WYCHAVON

Design Code

Draft consultation
Supplementary Planning Document
March 2026

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Foreword

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Introduction

Vision

Wychavon aims to become an exemplar council for raising the design standards of future development in the district.

The design code will ensure high-quality homes and places that support health, well-being, inclusivity, prosperity, and sustainable living, while reflecting and enhancing local character.

Purpose and objectives

To implement National Planning Policy Framework (NPPF), SWDPR and neighbourhood plan policies and objectives through a practical placemaking manual that transforms abstract planning policies into something tangible, visual, and actionable.

This will result in:

Clarity for developers:

By setting clear expectations upfront, the code will help developers, architects, and planners avoid delays and meet high design standards.

Respecting local character:

Future development will reflect the district's varied character.

Sustainability and wellbeing:

Supporting development that enhances health, well-being and sustainability.

Planning certainty:

Reducing ambiguity in the planning process, making it easier to approve proposals.

Protect and enhance the landscape setting including the Blue and Green Infrastructure:

Supporting tree planting, habitat creation and meets Worcestershire's environmental targets and priorities.

Economic success:

Creating well designed places that will attract investment, boost tourism, and improve quality of life.

Overview

The Wychavon Design Code Supplementary Planning Document (WDCSPD) responds to policies contained in the Government's NPPF that promotes sustainable development at the heart of the English planning system.

Local planning authorities must apply NPPF policies and plan positively for new development, working together with local communities, to ensure high quality design and standards in new developments.

Two accompanying documents, the National Design Guide (NDG) and National Model Design Code (NMDC) contain clear guidance and methodology to achieve these policy expectations through the use of design coding. The NMDC encourages local authorities to adapt and refine the national design 'Model' to be specific to their local context, character and design policies.

Figure 1, from the National Design Guide, identifies the characteristics of a well-designed place that underpin Wychavon's Design Code.

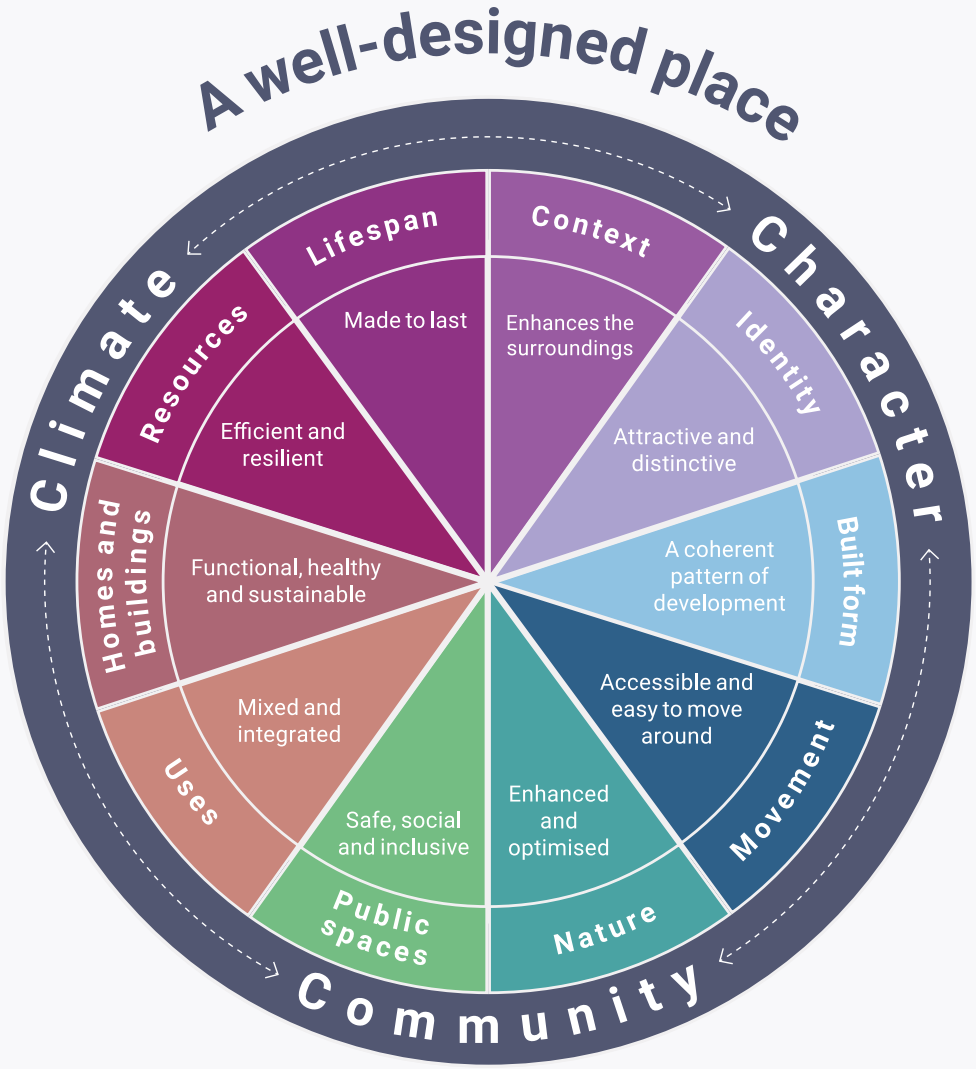


Figure 1 National Model Design Code – 10 characteristics of well designed places.

Consultation

The WDCSPD has been prepared by Wychavon District Council and partnered with Create Streets design practice.

Early consultation with local residents in 2023 was captured via the Create Communities online interactive map exercise. This asked what people liked about their surroundings and what they want to protect or improve. Some 1323 people responded. (Details of consultation responses can be found in annex 1).

The WDCSPD also captured feedback from house builders, developers, and architects through a series of targeted consultation workshops in 2024. These sessions helped ensure the code is not only visionary but also practical and implementable.

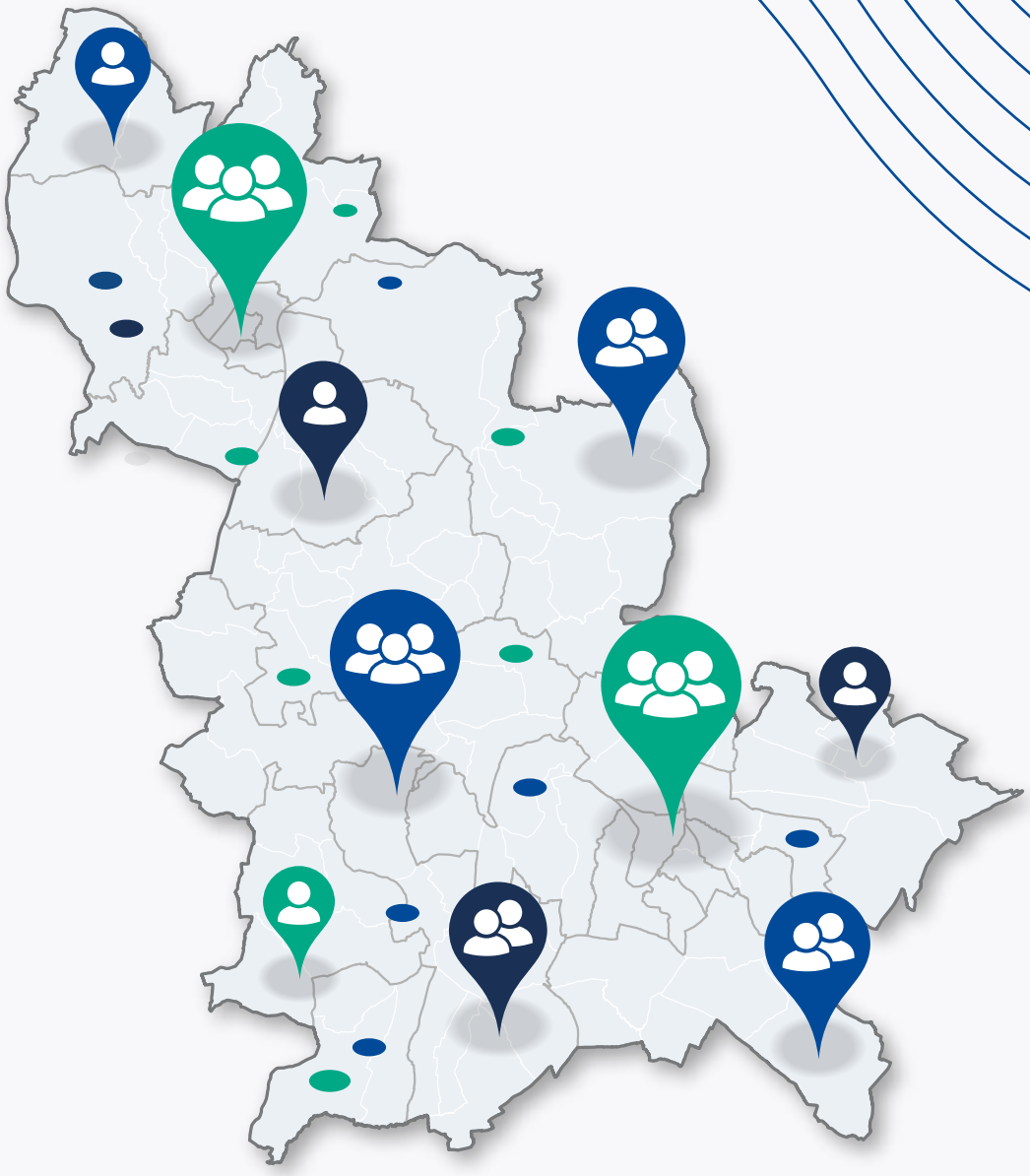
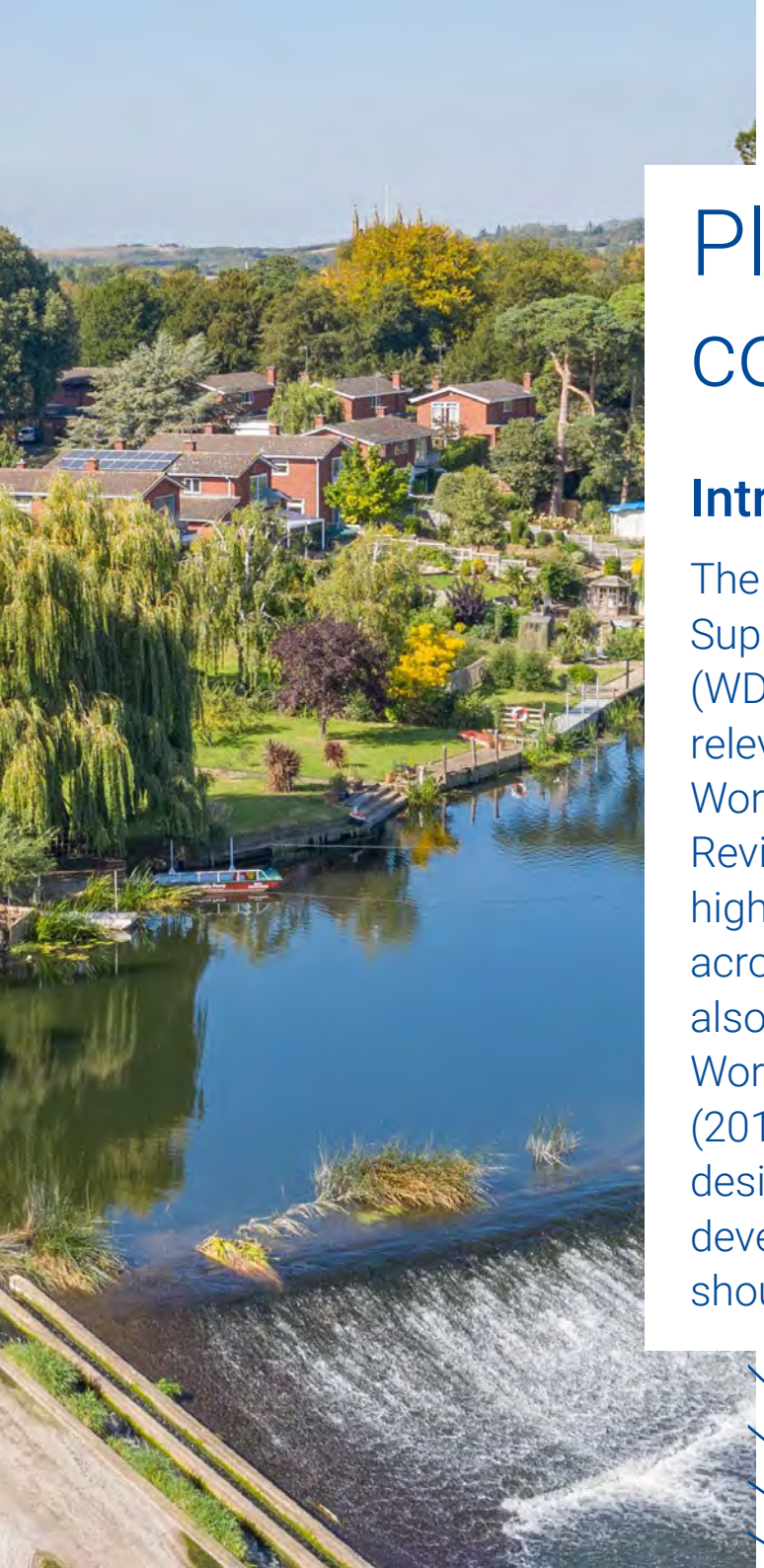


Figure 2 Visual representation of a Wychavon district boundary map.



Planning policy context

Introduction

The Wychavon Design Code Supplementary Planning Document (WDCSPD) is supportive of the relevant policies in the South Worcestershire Development Plan Review (SWDPR), that seek to deliver high quality design and spaces across the district. The WDCSPD is also complementary to the South Worcestershire Design Guide SPD (2018). When considering the design of new buildings and wider development both documents should be read together.

National planning policy

The importance of achieving high quality design in new developments, the redevelopment of existing areas or extensions to buildings is set out in the latest NPPF.

It seeks to achieve well design places and specifically supports the preparation of design codes. The NPPF is guided by the ten characteristics set out in the National Design Guide (NDG). Above all the NPPF states that development that is not good design should be refused. Conversely support is given for good design where it reflects local distinctiveness, having taken into account additional guidance, e.g. as set out in design codes and where development proposals are of an outstanding innovative design and incorporate approaches to sustainable construction.

The South Worcestershire Development Plan Review (SWDPR)

The SWDPR was adopted March 2026 and sets several policies to ensure high quality design considerations are central to any planning application. WDCSPD is adopted principally against SWDPR 05: Design and Sustainable Construction and SWDPR 28 Design. Other relevant policies can be viewed on the SWDPR webite.

Neighbourhood plans

Developments must refer to neighbourhood plans for specific local policies and any supplementary design guides or Village Design Statements where applicable.

Where appropriate these documents should be referred to and cross referenced when preparing planning application proposals.

Worcestershire County Council's Streetscape Design Guide 2025

Is a non-statutory guidance and technical document produced by Worcestershire County Council and complements WCC and the Local Plan and Development Plan Documents (DPDs) of Worcestershire's Local Planning Authorities.

Reflects the design principles of Manual for Streets 1 and 2, recognising streets as places for community and placemaking, not just transport corridors.

Other relevant South Worcestershire Supplimentary Planning Documents (SPD) and publications to take into account are:

- Water Management and Flooding SPD 2018.
- Renewable and Low Carbon Energy SPD 2018.
- Planning for Health SPD 2017.
- Wychavon District Shop Front Design Guide SPD 2017.
- Wychavon specific Conservation Area Appraisals.
- Wychavon Town Centre Prospectus series (2022).
- Draft Sustainable Buildings and Construction SPD (Adoption June 2026).
- Site Allocation Development Briefs
- Landscape Strategy and Guidelines – Cotswolds National Landscape (CNL) and Malvern Hills National Landscape (MHCNL).
- Worcestershire County Council: Landscape Character Assessment (WCCLCA) 2012.

