NP to employment uses at North East Malvern should be removed.</p>	<p>Policy ME1 seeks to shape and direct sustainable development within the NPA. The provision of new employment land as part of the continued growth of Malvern is essential to ensure that Malvern continues to be a sustainable place to live and work.</p>	

<p>New Residential Development</p>	<p>The reasoned justification (paragraph 6.9.7 to Policy MH2: New Residential Development recognises that the allocation at North East Malvern will help to meet the housing needs requirements.</p> <p>The proposed development will assist with helping to significantly boost the supply of both market and affordable housing in line with paragraph 4.7 of the NPPF. Policy SWDP 3: Employment, housing and retail provision requirement and delivery Table 4b(i) Housing Provision 2006-2030 refers to the housing requirement at Malvern Hills (excluding Wider Worcester Area) for the period 2006-2030 as 5,650 dwellings. Table 4b(ii) Housing provision – annual requirements sets out that this is an annual requirement of 217 dwellings for the period 2018-30 as set out in Table 4b(iii). This is illustrated in Annex E: South Worcestershire housing trajectories and Graphs 1.2a Malvern Hills (EX-WWA) Sub Area – Plan / Manage and Graph 1.2b Malvern Hills (EXWVA) Sub Area – Monitor.</p> <p>On the basis that 800 dwellings are to be provided through SWDP 56 North East Malvern it is clear that this allocation, which is likely to have around a 9 year build programme, will make a significant contribution towards meeting this housing requirement. RPS welcomes this recognition of the key role that this site will provide in meeting the housing need requirements.</p>	<p>Noted.</p>	
<p>Other policies in the NDP</p>	<p>RPS has no further comments at this stage but recognises that the NDP once brought into force will form part of the Development Plan for the District, and therefore would relate to all applications for development for the site and given the NDP policies have not been subject to a viability appraisal in the context of SWDP 56 provides further compelling evidence of why the site should be excluded from the NDP.</p> <p>We look forward to being kept informed of all future plan making stages of the NDP.</p>	<p>Noted.</p>	

Policy	Comments	MTC proposed Response	Proposed amendments
Section 1.14. Next Steps	We welcome the inclusion of the Habitat Regulations Assessment as part of the next steps for the plan, as the area the plan covers includes habitats both within the jurisdictional area of the Malvern Hills Acts, the AONB, SSSI status as well as some sites that are locally important for wildlife.	A joint SEA and HRA Screening Opinion was requested by MTC. MHDC, in consultation with the statutory authorities, concluded that the draft MNP did not require either an SEA or a HRA Appropriate Assessment.	No change.
Section 3.10 Nature Conservation Assets	Additionally, please be aware that we have been informed that all or part of Malvern Common is currently under consideration by Natural England for SSSI designation, which may be in place by the time this Neighbourhood Plan is put to its H.R. Assessment.	What is the timescale for this and are there any other areas within the NPA that are under consideration by NE?	Amend when/if Malvern Common is designated an SSSI.
Section 3.42 Scheduled Ancient Monuments.	For information, the Shire Ditch is a S.A.M. and a small fragment of its total length possibly lies at the western most limit of the plans area. Worthy of double checking.	Will check this on the SWDP proposals map and HE register.	Amend Key Diagram and text to include Shire Ditch SAM.
Sections 3.91-3.93 Cycling	We note the consideration of cycle routes in the plan and in particular the recognition in para 3.93 of MHT's ownership of several sites where potential cycle routes might be considered, but have statutory development limits on them.	Need to discuss what opportunities there are for these suggestions to be delivered.	Include the aspiration for Sustainable Transport Routes within the appendix as project to be taken up by MTC and its partners.
Section 6.1 Housing Land	<i>Policy MH3: Infill Development Restraint.</i> We note this policy in the plan and are supportive of its inclusion. There are many private properties that back onto the Hills and Commons, and which have large mature gardens which act as a transition zone between the open Hills and the built up areas. Infilling of these gardens with housing would both cause a direct loss of the transition habitat, and potentially create demand for more access tracks across the Commons, thereby causing direct loss of the greensward.	Need to identify these areas on a plan and see how they link with Conservation Area and other designations. Could include this within the RI for the policy.	See other comments relating to this policy.
Section 6.6 Green Infrastructure	<i>Policy MG1: Local Green Space.</i> We note the inclusion of this policy. As development of land under the jurisdiction of the Malvern Hills Acts is prohibited by those Acts, rather than planning policy, we would strongly recommend that the Diagram accompanying the Plan clearly distinguishes between Local Green Space and land regulated under the Acts. Para 6.6.1 Please note, as with section 3.10 above, that SSSI status may soon apply to Malvern Common as well as the Hills. Therefore this paragraph may need slight rewording. Para 6.6.4. We support the inclusion of this statement in the plan. Residential and industrial expansion and development of the town should not wholly rely on existing green space provisions – including the Hills and Commons – as they create increased pressures on these sites both in terms of increased recreational use and car parking pressures. Provision of Local Green Space within the larger new residential developments is essential. <i>Policy MG3: Key views and Vistas</i> The inclusion of this policy is welcomed as it accords with one of the key aims of our organisation - to protect the natural aspect of the Hills - as stated in our Acts.	This refers to a previous draft of the MNP. The Key Diagram was amended to differentiate the land regulated under the MHA and those that are not. The latter are referred to as either LGS and NGS. The former is identified as Commons Land on the Key Diagram. Noted. Noted. Noted. Does MHT have any suggestion and evidence to identify key views and vistas?	See other comments relating to these policies.