Building regulations

Building regulations are updated more often than a design code can be, therefore buildings regulations must always take precedence over this design code. The codes must still be applied as closely as possible in cases where the code may not comply with building regulations.

Picture A1 Aerial view of Broadway village.

What is a design code?

A design code is a recipe for a place. It is a series of specifications for new developments such as blue and green infrastructure, the design of streets, buildings and landscape which direct how they will look and feel. The code provides clear design parameters to be implemented throughout the development management process and sets the design strategy of Wychavon District Council.

Levels of coding

The district wide design code provides two levels of advice that are of equal primary importance.

Strategic and detailed coding are concepts that align with and operate within the framework of the NMDC. The NMDC is a flexible toolkit to advise Councils how to produce their own codes.

The purpose of having two levels of coding strategic and detailed scale is to provide both a cohesive, overarching vision for a large area and precise, clear rules for individual developments, balancing long-term goals with practical, fast decision-making.

Strategic Coding

Highlights overarching themes that are critical to ensuring new development fits into the wider environment such as density, green and blue infrastructure and the movement network. The strategic level coding also provides advice on understanding and incorporating the wider district design cues from the built and natural environment. It is important to understand, early on, the wider constraints and opportunities that will inform the detailed design code process and help shape development proposals.

Detailed coding

sets out detailed requirements to follow for different scales of residential development and some aspects of commercial development.

The WDCSPD does not apply to householder applications but is expected to guide major development schemes over 10 units. Strategic sites and expanded settlements, may still have their own overarching design codes to cover the outline application phases. The overarching design should set out core principles and requirements necessary to guide applications through the outline application process. The relationship between the various documents is demonstrated in figure 3.

1 Denoted guidance prepared by the council.
2 Denotes where additional site specific design codes maybe needed for strategic sites at key planning application stages.
3 Denotes where the WDCSPD is applied to determine planning applications.

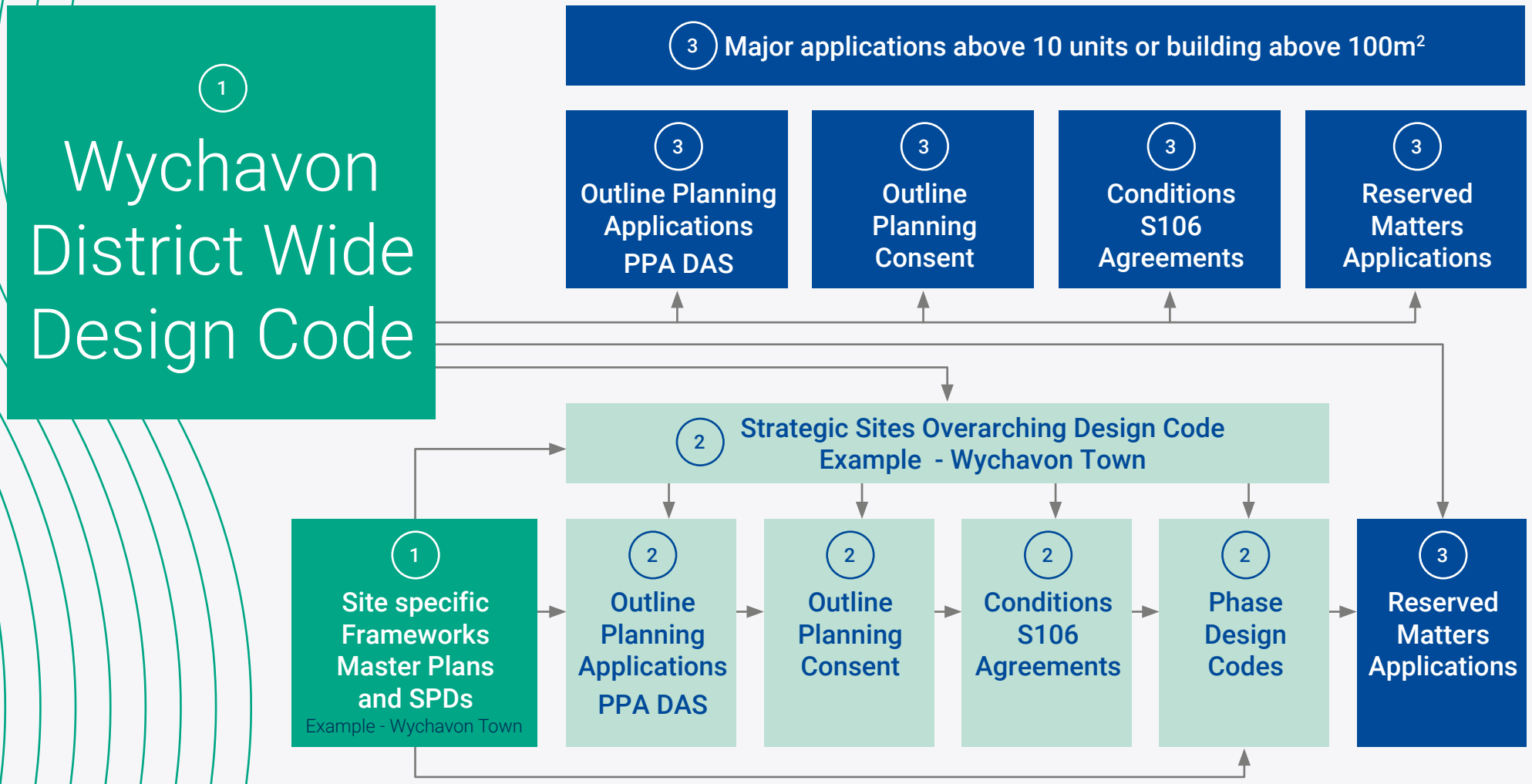


Figure 3 Wychavon Design Code structure within the development management process.

Where bespoke design detailing is required and beyond the WDCSPD remit, additional design code guidance should be prepared by the applicant.

How do you use this code

The code gives comprehensive details of all design aspects of context, interpretation, strategic and detailed placemaking requirements for new development in the district.

These are included under the broad themes of: Landscape and visual character, blue and green infrastructure, heritage, movement and settlement characteristics.

Required design measures for a development proposal to successfully comply with the code is indicated throughout the document as symbol coded **musts** and **shoulds**.

Must and **should** measures are based on current baseline analysis of the district. The identification of these characteristics are important to preserving local character and helps us to understand the relationship of places in terms of landscape, biodiversity, health, sustainability, popularity, well-being and connectivity.

Must

Design measures designated as a **must** are deemed to be essential and non-negotiable to ensure "the creation of high quality sustainable buildings and places" as required by paragraph 131 of the NPPF and through regulating relevant elements as set out in the NMDC.

Should

Design measures designated as **should**, are deemed to be highly recommended. These are strongly encouraged due to the benefit that they will provide in a proposed development and its wider context.

Picture A2 Recent development in Evesham.

The process

In summary, the recommended step-by-step approach to using the code is as follows:

Understand the context

Before applying a design code it is vital that a thorough baseline analysis of the site or area is carried out. This initial web-based site analysis must be carried out to establish the suitability of a site for development by identifying constraints, opportunities and policies that may affect it and help define its character and that of its surrounding context in the landscape.

Interpretation

Read the design code carefully, paying attention to the specific requirements outlined, including any accompanying diagrams and illustrations.

Baseline table on page 64 shows existing web-based information/guidance that should be used to compile site specific context analysis, to guide proposed development and avert unnecessary delays further on in the planning process.

Site visits must also be conducted at this stage to establish the feasibility of design proposals in their physical setting, enabling further detailed landscape and urban design analysis to take place that should include gaining an understanding of the landscape and visual baselines, understand the built context/character of the location and identifying potential movement connections.

This understanding of a site's context will inform an appropriate design response for new development in regard to the layout, scale, materials of built form, appropriate landscaping and biodiversity net gain which is explained in the next chapter.

Apply the code (Strategic and Detailed)

In the early stages of designing a scheme, actively reference the design code to ensure your design decisions align with the established parameters regarding things like landscape and green infrastructure, structures building height, setbacks, materials, and street patterns.

Seek clarification

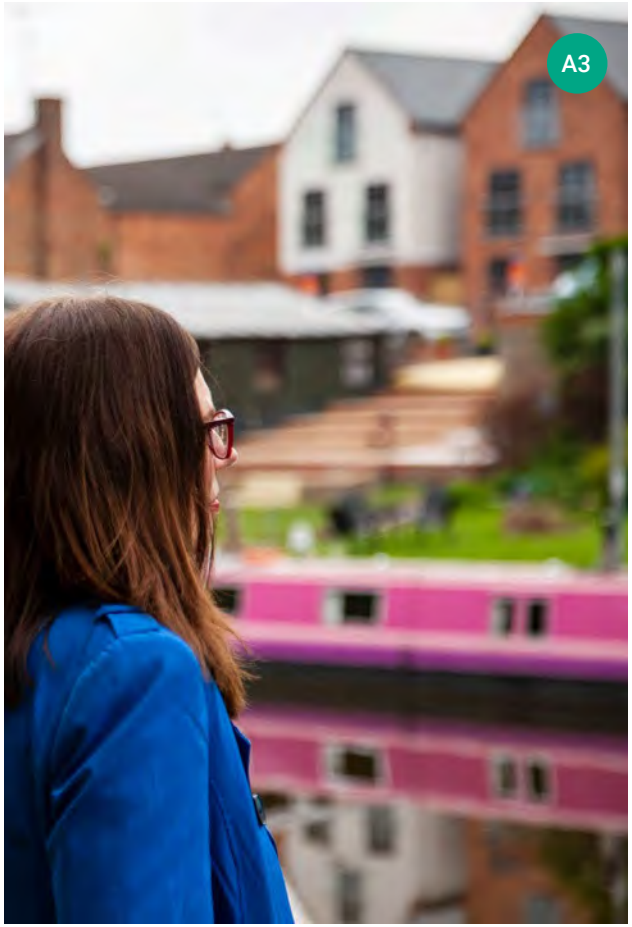
The design code is intended to be objective wherever possible. However, there may be instances where some difference of interpretation will arise. In all cases, the applicant should contact Wychavon District Council for further guidance. The pre-application advice route should be the preferred option for this.

Flexibility within the code

It may not be possible to adhere to some of the design coding due to competing constraints of a particular site, therefore creativity and innovation within the established guidelines is encouraged. Further evidence must be provided to support a deviation and will be reviewed on a case by case basis. These reasons include specific circumstances, limitations beyond the applicants control.

The relationship between design codes and the planning application process nationally is becoming increasingly central to how development proposals are assessed and approved.

Picture A3 Evesham riverside housing.



Design codes are now a material consideration in planning decisions. This means:

Must

Planning officers and committees must refer to them when assessing applications.

Should

Proposals that fail to comply with the design code should be refused.

Design and Access Statement (DAS)

The DAS in combination with the design code is a sound basis for a thorough understanding of the site ensuring development meets high standards of design quality at reserved matters.

These design tools **must** work in unison with multiple benefits such as:

Demonstrating compliance

A DAS should show how the proposal aligns any adopted design codes. This helps planning officers assess whether the scheme meets local design expectations.

Strengthening the case

Referencing design codes in the DAS can strengthen the planning application, showing that the design is not arbitrary but grounded in agreed principles.

Providing clarity and consistency

Design codes provide a framework, and the DAS explains how the proposal fits within that framework. Together, they create a coherent narrative for the development.

Ensuring legal and policy alignment

In areas with adopted design codes (e.g. under the National Model Design Code or local design guides), referencing them in the DAS is often a policy requirement.

The process diagram outlines the stages of preparing a DAS and the interrelationship and at what stage the design code becomes active.

The process

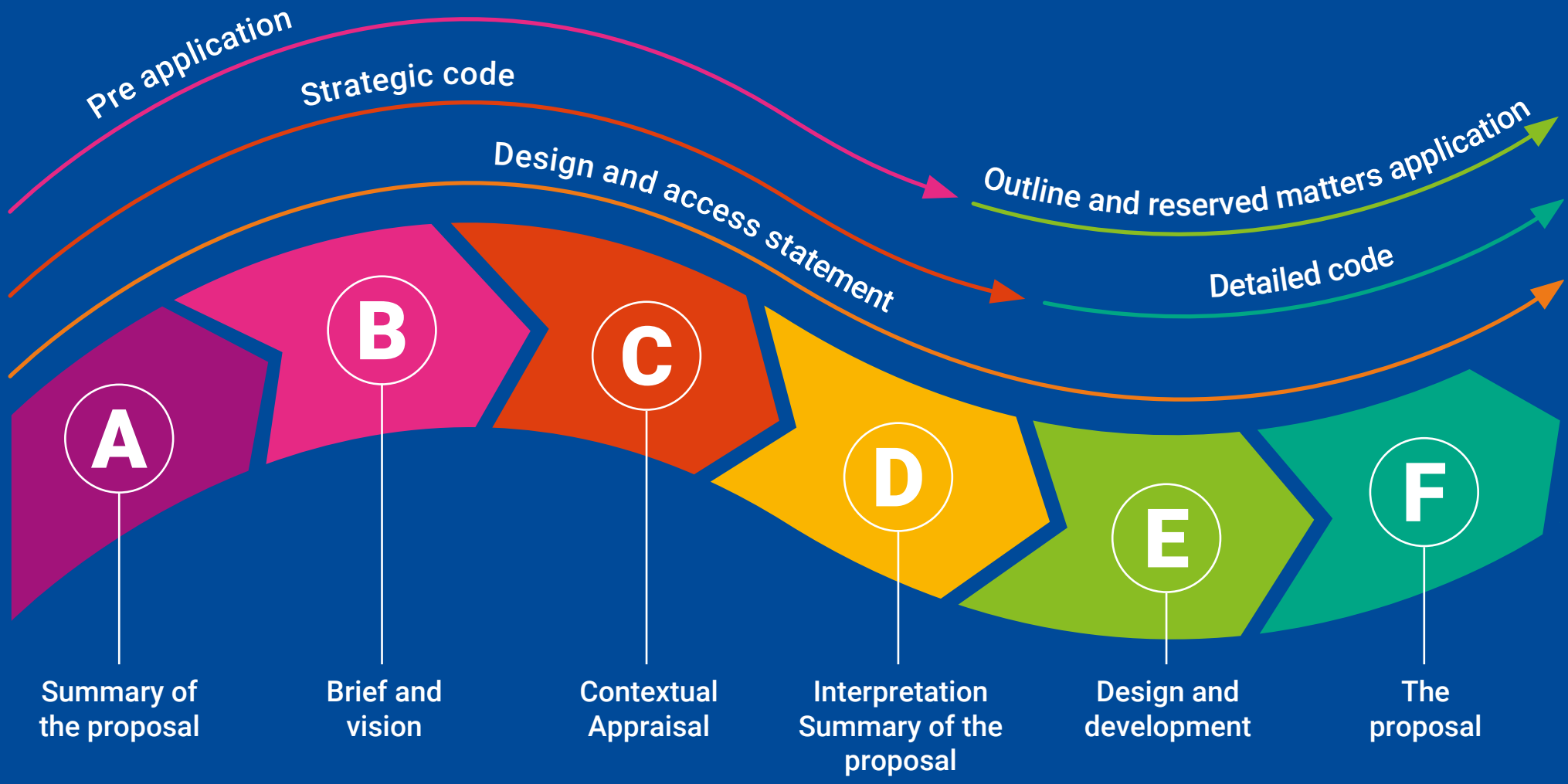


Figure 4 Process flow diagram

Wychavon – your site in context

The largest district in Worcestershire, Wychavon covers approximately 257 square miles and as of 2022, has a population of 134,536. The district is bordered by the Malvern Hills, Worcester City, Wyre Forest, Bromsgrove, Redditch, Stratford-on-Avon, Cotswold, and Tewkesbury Districts. It has three principal towns Droitwich Spa, Evesham and Pershore with a network of nearly 100 villages of varied size and its rural areas.

The area is synonymised by 'hill and vale'; a patchwork of fields and small village settlements that characterise much of the district. Figure 5 map illustrates the locations of the towns and villages settlements including the new settlements and expanded settlements (Map excludes hamlets).

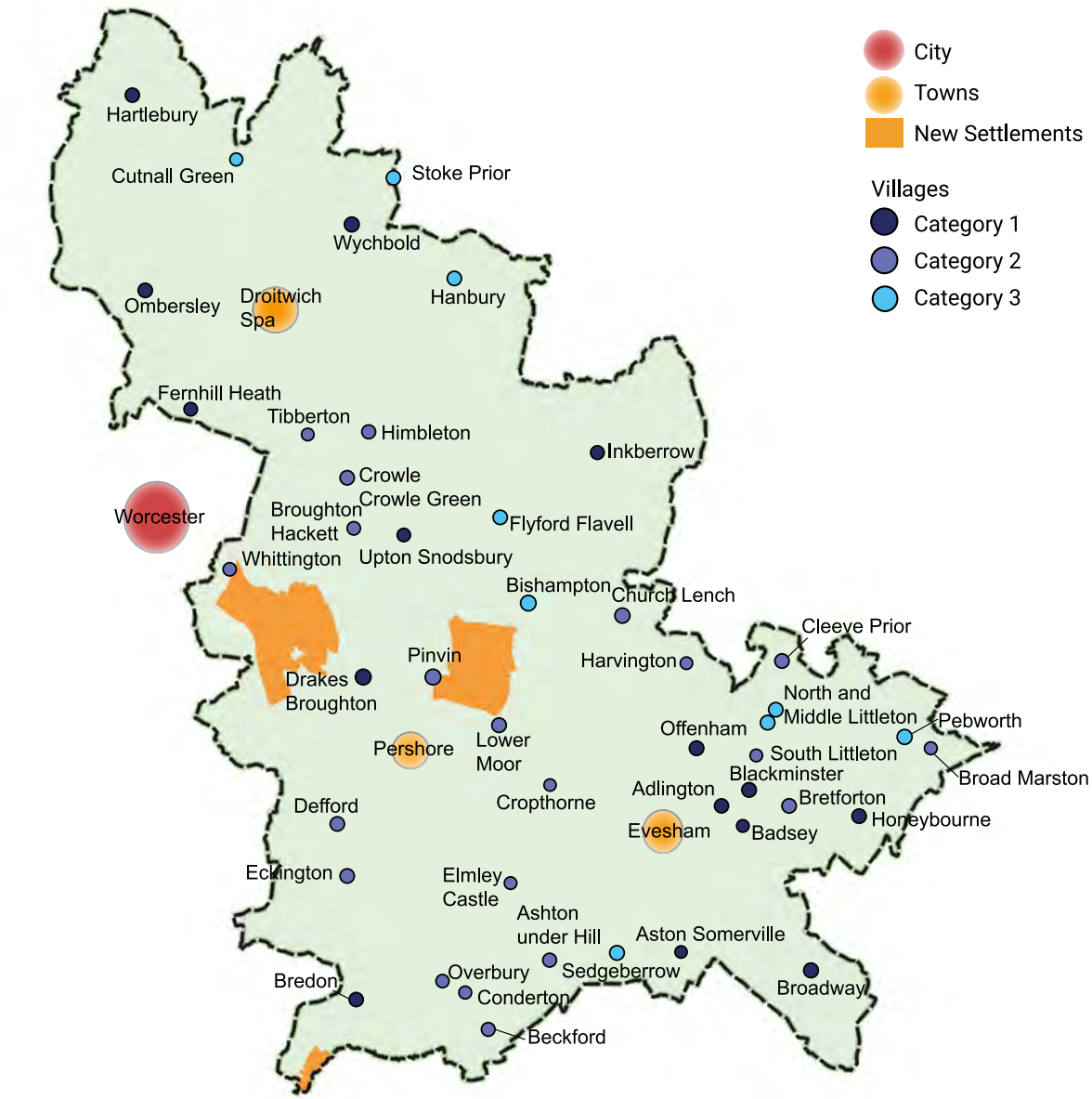


Figure 5 District map of towns, villages and proposed new settlements.

Wychavon is a district with a strong agricultural and horticultural heritage, beautiful natural landscapes, a thriving tourism sector, and a rich history reflected in its towns, villages, and numerous historical sites

The fertile clay valleys of the Rivers Severn and Avon have shaped much of the district, with the Vale of Evesham and Pershore to the south, known for its fruit and vegetable cultivation.

South and east of Evesham, the settlements such as Pebworth, Broadway and Childswickham have a particular limestone character closely associated with the Cotswolds and Wilmcote.

Bredon Hill, a prominent landform in the landscape is visible for many miles around and an outlier of the Cotswold escarpment. The hill is known for its distinctive shape and panoramic views. While Broadway Tower, on the edge of the Cotswold escarpment, looks out over 13 counties.

Many of the villages surrounding Bredon Hill sit within the Cotswolds National Landscape (CNL).

Picture A4 View from the top of Cotswold Escarpment.

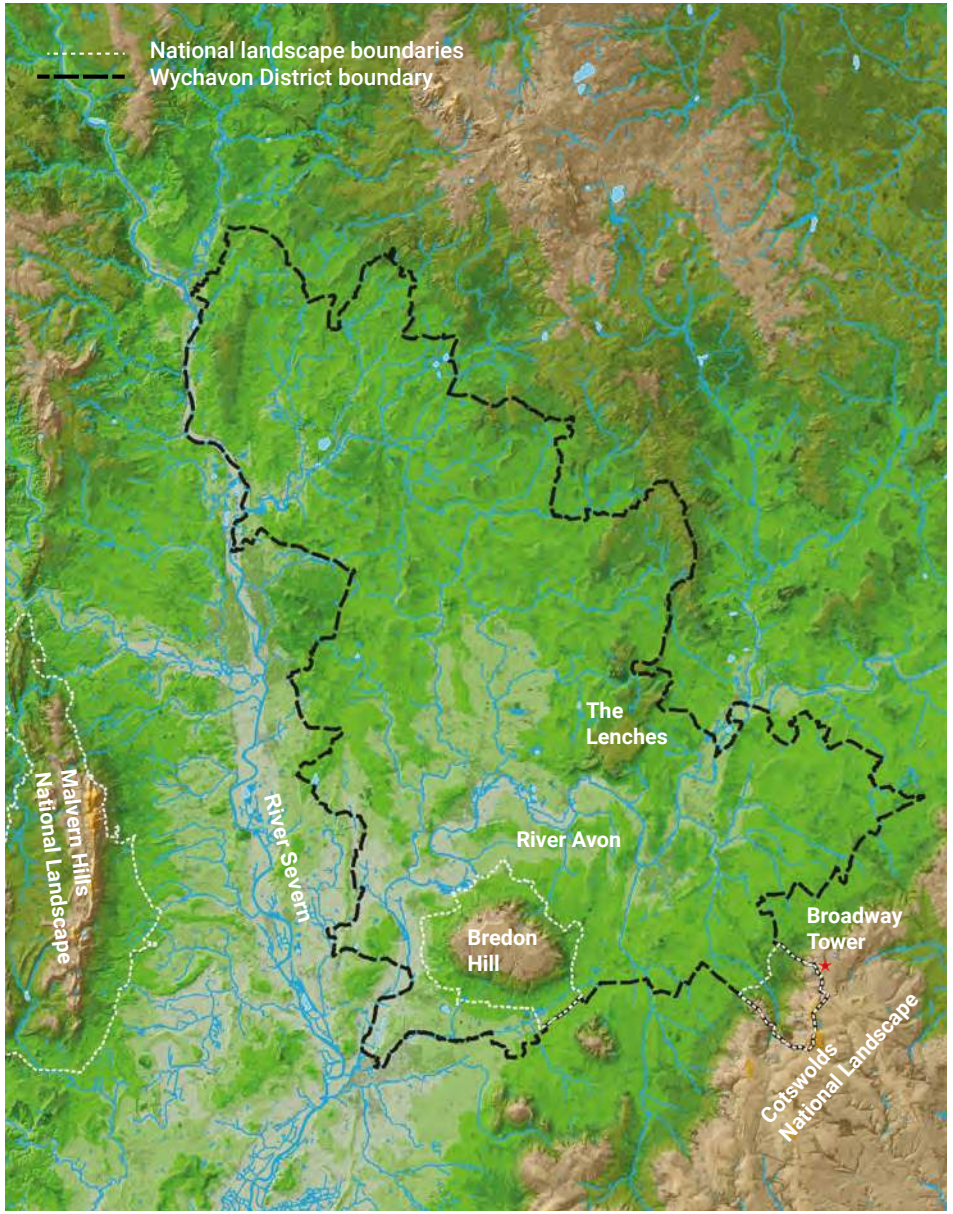
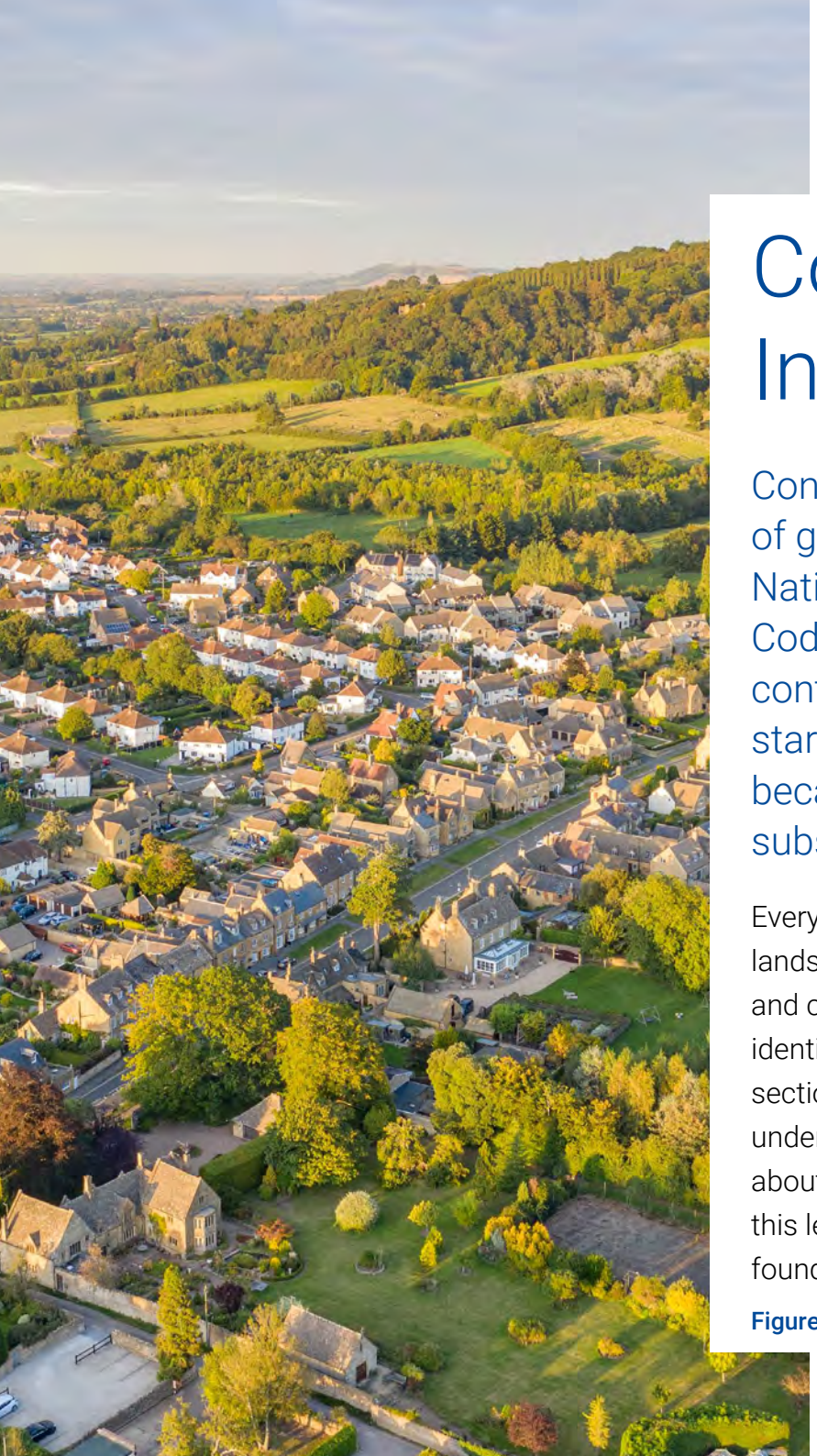


Figure 6 Lidar terrain map of Wychavon with key features.

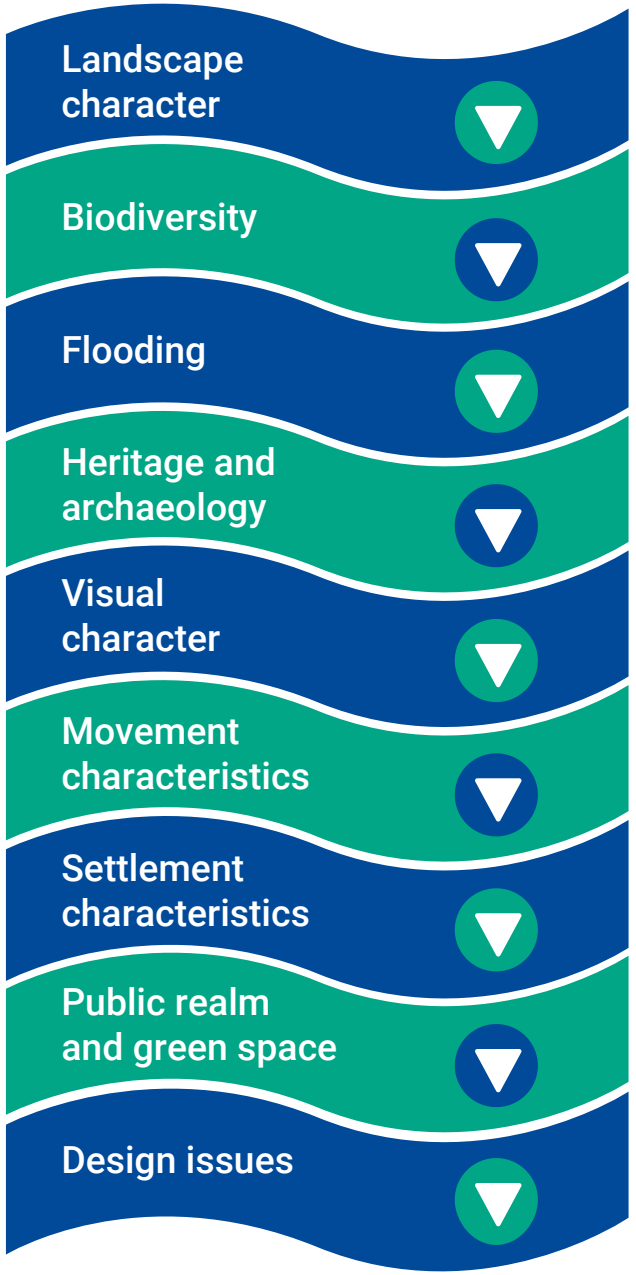


Context Introduction

Context is the foundation of good design. The National Model Design Code (NMDC) places context analysis at the start of the design process because it informs every subsequent design decision.