	<p><i>Policy MG6: Neighbourhood Conservation Assets</i> As with Policy MG1, both the map and list of sites in the appendix include areas under ownership or jurisdiction of the Malvern Hills Acts. While the planning policy proposed is welcomed, some clarification of which sites are covered by the Acts is suggested. The addition of a column to the appendix citing the Status of the sites might help clarify matters.</p>	<p>It would be useful if MHT could provide an indication of those under its ownership or jurisdiction?</p>	
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Policy	Comments	MTC proposed Response	Proposed amendments
<p>MHE1</p>	<p>Thank you for the invitation to comment on the above Neighbourhood Plan.</p> <p>Historic England is supportive of the Vision and objectives set out in the Plan and commend the thorough approach that has clearly been taken to compiling the evidence base. However, we are surprised to note that no reference is made to the Worcestershire Historic Environment Record (HER) held by the County Council. We would expect this extensive database to hold much useful information, not least as regards the archaeological context of the Neighbourhood Plan area, in particular perhaps providing an underpinning component of the historic character of the proposed Neighbourhood Heritage Areas.</p> <p>That said, the Plan clearly takes an extremely positive approach to the historic environment of Malvern which Historic England welcomes. We particularly commend the emphasis in policies MHE1 & MHE2 respectively upon the conservation of non-designated heritage assets representative of the local vernacular and upon the importance of adopting locally distinctive design for new development in Neighbourhood Heritage Areas.</p> <p>In respect of MHE1: Non-Designated Heritage Assets, we support the approach proposed in the Plan of protecting the assets both through Neighbourhood plan policy and by offering them up to Malvern Hills Council for adoption and eventual inclusion in their "Local List". As you may be aware the same approach was successfully adopted in the Breton Neighbourhood Plan that was recently "made" by Wychovon Council. We would, however, suggest that buildings are excluded from the proposed local lists where they are already more comprehensively protected by conservation area designation. In this respect it should be noted that where the Council has already identified buildings as making a positive contribution to a conservation area those buildings stand to be treated for decision making purposes as though they were on the statutory list- a far greater degree of protection than could be afforded by local listing. There are also obvious practical administrative advantages in having a leaner and less unwieldy local list.</p>	<p>WCC also comment about the lack of HER in the evidence base. Is this something that MTC will reconsider?</p> <p>Remove the buildings in Appendix 6.4 that are located within the NPA's Conservation Areas.</p>	<p>Amend as suggested.</p>
<p>MHE2</p>	<p>Regarding Policy MHE2: Neighbourhood Heritage Areas, the absence of detail on Figure 6.5 makes it apparent that the definition of the extent and precise characteristics of each Area is a work in progress. Equally, the Plans design policies (which Historic England supports) and in particular MD1 currently lack a detailed historic characterization context. Although reference is made at paragraph 6.4.2 of the policy justification to a "Heritage and Character Assessment" (by AECOM?) this does not currently appear in the Plan documentation. Clearly it will be necessary for this information to be made readily accessible before developers can reasonably be expected to adequately address the requirements of both policies MHE2 and MD1. This is particularly true of the requirement for Design and Access Statements to demonstrate how developments have been designed to take full account of local character, thus delivering properly locally</p>	<p>Part of the Reg14 consultation requested views on potential locations for NHA designation. This will be looked at as part of the review of the Reg 14 document and the production of the Submission document.</p> <p>The HCA was available on the Malvern's future website as part of the documents supporting the Reg14 MNP.</p> <p>Agree that the MNP needs to include a summary of the HCA.</p>	

	<p>responsive and distinctive proposals. Taking this into account, therefore, at this stage we have no further substantive comments to make but look forward to the next iteration of the Plan.</p>		
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ID Number Name/Org: CC12 Highways England

Policy	Comments	MTC proposed Response	Proposed amendments
	<p>Highways England welcomes the opportunity to comment on the draft Malvern Neighbourhood Plan which covers the period 2015-2030. We note that the documents provide a vision for the future of the village and set out a number of key objectives and planning policies which will be used to help determine planning applications.</p> <p>Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth. In relation to the Malvern Neighbourhood Plan, our principal interest is safeguarding the operation of the M50/J2 which routes 11 miles to the south and the M5 J7 that routes 7 miles to the east of the Plan area.</p> <p>We understand that a Neighbourhood Plan is required to be in conformity with relevant national and Borough-wide planning policies. Accordingly, the Neighbourhood Plan for Malvern is required to be in conformity with the adopted South Worcestershire Development Plan (February 2016) and this is acknowledged within the document.</p> <p>We note that the housing target for the Plan area is 1,988 dwellings of which 1,200 dwellings have already been completed thereby leaving a residual requirement of 788 dwellings. A further 800 dwellings have been identified at North East Malvern and 300 dwellings at Malvern Technology Centre to be delivered by 2030. We understand that the housing allocation within the Neighbourhood Plan area is therefore likely to be exceeded. In addition to this, a total of 14.5 hectares of employment land has been identified.</p> <p>Due to the large scale of these development sites, we would expect the proposals to be accompanied by a Transport Assessment as part of the development management process. However due to the distance of the SRN from the Neighbourhood Plan area, we consider it unlikely that there would be significant impacts upon the operation of the SRN.</p>	<p>MTC proposed Response Malvern is a town not a village. Noted.</p>	<p>Proposed amendments No change.</p>

Policy	Comments	MTC Proposed Response	Proposed amendments
	<p>Thank you for consulting Sport England on the above neighbourhood plan.</p> <p>Government planning policy, within the National Planning Policy Framework (NPPF), identifies how the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. Encouraging communities to become more physically active through walking, cycling, informal recreation and formal sport plays an important part in this process. Providing enough sports facilities of the right quality and type in the right places is vital to achieving this aim. This means that positive planning for sport, protection from the unnecessary loss of sports facilities, along with an integrated approach to providing new housing and employment land with community facilities is important.</p> <p>It is essential therefore that the neighbourhood plan reflects and complies with national planning policy for sport as set out in the NPPF with particular reference to Paragraphs 73 and 74. It is also important to be aware of Sport England's statutory consultee role in protecting playing fields and the presumption against the loss of playing field land. Sport England's playing fields policy is set out in our Planning Policy Statement: 'A Sporting Future for the Playing Fields of England'. http://www.sportengland.org/playingfieldspolicy</p> <p>Sport England provides guidance on developing planning policy for sport and further information can be found via the link below. Vital to the development and implementation of planning policy is the evidence base on which it is founded. http://www.sportengland.org/facilities-planning/planning-for-sport/forward-planning/</p> <p>Sport England works with local authorities to ensure their Local Plan is underpinned by robust and up to date evidence. In line with Paragraph 74 of the NPPF, this takes the form of assessments of need and strategies for indoor and outdoor sports facilities. A neighbourhood planning body should look to see if the relevant local authority has prepared a playing pitch strategy or other indoor/outdoor sports facility strategy. If it has then this could provide useful evidence for the neighbourhood plan and save the neighbourhood planning body time and resources gathering their own evidence. It is important that a neighbourhood plan reflects the recommendations and actions set out in any such strategies, including those which may specifically relate to the neighbourhood area, and that any local investment opportunities, such as the Community Infrastructure Levy, are utilised to support their delivery.</p> <p>Where such evidence does not already exist then relevant planning policies in a neighbourhood plan should be based on a proportionate assessment of the need for sporting provision in its area. Developed in consultation with the local sporting and wider community any assessment should be used to provide key recommendations and</p>	<p>Noted.</p>	<p>No change.</p>