Every site sits within a wider landscape, settlement pattern, and cultural setting that shapes its identity. Therefore, the following section presents a walk-through understanding of what is important about Wychavon's context and this level of analysis has been the foundation to create the design code.

Figure 7 Key themes of contextual analysis.



Landscape character

The character of a landscape, which gives each area its own visual identity and sense of place, results from a combination of natural processes that give rise to the physical structure of the landscape (geology, landform and soils – which in turn influence vegetation types and habitats for flora and fauna), and historical human/cultural processes over time giving rise to patterns of land use, vegetation cover, field boundaries, settlement and built form.

Whilst landscape character has been assessed at both national and regional levels, the level of assessment most relevant to the design of new development within Wychavon is the Worcestershire County Council: Landscape Character Assessment (WCCLCA).

The picturesque district of Wychavon, with landscape and built form combining to create its unique character areas, encompasses a number of Landscape Types (LTs) - as illustrated in Figure 8.

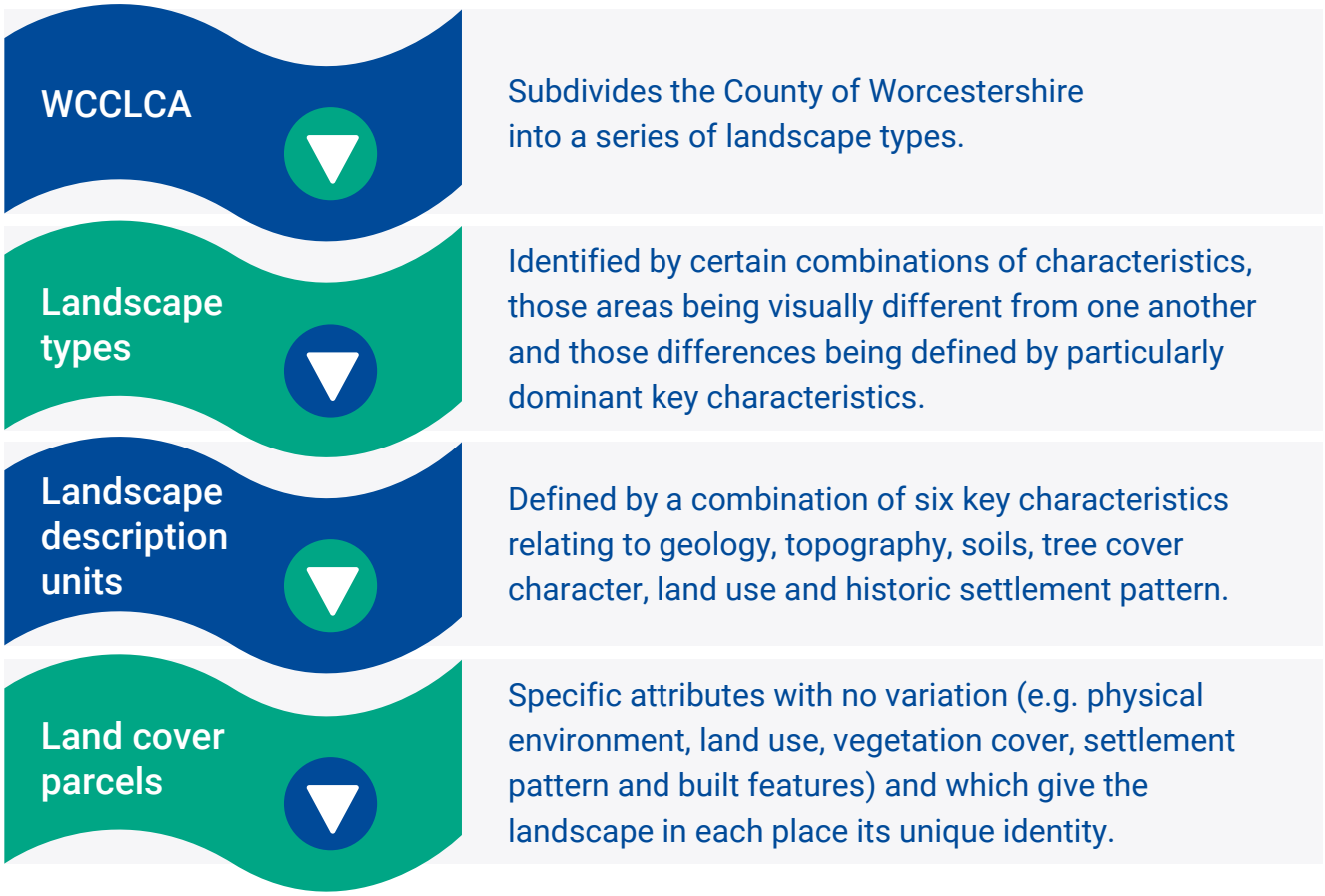


Figure 8 Structure of WCCLCA.

The physical and cultural factors identified in the LCA have produced a distinctive sense of place which set the context for Wychavon and informs an appropriate design and development approach in the district wide design code.

Respecting the identified key characteristics of the relevant Landscape Type (LT), and following landscape guidelines for that LT, will help ensure new development:

- Maintains local character.
- Enhances rather than detracts from the setting.
- Uses appropriate materials, forms, and layouts.

Embedding landscape character right from the outset will reinforce and protect the distinctiveness of that particular character area and the overall diversity across the district.

This design code **must** be read in conjunction with the WCCLCA (and any updates to that) to understand the characteristics of the Landscape Type (LT) within which a development site is located, the more localised Landscape Description Units (LDUs) and finally the unique Land Cover Parcel (LCP) information for any relevant land parcel(s). The WCCLCA identifies Key Characteristics for each Landscape Type.

For example, development within the Principal Village Farmlands LT, development proposals should follow the landscape guidelines to:

- Retain pattern of strongly nucleated villages with associated low dispersal of settlement in between.
- Conserve and enhance hedgerow structure, with emphasis on the primary hedge lines.
- Conserve and enhance tree cover along watercourses.
- Encourage opportunities for tree planting in and around villages.
- Conserve and restore old orchards around villages, with emphasis placed upon the fruit type and varieties associated with different localities.
- Conserve and restore lines of hedgerow fruit trees.

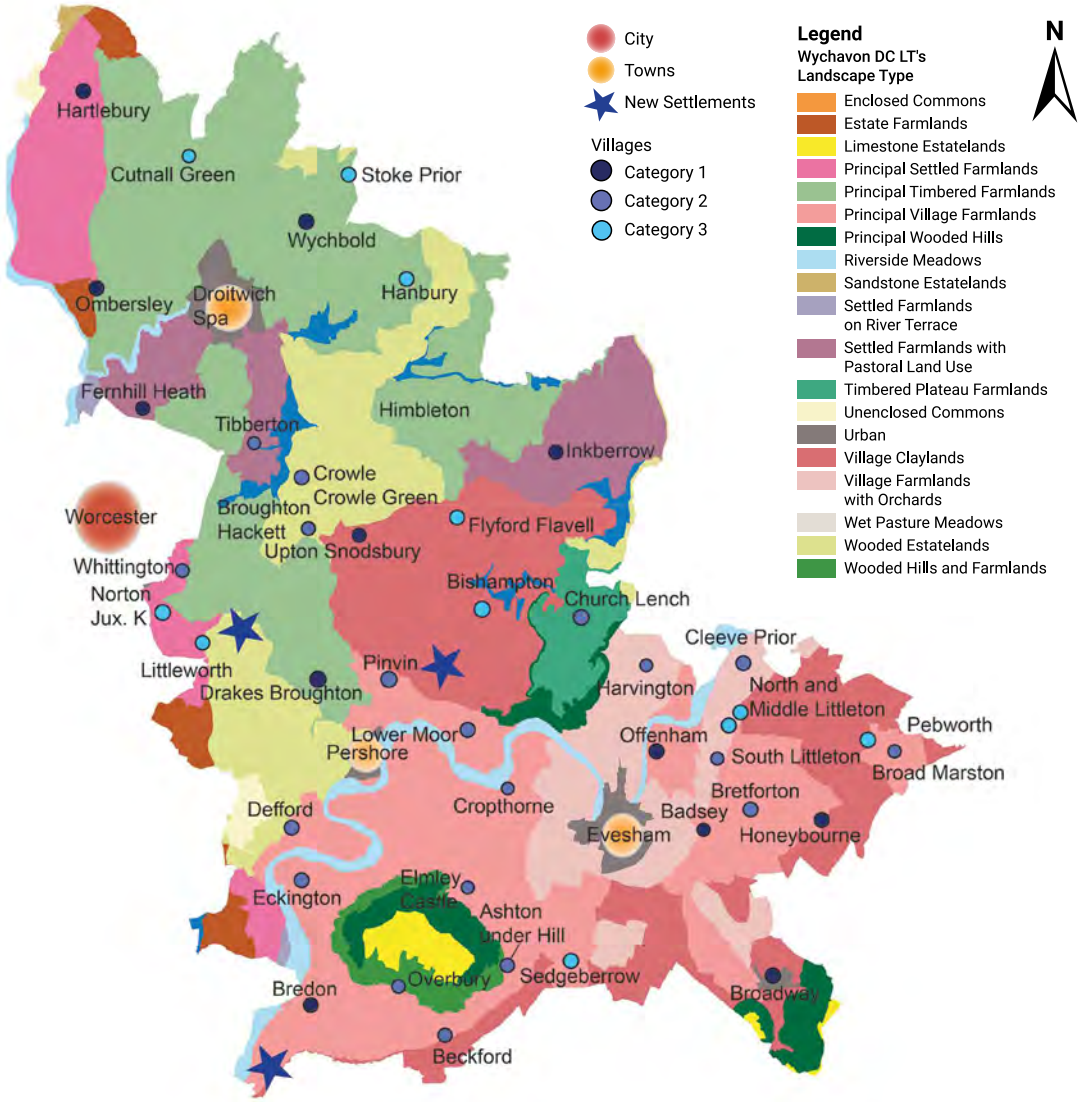


Figure 9 Settlements located in WCC Landscape Type Map (Category 4 villages omitted owing to limited change).

Biodiversity characteristics

Access to biodiversity-rich spaces improves well-being and add cultural and recreational value for everyone.

Incorporating biodiversity early into the design process helps developments avoid environmental harm, be resilient to climate change and ensures the design delivers effective environmental protection and long-term sustainability.

Wychavon supports a wide range of habitats, many of which are nationally or regionally significant.

- Traditional Orchards - Wychavon contains around 8% of England's remaining traditional orchards, which are vital for species like the noble chafer beetle.
- Lowland Meadows - Up to 25% of England's remaining lowland meadows are found in Worcestershire, including parts of Wychavon.
- Hedgerows and Veteran Trees - These provide critical corridors and nesting sites for birds, bats, and invertebrates.
- Ancient Woodlands - These long-standing woodlands are havens for many protected and notable species.
- Wetlands and Watercourses - Rivers, streams, canals, ponds, and wet grasslands support amphibians like the great crested newt and mammals like otter.
- Urban Green Infrastructure - Allotments, parks, and roadside verges contribute to urban biodiversity, supporting species such as hedgehogs, house sparrows, and slow-worms.

Wychavon is home to many protected and priority species including:

- Slow Worm (Anguis fragilis)
- European Hedgehog (Erinaceus europaeus)
- House Sparrow (Passer domesticus)
- Great Crested Newt (Triturus cristatus)
- Otter (Lutra lutra)
- All bat species

Development proposals that impact on habitats used by protected species will result in ecological surveys to determine the presence of and impact on those species. Locally, species record data is held by Worcestershire Biological Records Centre.

Current environmental pressures

Past development has led to the loss and fragmentation of at least 123 ha of semi-natural grassland in the last decade across the county.

Over 27% of Worcestershire's watercourses are in poor ecological condition leading to poor water quality and availability.

Climate Change and Pollution – These continue to threaten sensitive habitats and species.

You may wish to read the documents below for further information. They provide additional context about the state of nature in our area and actions being taken to protect our environment and boost biodiversity, which may prove helpful when designing your scheme.

- Worcestershire Local Nature Recovery Strategy - Worcestershire County Council.
- Worcestershire Local Habitat Map.
- Worcestershire Biodiversity action plan - Worcestershire County Council.
- The Worcestershire State of Nature Report 65847.
- Protected Species requirements Biodiversity (Protected Species) - Wychavon District Council.

Picture A5 Orchard at Wolverton.
Picture A6 Stoulton Brook.
Picture A7 New allotment Pershore.

Flooding

Effective flood risk management in design involves integrating strategies and systems into urban planning, architecture, and landscape design to reduce the likelihood and impact of flooding. This means balancing technical, environmental, and social considerations to create resilient, adaptable spaces.

Wychavon like many places is affected by fluvial and surface water flooding (groundwater and sewers). Primary fluvial flood risk is from the River Avon and the tributaries of this river. The floodplains of the watercourses are notably wide along the River Avon due to lower lying, flat topography.

The Surface Water Management Plan flood spot data shows that historic flooding events from surface water are widespread throughout South Worcestershire, with notable clusters around Bredon, Westmancote, Overbury, Broadway, Evesham, Bretforton, Crowle and Elmley Castle. The area's most at risk from groundwater flooding are low-lying areas where the water table is naturally near the surface.

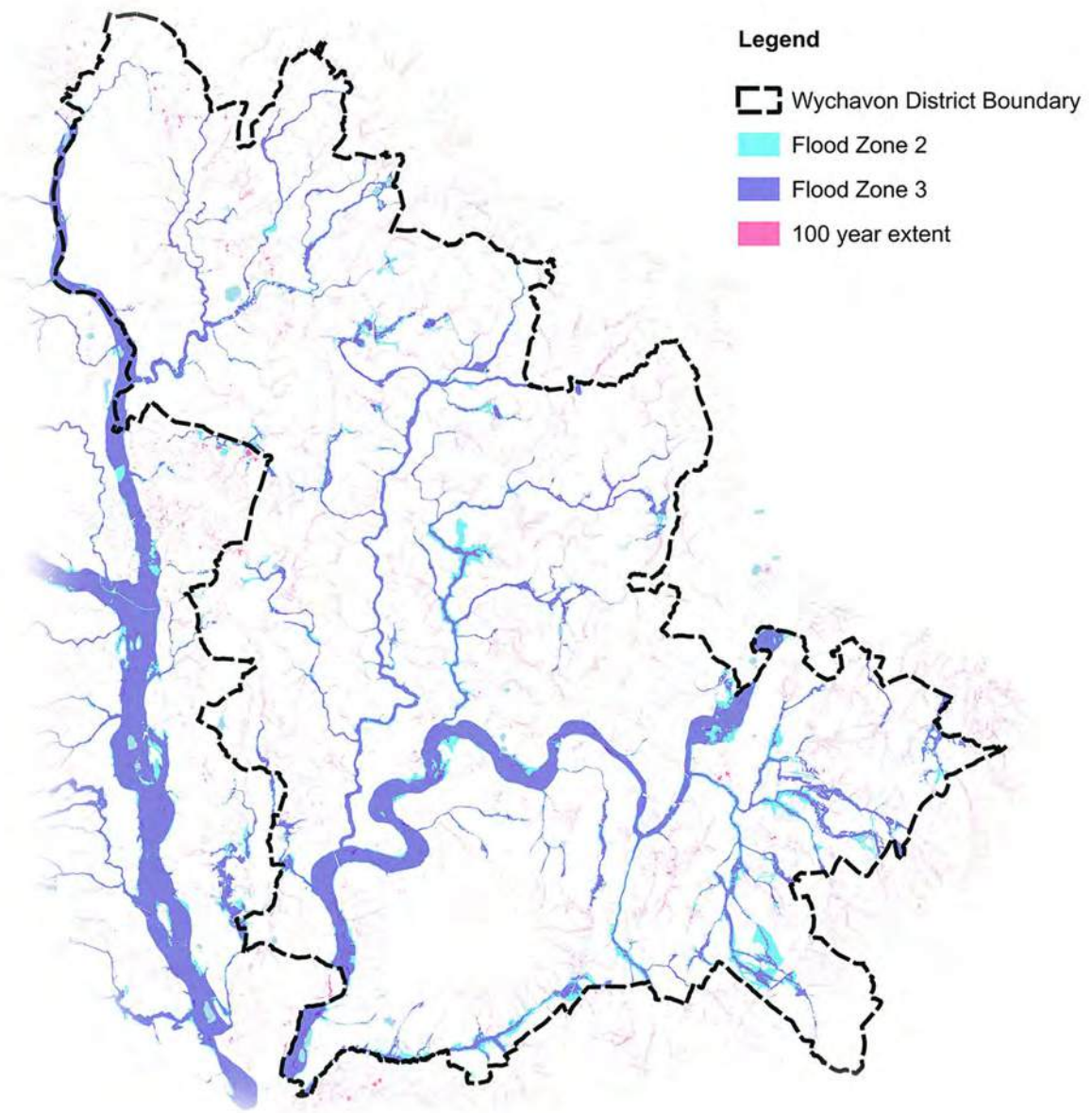
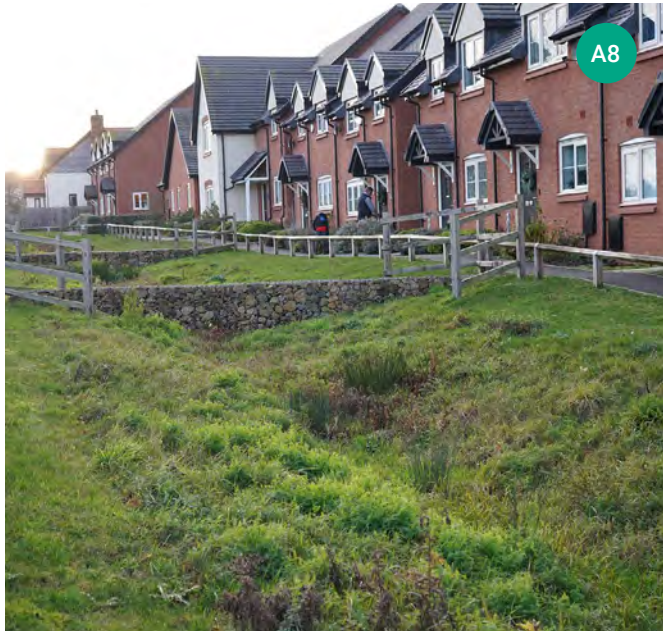


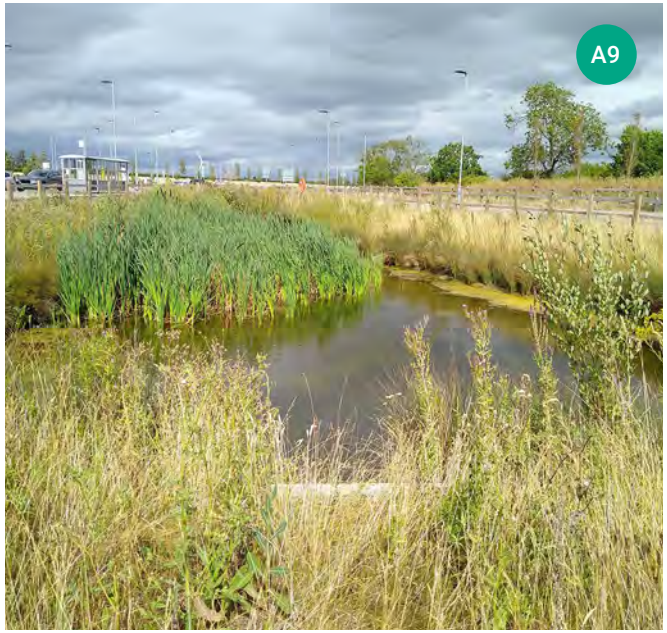
Figure 10 District wide flood map illustrating extent of flooding and surface run off.

Wychavon existing natural and manmade features that help manage flood risk are:

- Watercourses with functioning natural flood plains.
- Field and roadside ditches are simple narrow channels that collect and direct surface water and play a crucial role in flood risk management They are a key rural and semi-rural characteristic.
- Ponds are another key rural landscape characteristic that supports ecological and visual character.

Integrating any of these water features into the design code will support and enhance biodiversity, manage water sustainably, and reinforce the local landscape character.





Picture A8 Recent development at Ashton under Hill.
Picture A9 Worcestershire Parkway Station SuDS features.
Picture A10 Elmley Castle watercourse part of the grass verge.
Picture A11 Typical rural roadside ditch.

Heritage and archaeology context

Wychavon being Worcestershire's largest district has a long and rich history which has helped to shape the county we know and love today. From vibrant market towns to timber-framed villages the districts has a patchwork of rural settlements reflecting a long and evolving heritage that stretches from pre-history, through the medieval to the Industrial Revolution and into the modern day.

Wychavon Districts principle historic towns are Pershore, Evesham, and Droitwich Spa. Towns such as Pershore and Evesham grew along the line of rivers which helped to facilitate, trade, agriculture and Monastic Life. Droitwich Spa has a unique history which can be traced back to Roman times thanks to the plentiful brine deposits in the area.

Many of the villages across the districts began as farming communities centred around small farms or monastic centres and have gradually developed into the vibrant settlements we see today. Many have a historic church at their centre and still clearly demonstrate Anglo-Saxon and mediaeval street patterns centred on a principal street with long burgage plots and smaller streets leading off. See Building line and height section for more detail.

Whilst standing buildings and ruins dating to the first millennium AD are largely limited to monastic sites such as Evesham Abbey and Pershore Abbey. There are also many historic domestic buildings across both districts which date back many centuries.

Vernacular building styles and materials vary considerably across the county, provide individual areas with a unique visual identity and a unique sense of identity to different character areas. For example, the use of golden Cotswold stone in the south of Wychavon, Malvern stone in the west and Blue Lias in the Vale of Evesham in the east all clearly root the architecture in the geology around them. Timber frame construction is also far more prevalent than in many other areas of the country with many beautifully preserved examples of historic timber framed buildings still visible in settlements across the districts.

Picture A12 Pershore High Street displaying 3 storey Georgian Buildings. The scale and design is befitting their prominent location.

Picture A13 Storey timber framed dwellings with projecting gables, wall dormers, low eaves and a range of chimney stacks in Peopleton.

Picture A14 Blue Lias stone cottage with Cotswold Dressing with central stack in Pebworth.

Picture A15 Large 19th century terraced dwellings using more nationally available materials.

Picture A16 Typical early 20th century semi-detached laid in Flemish bond with central stack.

Picture A17 Hinton on the Green stone built cottage with wall dormers under a thatched roof.

Picture A18 Offenham terraced properties with a variety of materials.

Picture A19 Terrage of dwellings in Pershore showing a variety of ridge heights materials, construction methods. Includes brick laid in Flemish bond, timber frame construction rendered brick, clay plain tiles, slate tiles and other architectural elements.

Picture A20 Ombersley High Street – two large double fronted dwellings of C19 origins, in a prominent location of Ombersley High Street.

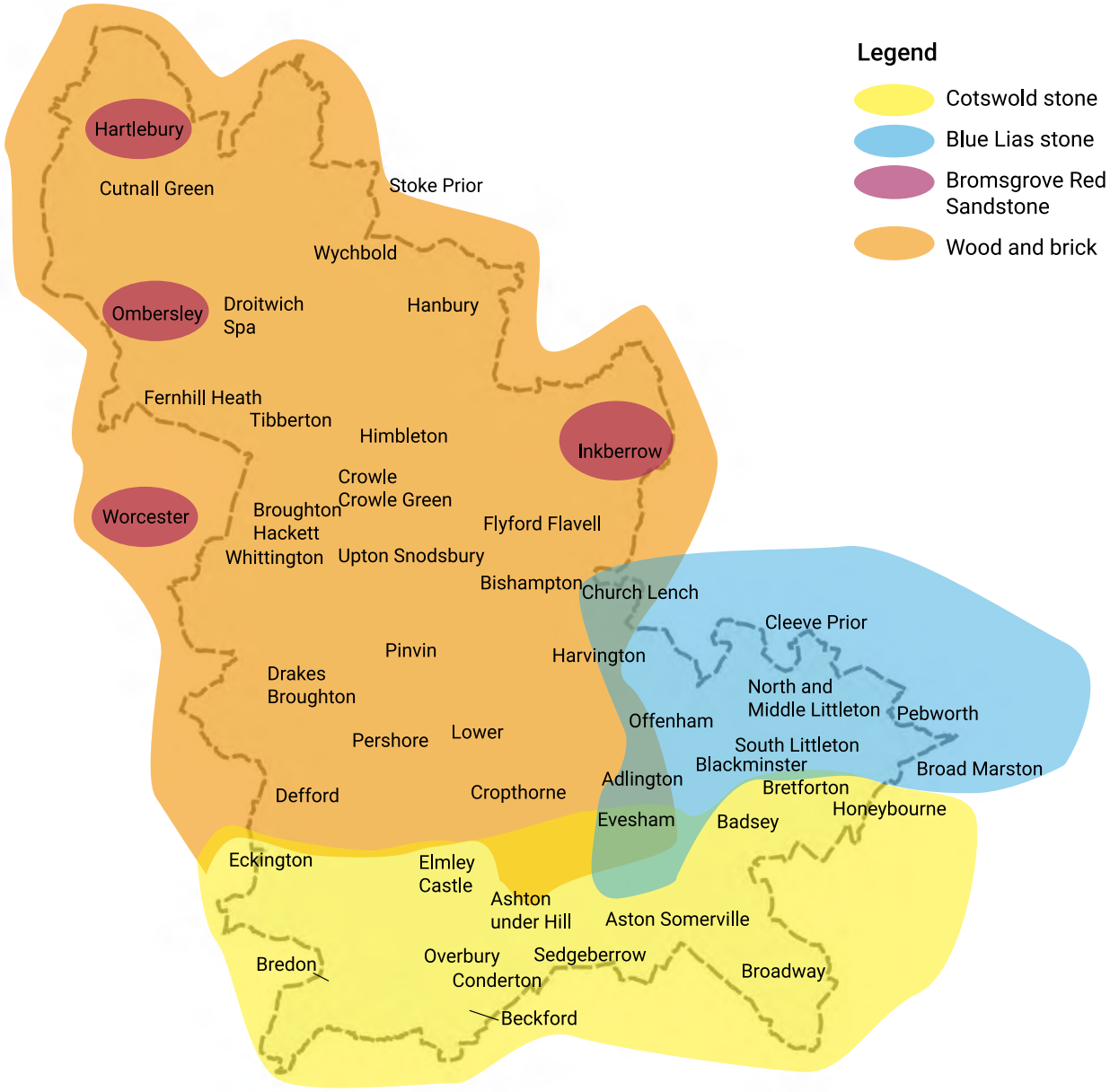


Figure 11 Map illustrating locations of specific construction materials found in Wychavon.

Visual character

Character views in Wychavon

The district has a diverse range of view types and these are grouped into categories based on their visual sensitivity, scenic quality, and contribution to local identity.

Elevated panoramic views

- Bredon Hill and the Cotswolds escarpment above Broadway offer sweeping views across the Severn Valley, Vale of Evesham, and towards the Malvern Hills.
- These views are highly valued for their visual quality, historic associations and tranquillity.

Picture A21 View towards the Malverns.
Picture A22 View towards Bredon Hill.
Picture A23 Orchards around Evesham
Source: Pamela H Photography.

Rural patchwork views

From lower ground, especially in the Vale of Evesham, views are characterised by:

- Orchards, hedgerows and arable fields.
- A patchwork effect that reflects traditional agricultural patterns.
- Seasonal variation especially during blossom time.

Picture A24 Orchard and grazing Stoulton.
Picture A25 Linear tree cover along Stoulton Brook.
Picture A26 Community woodland Droitwich.

Wooded views

The northern part of the district in particular has views characterised by:

- A small-to medium-scale wooded, agricultural landscape.
- Tree cover in the form of native woodlands, hedgerow trees and linear tree cover along watercourses. This provides a sense of scale, enclosure and filtering views.

Historic settlement views

Towns and villages:

- Framed views of a church, timber-framed buildings and village greens.
- Views into and out of settlements that are important for maintaining character and setting.

River, canal and wetland views

Along the watercourses and canals:

- Meandering watercourses, wet meadows and riparian woodland.
- These are often tranquil, with high ecological and recreational value.
- Views along the Droitwich Canal reflect the character of the area's industrial history.

Transitional and edge views

- Views at both the urban-rural fringe (e.g. at edges of villages towns) show the contrast between built form and open countryside.
- Impact has a specific meaning in terms of landscape visual impact assessments.

Picture A27 Village of Abberton church at the heart of the settlement.
Picture A28 Ashton under Hill with village green, church entrance and war memorial.
Picture A29 Droitwich Canal.
Picture A30 River Avon at Pershore.
Picture A31 Approach to Upton Snodsbury village.
Picture A32 Approach to Littleworth village

Movement characteristics

Movement

As settlements and populations developed over time paths, tracks, streets began to connect these places up with the primary function to move people, livestock/goods. The advances of the Industrial Age to present day connectivity has been by river, canals, railways, roads has shaped our movement network as we see it today.

The legacy Wychavon has in terms of movement character:

- The intact strong public rights of way network, which is vital for access and movement on foot.
- Rural roads are narrow, undulating, with blind bends Secondary roads serving communities.
- Streets influenced by the land ownership and field patterns, topography and landscape features.
- Modern day primary and distributor roads that are wider and faster moving often close to populated areas and links to the national highway infrastructure. Cotswold and Cross-Country lines provide local and national links.
  Stations include: Worcestershire Parkway, Droitwich Spa, Hartlebury, Pershore, Evesham and Honeybourne.
- Strategic and local bus services within town centres and along main routes.
- Worcestershire on Demand flexible transport service connects residents to mainline services.