deliverable actions. These should set out what provision is required to ensure the current and future needs of the community for sport can be met and, in turn, be able to support the development and implementation of planning policies. Sport England's guidance on assessing needs may help with such work.
<http://www.sportengland.org/planningtoolsandguidance>

If new or improved sports facilities are proposed Sport England recommend you ensure they are fit for purpose and designed in accordance with our design guidance notes.
<http://www.sportengland.org/facilities-planning/tools-guidance/design-and-cost-guidance/>

Any new housing developments will generate additional demand for sport. If existing sports facilities do not have the capacity to absorb the additional demand, then planning policies should look to ensure that new sports facilities, or improvements to existing sports facilities, are secured and delivered. Proposed actions to meet the demand should accord with any approved local plan or neighbourhood plan policy for social infrastructure, along with priorities resulting from any assessment of need, or set out in any playing pitch or other indoor and/or outdoor sports facility strategy that the local authority has in place.

In line with the Government's NPPF (including Section 8) and its Planning Practice Guidance (Health and wellbeing section), links below, consideration should also be given to how any new development, especially for new housing, will provide opportunities for people to lead healthy lifestyles and create healthy communities. Sport England's Active Design guidance can be used to help with this when developing planning policies and developing or assessing individual proposals.

Active Design, which includes a model planning policy, provides ten principles to help ensure the design and layout of development encourages and promotes participation in sport and physical activity. The guidance, and its accompanying checklist, could also be used at the evidence gathering stage of developing a neighbourhood plan to help undertake an assessment of how the design and layout of the area currently enables people to lead active lifestyles and what could be improved.

NPPF Section 8: <https://www.gov.uk/guidance/national-planning-policy-framework/8-promoting-healthy-communities>

PPG Health and wellbeing section:
<https://www.gov.uk/guidance/health-and-wellbeing>

Sport England's Active Design Guidance:
<https://www.sportengland.org/activedesign>

(Please note: this response relates to Sport England's planning function only. It is not associated with our funding role or any grant application/award that may relate to the site.)

ID Number Name/Org: CC14 Malvern Civic Society

Policy	Comments	MTC proposed Response	Proposed amendments
Key Views and Vistas (MG3)	Extensive rural and townscape views from higher ground over Severn valley, most notably from the Worcester and Wells Road (A449) through Great Malvern - between properties from Link top (also across Link common). Rose Bank Gardens, Similar views across valley but also towards hills from Priory Park, Link Common extensive views towards the Hills from the lower level parts of the NP area, notably including Hayslan Fields, Worcester Road, Townsend Way and Barnards Green.	This is helpful. It would be useful to identify these on a map. Further information on why these views are important would be useful – historic links, etc.	MTC has started a study to identify key views and vistas.
Neighbourhood Heritage Areas (MH2)	Each of the 3 Conservation Areas, with particular regard to Statutory Listed Buildings (Grades I & II), those properties identified by MTC and MCS for inclusion on MHDCs Local List. Special attention needs to be paid to buildings at risk in these areas, especially the convent of the Holy name, HollyRood house, The Old Community Hospital and Malvern.	The Conservation Areas and Listed Buildings have statutory designations and as such protection through the relevant legislation. This policy seeks to protect areas of local historic and/or architectural interest by way of a new designation within the MNP. The issue is identifying these areas, evidencing what is special about them and what features and characteristics the policy is seeking to preserve / enhance? Do MCS have any suggestions?	TBC.
Sustainable Transport Routes (MT3)	There are limited opportunities on account of roads being insufficiently wide to accommodate cycle paths. Further development of the system along Townsend Way and beyond on North End Lane and Pickersleigh Road could be considered.	This route may be feasible and could provide a route to Barnards Green District Centre.	This policy may be moved into the appendix under projects and initiatives.
Infill Development Restraint (MH3)	Infilling on sites with larger gardens mainly in the Great Malvern Conservation Area, and associated mostly with Victorian Mansions (either currently single occupancy dwellings or multiple occupancy conversions (flats). This is affecting significantly the original layout and spatial elements which have created the distinctive nature of the Great Malvern Conservation Area.	MCS are suggesting that the Great Malvern Conservation Area is identified as an Infill Development Restraint Zone. Need further information to justify this. The policy as worded does allow for exceptions where the development enables the refurbishment of a heritage asset.	This policy may be amended to a criteria based policy relating to 'garden grabbing'.