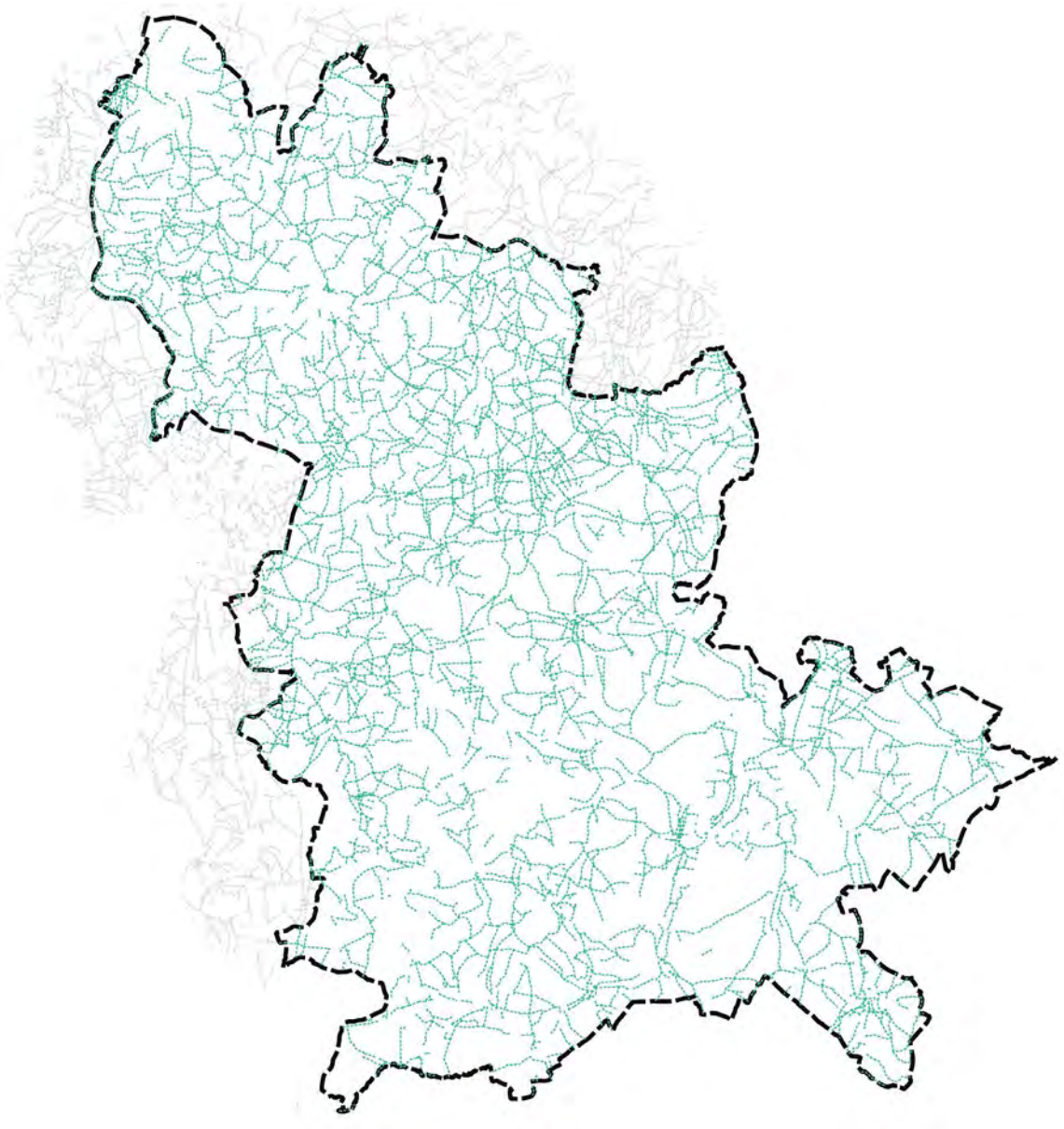


Figure 12 District network of public rights of way.

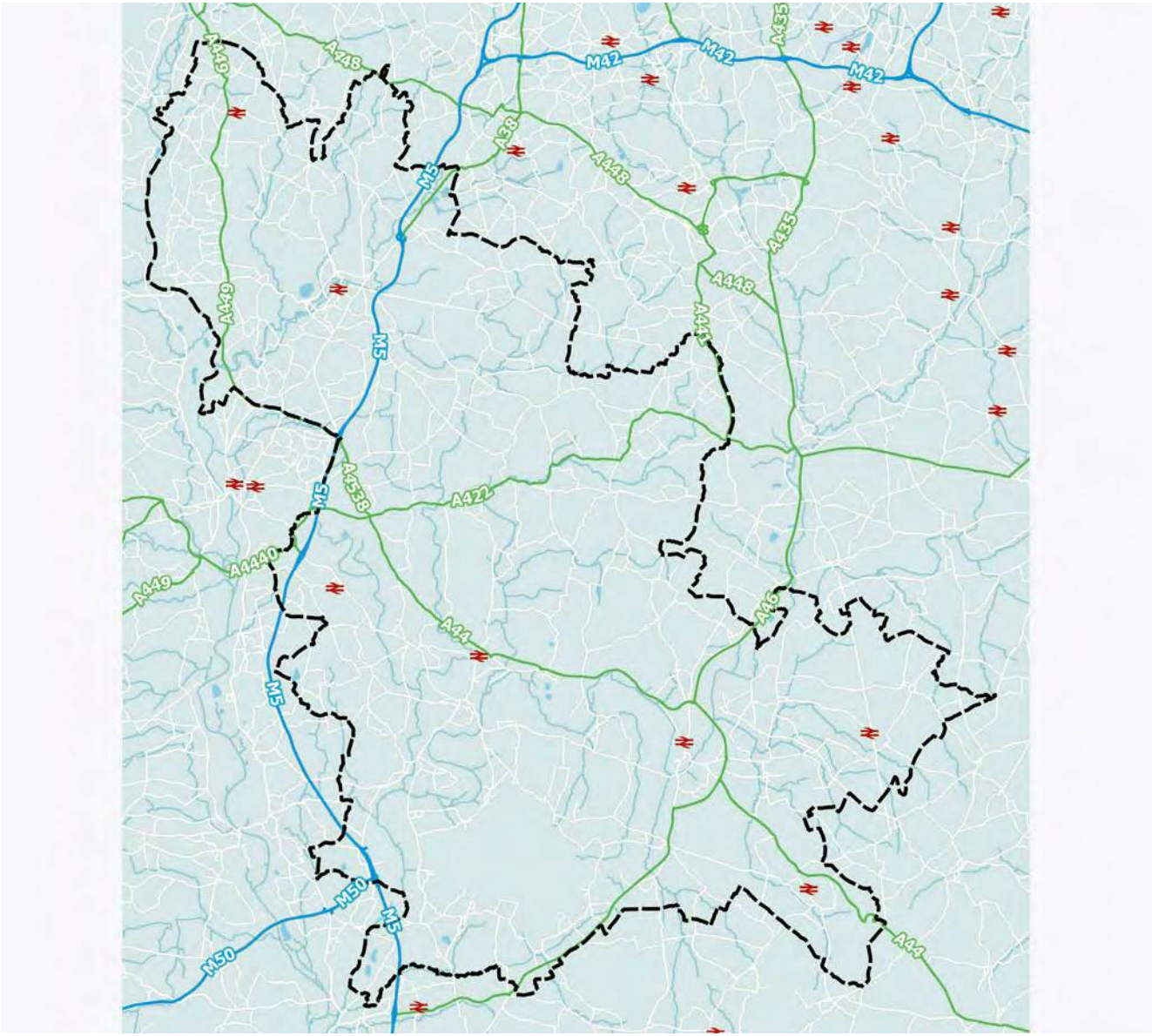


Figure 13 Map illustrating the national, primary and secondary vehicular movement network.

Picture A33 Rural lane/secondary road.
Picture A34 Local distributor/secondary road.

These illustrations demonstrate the variety of street layouts found in Wychavon.

The sharp turning main streets found in many villages, some relatively unchanged where other villages have expanded over time and include further street connectivity. (Examples shown in figure 14).

Some of these characteristics **should** be translated into new development in terms of responding to field patterns, public rights of way, topography, good permeability and landscape features to create a more characterful movement experience.

The regularised joined up settlement pattern changed after the second world war where places have been designed to accommodate the car both in movement and parking. This led to the moving away from a gridded well-connected environment to a poly nucleated layout. Another contributing factor has been the shift to housing being delivered by the private sector at scale and creating a semi-urban fringe character and this remains the case today.

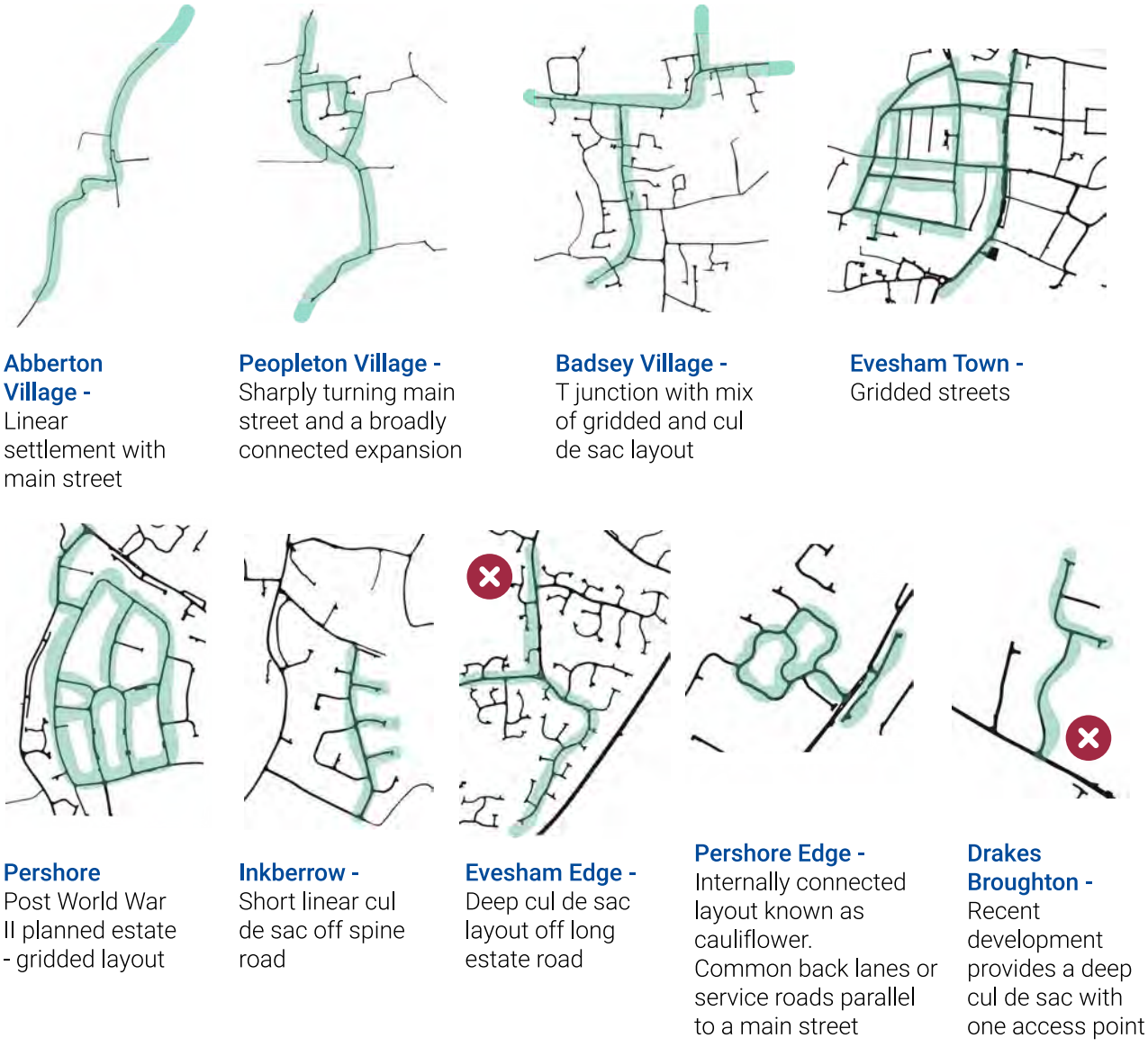
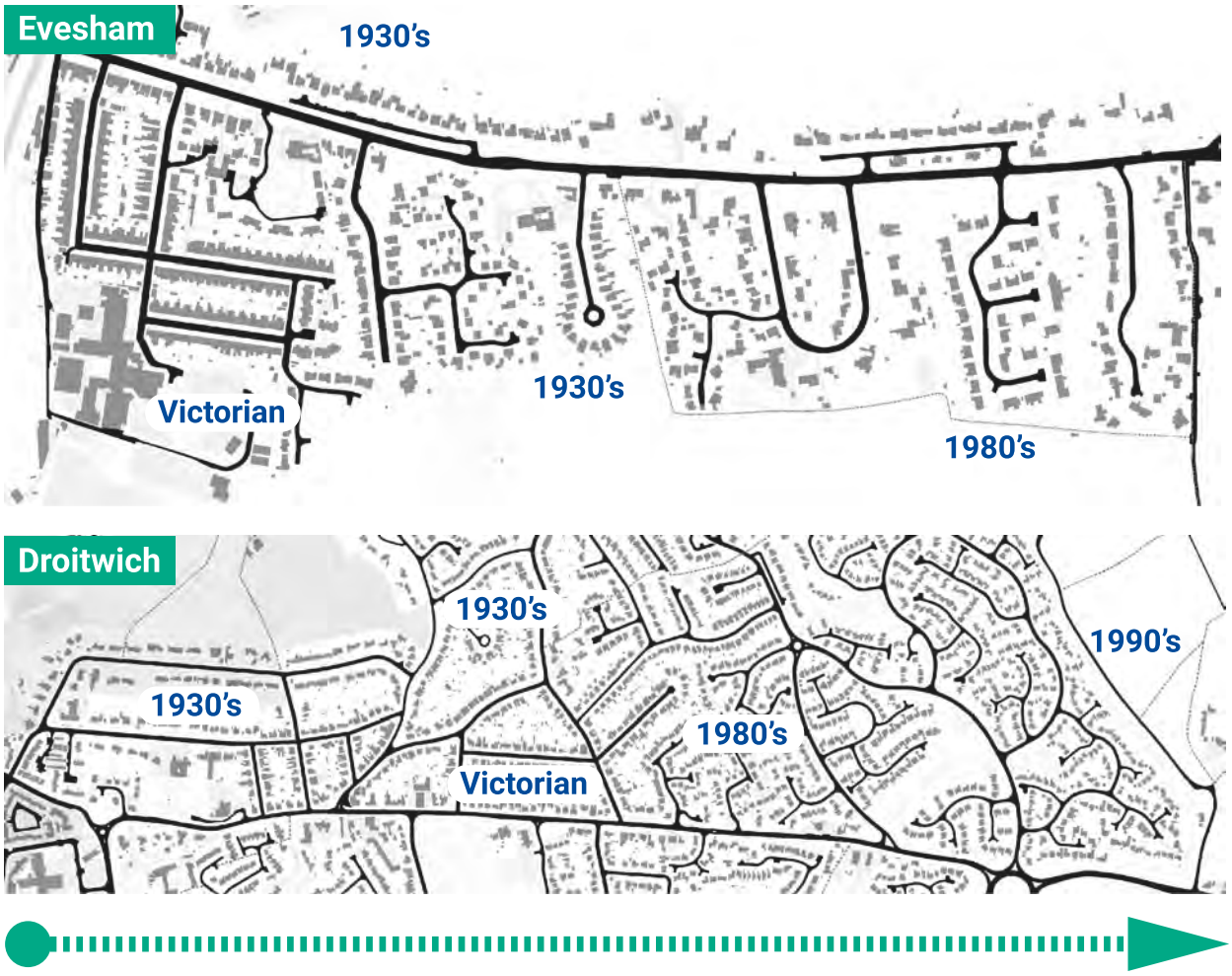


Figure 14 Patterns of settlement connectivity. ⊗ Denotes layouts with poor connectivity.

Figure 15 of Evesham and Droitwich Spa demonstrates the changes from a well connected to a more disconnected street pattern over time.

In particular, development from the 1960's onwards has resulted in a disconnected environment that does not integrate as well with its surroundings. They appear in the form of a single cul-de-sac or series of clustered cul-de-sacs with limited access to the main highway.

Whilst most recent development is trying to return to a perimeter block approach it still has to deliver in line with highways guidance. One of the challenges for this code is to provide workable design solutions to create a well-connected and characterful layout for modern day living.



The above examples illustrate how development started with well defined perimeter blocks and well connected streets to a more disconnected and illegible. Development often turning its back on streets and public spaces.

Figure 15 Demonstrates the changes in layout connectivity over time.

Settlement characteristics

Figure ground is a fundamental urban design tool that shows the relationship between built form (figure) and open space (ground).

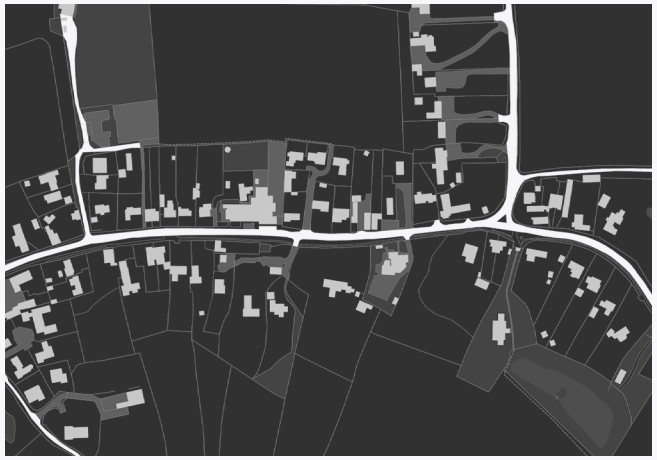
It is usually represented as a diagram where buildings are shaded (often black/dark), and open spaces are left white like in figure 16 to the right. The mapping sheet represents the types of figure ground patterns found in the district.

Figure ground analysis shows the street patterns, size, shape, defines public and private spaces and the arrangement of blocks and plots. It also captures the density and morphology of settlements.

By studying historic figure ground patterns, designers should create block structures that respect the identity of towns, villages, and rural areas.

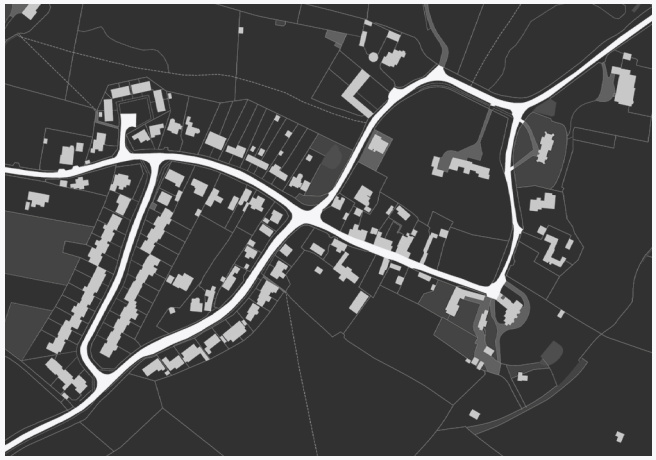
Whether a town or a village they typically have established and grown along main streets or nucleated at intersections, which then expanded over time behind the main street, these streets have joined up to form perimeter blocks.

The three towns including the Category 1,2 and 3 villages, as defined in Policy SWDPR03, have seen more expansion and growth due to their more sustainable credentials where category 3 and 4 villages have seen less change.



Linear village Ashton under Hill

Nucleated village Birlingham



Poly nucleated village Little Comberton

Figure 16 Types of settlement patterns.

The village analysis shows the range of evolution notably infill sites introducing cul-de-sac development and this has reduced the opportunity to have a more connected environment.

Inkberrow
Category 1 Village

Demonstrates the level of expansion in a more sustainable village compared to other category villages.

Crowle
Category 2 Village

Characteristics - Buildings lining main street and clustering around T junction.

Infill cul de sac development eastwards and additional development along the main street.

Eckington
Category 3 Village

Well defined connected street pattern.

Buildings and Church lining main street.

Series of perimeter blocks formed early on.

Infill cul de sac development - purple.

Abberton - Category 4 Village

Buildings lining the sharp turning main street.

Farmstead access off the main street.

Church sitting central to the settlement.

Subtle infill and conversion of farm buildings to residential

Figure 17 Demonstrates examples of villages and growth over time (Purple highlight indicates development growth locations).

Density

Densities for Wychavon are set up in SWDPR Policy 16 Effective Use of Land.

Housing development proposals must make the most effective and efficient use of land, consistent with all other policies in the Plan, particularly those relating to design, character, amenity, and infrastructure.

Indicative minimum net densities in this Policy are:

- Urban areas: 40 dwellings per hectare (dph)
- Suburban areas: 30 dph
- Rural settlements: 20 dph

These figures are not prescriptive but provide a guide to ensure land is used efficiently. Proposals that significantly deviate from these figures must be justified through a robust design and planning rationale.

The NPPF and local policy encourages higher densities in sustainable locations such as the new settlements, expanded settlements, towns centres, along key transport corridors or places with good supporting facilities. The following analysis of existing densities in the district has informed the design code with the aim to set out types of block layouts that can deliver a range densities in the right locations.

Prior to the second world war car ownership was relatively low with housing development in the towns typically in perimeter blocks, at densities of between 40 - 80 dwellings per hectare (Net Density) with vehicles parked on the street.

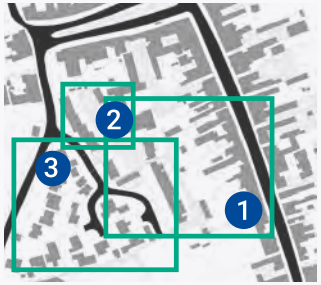
Developments now have to apportion more areas of land to meet parking standards and this has impacted on the number dwellings per hectare. The figure 18 demonstrates the changes over the past 120+ years and highlights some of our best loved places are infact higher density.

Picture A35 Pershore street.
Picture A36 Pershore street.

DPH = Dwellings Per Hectare

Location where density sample taken

Evesham Town Centre
1 Victorian terraces 92 DPH
2 1920's semi detached 54 DPH



Pershore Town Centre
1 Georgian terraces 50-70 DPH
2 Contemporary terraces 67 DPH
3 Contemporary cul de sac 28 DPH

Pershore Suburban Edge
Contemporary perimeter block
Mix of dwelling types at 36 DPH
Shared driveways inhibit fully connected layout

Pershore Suburban Edge
Contemporary organic small perimeter blocks at 37-38 DPH
Mix of dwelling types
Good permeability within the site

Droitwich
Droitwich edge of town.
1900-1950
Detached and semi detached
dwellings at 30+ DPH
Perimeter block layout

Evesham
Suburb
1905 / inter war
Terraced and semi detached dwellings at 40- 45 DPH
Crescent with central parking

Broadway
Gordon Close
Long cul de sac
with pedestrian permeability
Mostly terraced dwellings at 50+ DPH

Evesham Suburban Edge
Contemporary gridded layout
Mix of dwelling types at 47-56 DPH
Cul de sac with open views to countryside edge

Evesham Suburban Edge
Deep cul de sac arrangement
Disconnected layout
Detached and semi detached properties at 37 DPH

Droitwich Suburban Edge
Contemporary irregular perimeter blocks at 28-44 DPH
Cul de sac restricting pedestrian permeability

Drakes Broughton
Village edge
Contemporary irregular blocks
Cul de sac arrangements
Detached and semi detached dwellings at 37DPH

Pershore
Suburban edge
Contemporary perimeter blocks
Mix of dwelling types at
Frontage shared driveways
Cul de sac with views to countryside

Figure 18 Diagrams illustrate the varied densities, layout arrangements found across the district.

Building line and height characteristics

Town centres

The street characteristics survey table in annex 2 provides a numerical audit of the height of buildings, front gardens depths, widths of roads and footways in order to understand the character types found in the settlements. This annex should be read in conjunction with this overview section.

Wychavon's town centres

Historic building lines and building heights play a crucial role in helping to define the public realm and character of Wychavon's towns and villages.

In summary, the town centres of Evesham, Pershore and Droitwich Spa display a continuous building line running along the back of footways with occasional, limited setbacks. This arrangement gives a strong sense of enclosure to the street scene. Buildings are predominantly three storeys in height with some two storey buildings.

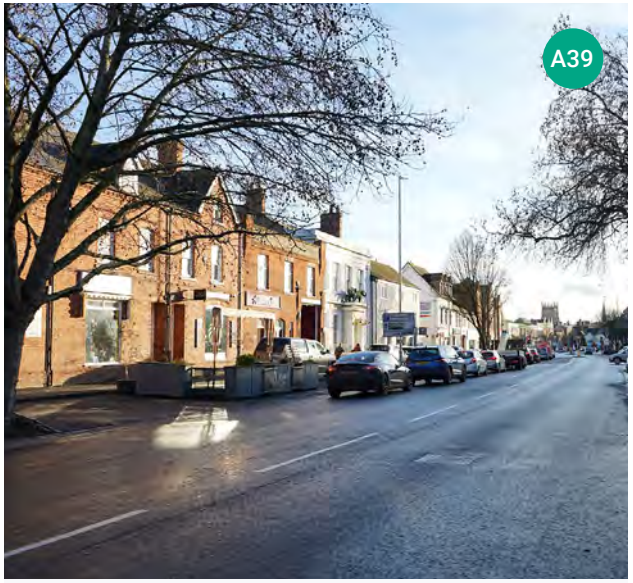
Droitwich Spa high street is the exception, where there is an even mix of one to two storey buildings, retaining its narrow medieval character. However, it does have some isolated three and a half and four and a half storeys, notably the Norbury Theatre and the apartment blocks in St Andrew Rd.

Evesham has a wide market street. Pershore high street is not as wide as Evesham's but has more uniformity of enclosure and widens out in bridge street.

Town centre building frontage widths are generally dictated by the medieval burgage plot or combined burgage plots within which they stand.

Picture A37 Consistent building line and varied heights in Pershore.

Picture A38 Droitwich Spa High Street.



Picture A39 Evesham High Street.

Picture A40 Pershore High Street.

Figure 19 Pershore town centre.

Figure 20 Droitwich town centre.

Figure 21 Evesham town centre.

Edge of centre

The following examples represent the edge of town centre residential areas. Buildings are positioned either back of footway or set back to accommodate a small front garden which pushes building lines further back. Buildings are generally two storeys high, and rooflines are punctuated by chimneys stacks.

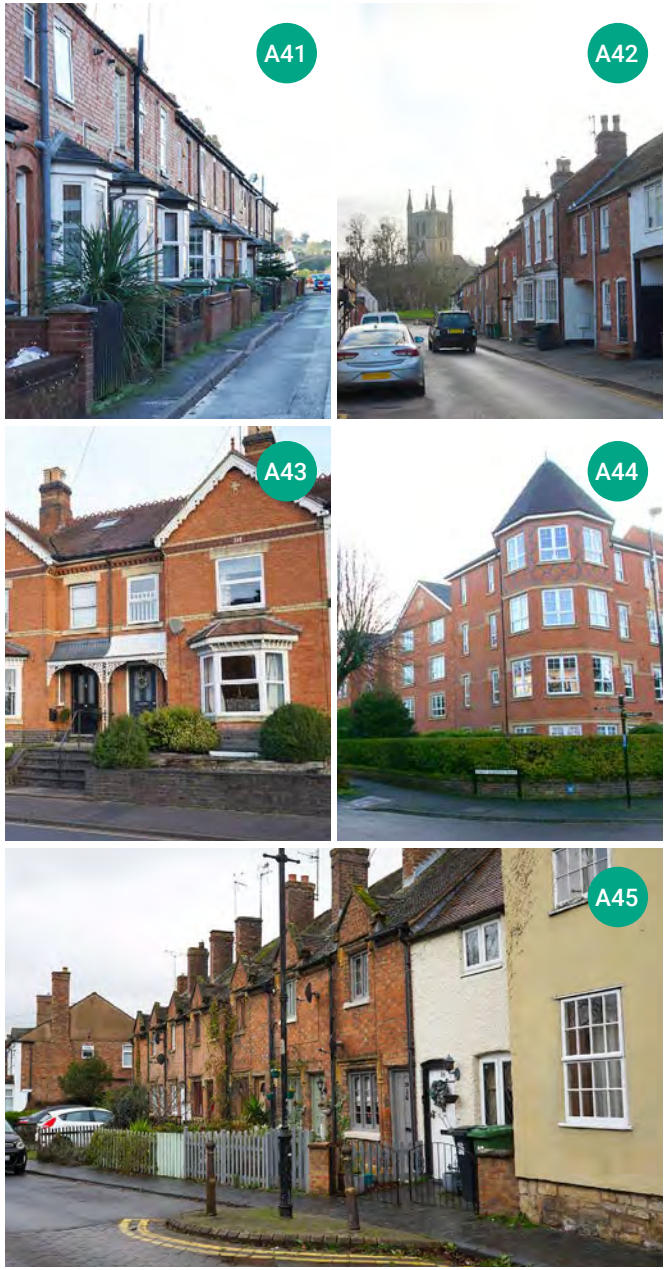


Figure 22 Edge of town layout patterns.

Picture A41 Avon Street Evesham.

Picture A42 Newlands Road Pershore.

Picture A43 Victorian villas in Pershore with generous front gardens.

Picture A44 Three and a half storey apartment block at the edge of Droitwich town centre.

Picture A45 Residential streets in or near the town centres maintain this sense of enclosure. Some small front gardens with the building line set back making the street physically and visually wider.

Suburbs

Earlier suburbs are marked by the transition from the town centre by terraced form to detached and semi-detached dwellings. This area is defined by more generous building plots. The building lines are set-back, generous front gardens, tree planting and landscaped front garden boundaries allowing for car parking. Streets are wider with grass verges and street tree planting which provides a different sense of street enclosure. The building height in the suburban location is predominantly two storeys.

Picture A46 1930's semi detached properties.
Picture A47 Edwardian suburb with varied boundary treatment and street trees with on street parking.
Picture A48 Suburbs with verges, street trees and generous front gardens.

Figure 23 Inner and post war suburbs layout patterns.

Figure 24 Modern suburbs layout patterns.

Villages and rural areas

The historic core of Wychavon's villages often follow similar continuous back of footway building lines to those found in the town centres; a key difference is space has been created for grass verges or edge of carriageway with some footways.

Due to a more sporadic rate of growth, villages have a more varied building line with a mix of front gardens, some larger detached dwellings set back and within generous garden plots with wall, railing and hedgerow boundary treatments some containing mature trees that contributes to a positive street scene.

Generally, across all settlement types, where dwellings are set back from the road locally distinctive boundary treatments continue an established building line.

Villages and rural locations contain both terraced forms of buildings, of heights between one and two storeys with a predominance of one and a half storeys.

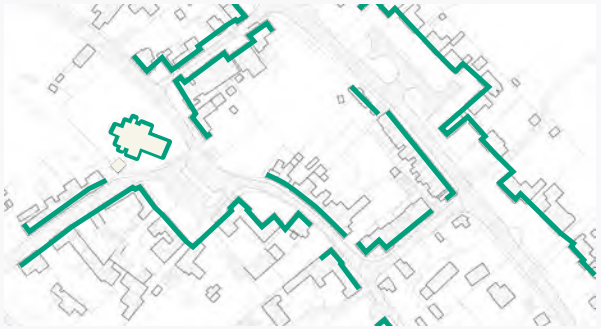


Figure 25 Villages and rural areas layout patterns.

Picture A49 Bretforton main street. One and half to two storey terraced properties (long row) located at the lack of footway with varied rooflines.

Picture A50 Elmley Castle one to two storey properties presenting a strong building line. Edge of carriageway with varied roofline and dormers. Verge on one side with a watercourse.