ID Number Name/Org: CC15 Natural England

Policy	Comments	MTC proposed Response	Proposed amendments
	<p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p>Natural England is a statutory consultee in neighbourhood planning and must be consulted on draft neighbourhood development plans by the Parish/Town Councils or Neighbourhood Forums where they consider our interests would be affected by the proposals made.</p> <p>Natural England does not have any specific comments on this draft neighbourhood plan.</p> <p>However, we refer you to the attached annex which covers the issues and opportunities that should be considered when preparing a Neighbourhood Plan.</p>	Noted.	No change.

ID Number Name/Org: CC16 National Grid

<p>Policy N/A</p>	<p>Comments National Grid owns and operates the high voltage electricity transmission system in England and Wales and operate the Scottish high voltage transmission system. National Grid also owns and operates the gas transmission system. In the UK, gas leaves the transmission system and enters the distribution networks at high pressure. It is then transported through a number of reducing pressure tiers until it is finally delivered to our customers. National Grid own four of the UK's gas distribution networks and transport gas to 11 million homes, schools and businesses through 81,000 miles of gas pipelines within North West, East of England, West Midlands and North London.</p> <p>To help ensure the continued safe operation of existing sites and equipment and to facilitate future infrastructure investment, National Grid wishes to be involved in the preparation, alteration and review of plans and strategies which may affect our assets.</p> <p>An assessment has been carried out with respect to National Grid's electricity and gas transmission apparatus which includes high voltage electricity assets and high pressure gas pipelines, and also National Grid Gas Distribution's Intermediate and High Pressure apparatus.</p> <p>National Grid has identified that it has no record of such apparatus within the Neighbourhood Plan area.</p>	<p>MTC proposed Response Noted</p>	<p>Proposed amendments No change.</p>
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ID Number Name/Org: CC17 The Coal Authority

<p>Policy N/A</p>	<p>Comments Thank you for consulting The Coal Authority on the above. Having reviewed your document, I confirm that we have no specific comments to make on it.</p>	<p>MTC proposed Response Noted.</p>	<p>Proposed amendments No change.</p>
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ID Number Name/Org: CC18 Severn Trent

<p>Policy</p>	<p>Comments Thank you for the opportunity to comment on your consultation. We currently have no specific comments to make, but please keep us informed when your plans are further developed when we will be able to offer more detailed comments and advice.</p>	<p>MTC proposed Response Noted.</p>	<p>Proposed amendments No change.</p>
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ID Number Name/Org: CC19 South Wores CCG

<p>Policy</p>	<p>Comments Note the reference to the SWDP and welcome the reiteration within the MNP Policy MC2 that any sizable development should demonstrate that there is sufficient capacity within general practice or make an appropriate contribution to address any identifiable and increased need.</p>	<p>MTC proposed Response Noted. Other representations, from MHDC, have indicated that this policy does not conform to the SWDP. We will review the policy in light of the CCG's comments and those of others.</p>	<p>Proposed amendments Amendments to policy MC2.</p>
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