Picture A51 Childswickham Atkinson Street – Detached and semi-detached, one and half two storey properties with front gardens and varied types of boundary treatments. Footway on one side of the street and uniformity of roofline.

In rural areas there are no clearly defined building lines. Country lanes may contain roadside agricultural buildings, farmsteads surrounded by agricultural land, large detached houses within extensive grounds, groups or short terraces of cottages close to the road edge or set back behind front gardens.

Figure 26 Rural dispersed layout patterns.

Picture A52 Rural lane. Isolated two storey detached property with garden space to the sides and boundary defined by hedgerow. Small set back from the carriageway with grass verge.

Picture A53 Rural lane. Former two storey farmhouse at right angles to country lane with a set back behind a grass verge, local stone wall boundary treatment.

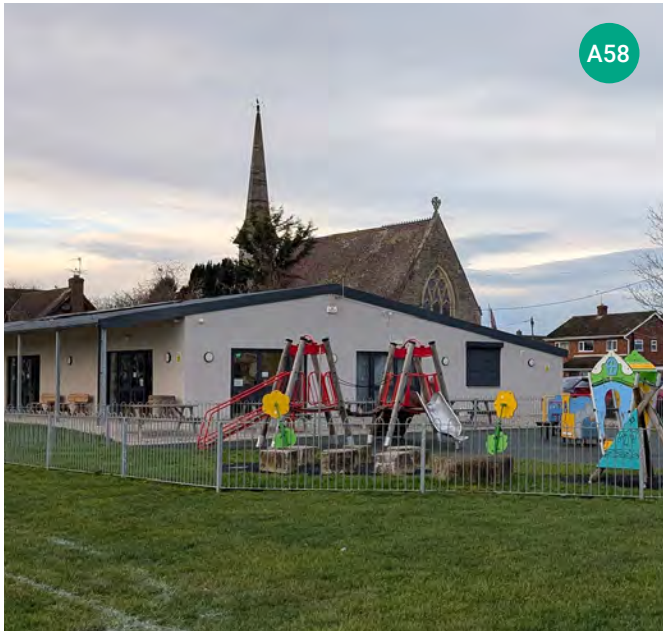
Picture A54 17th century farmstead at Little Inkberrow is a typical steading layout.

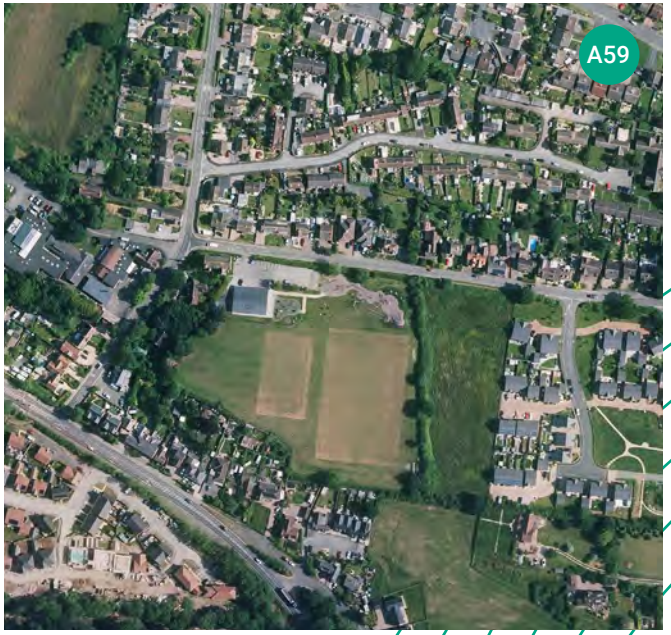
Picture A55 Early 20th century former workers cottages.

Public realm and formal open spaces

Wychavon residents have good access to the countryside with a variety of formal parks, market squares located in the towns and most villages having recreational open spaces integral to a village hall. This is relevant for the strategic sites and urban expansions where community uses are integral to the social infrastructure.

Many existing neighbourhoods and villages have small public green spaces as focal points as part of the highway, usually in the form of small greens and grass verges. These characteristics are important to emulate in new developments to maintain that rural character.





Picture A56 Lido Park.
Picture A57 Pershore street market.
Picture A58 Drakes Broughton Village Hall and recreation ground.
Picture A59 Aerial view of Drakes Broughton Village Hall and recreation ground.

The village of Charlton like other villages embodies many of these features and provides different open spaces like a triangle grassed node marking a junction or centre of a place, wide verges which soften the built environment which creates that rural feel and distinguishing it from an urban street. A key feature is the central open space with the Merry Brook running through the middle of the settlement.

Other villages typically have these defining features. Together, verges, nodes, and spaces create a layered experience that feels organic, human-scaled, and connected to the landscape, which provide a sense of place, a softer edge to the street and an essential part to village character.

Figure 27 Charlton Village with integrated green spaces.

Picture A60 View of The Strand through the village of Charlton.
Picture A61 View of Merry Brook running through village of Charlton.
Picture A62 Triangular node at the village of Charlton.

Street trees and verges

The presence of trees and soft landscaping in the street scene is incredibly important for both environmental and social reasons.

In Wychavon street trees are typically located within the footway in grass verges and tree pits of main roads, wider streets and public spaces.

Front gardens also contribute positively to the street scene with hedges, shrubs and where there is space trees, this is more prevalent in the suburbs and villages.

In some recent development less space is given to shrubs and trees especially in front gardens thus creating a less rural character.

The examples here seek to analyse places across Worcestershire with the aim to evaluate what space is given to landscaping and what should be transcribed into a code. (See also the building line section).

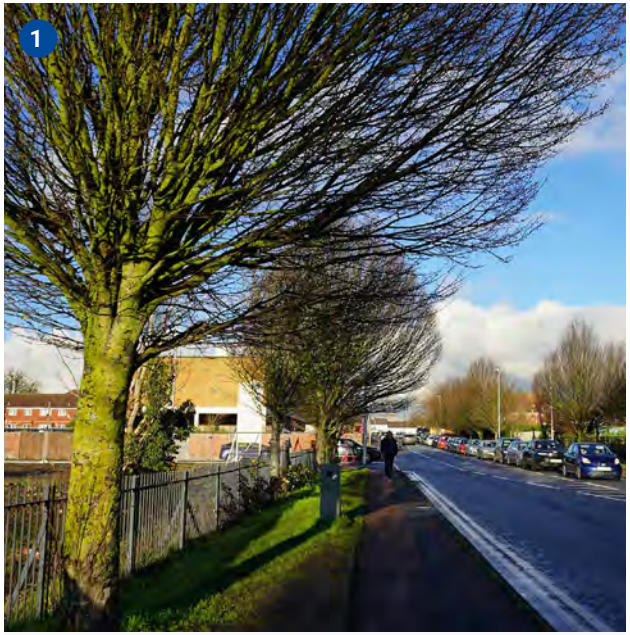
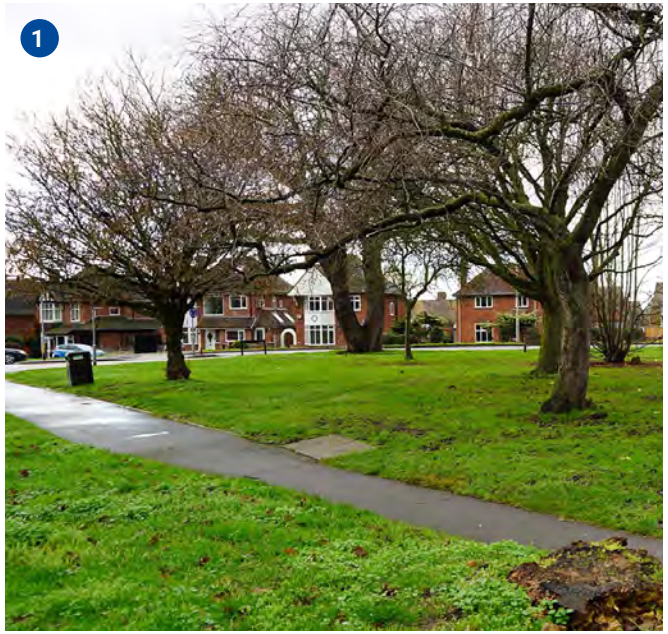


Figure 28 Abbey Road (A4184) Hornbeam boulevard style tree lined street which defines the approach to Evesham town centre at 12m spacing within a 2.4m grass verge. Hornbeam have been used widely in the district.

Figure 29 Chestnut trees along Hanbury Road (B4090), Droitwich. Large trees with variable spacing approx. 5 to 15m, very narrow verge and canopy over the highway.
Dense landscape buffer along the Hanbury Road with dwellings accessed along a service road.



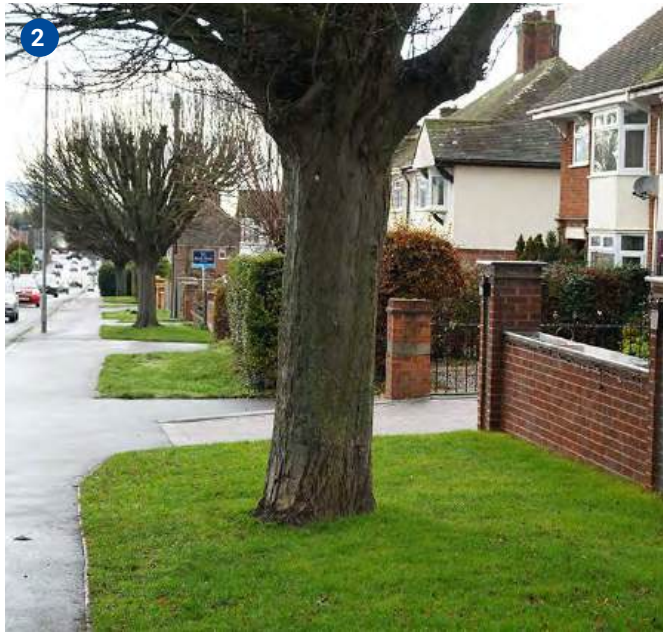


Figure 30 Badsey Road (B4035) / Offenham Road (B4510) Evesham.

A prevalent characteristic is the inclusion of open spaces around the junctions and traffic islands with space for a single or a cluster of specimen trees.

The path is set between the open space and verge.

Street trees set in the verge between the front garden boundary and the footpath.

Figure 31 Leamington Road Broadway (B4632).

Street characteristics include clusters of trees in wide verges with private drives set back from the main street.

Strongly defined boundary hedging and generous verge with path running through the middle.

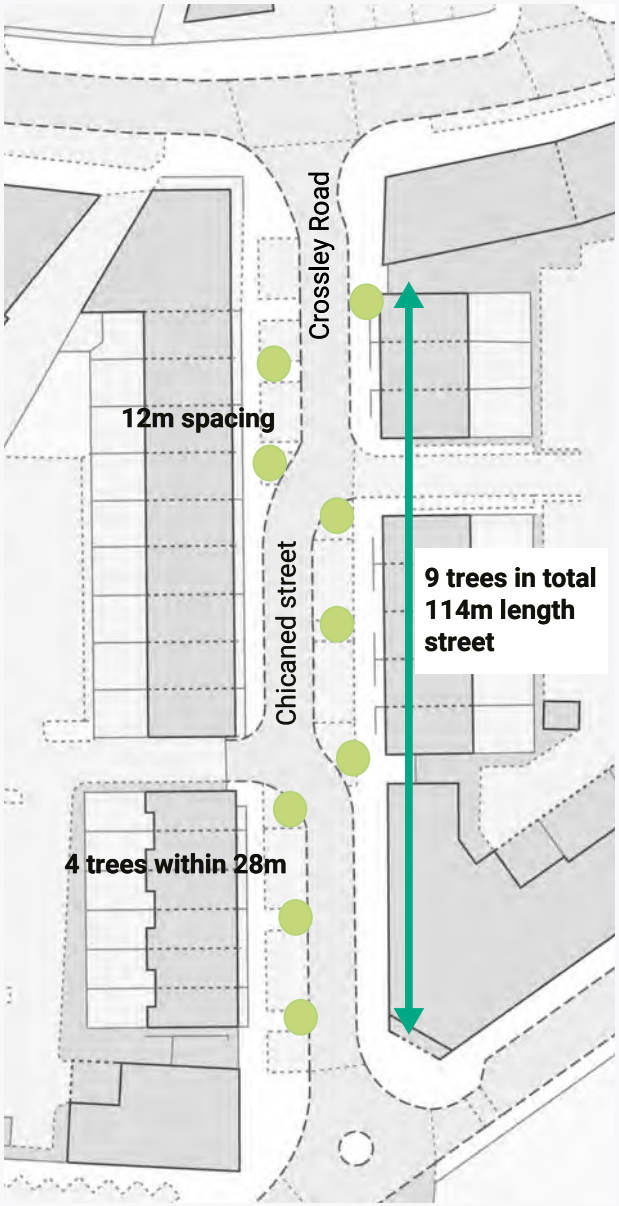


Figure 32 Diglis development, Worcester City Centre.

Street trees are a key part of the street scene and varied in spacing dependant on the type of street.

Diglis Dock Road

Street tree spacing 5m to approximately 10m apart. In tight rows on both sides of the street. Species American White Ash which provide strong visual interest.

Crossley Road

Rowan/Sorbus trees spaced 12m apart. Planted out as part of the chicane street design.

Figure 33 Brockhill Village development.

1990's development demonstrating a stronger landscape presence in the residential street. More generous front gardens impact positively on the look and feel of the street in addition to a paved shared space environment. Though a key weakness is the disconnected layout and lacks variety of house types.

Figure 34 Salamanca Drive.

Row of mature limes trees retained within the development layout creating a strong landscape feature. Tree canopy 10m with spacing 10-11m.

Figure 35 Main Street Elmley Castle.

Street characteristics include verge with street tree planted at regular intervals with simple ditch for the watercourse. Footway on one side of the street located behind the verge and ditch (daylight culvert). Hornbeam trees provide a distinctive landscape form to the streetsene.

Grassed verge between front gardens and the highway.

Front garden boundaries defined by soft landscaping or stronger boundary treatments.

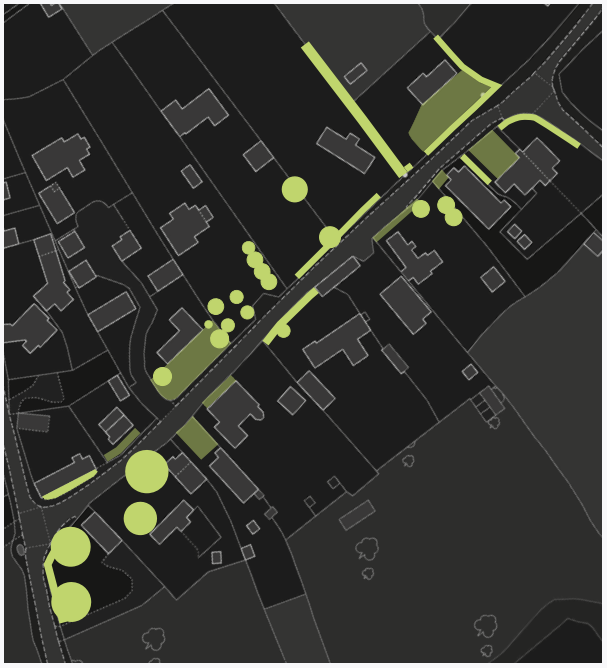


Figure 36 Himbleton - Church Road.

View along the street where front gardens play a vital role in greening the street scene. Despite in private ownership, better sizes gardens contribute significantly to the quality of the street.

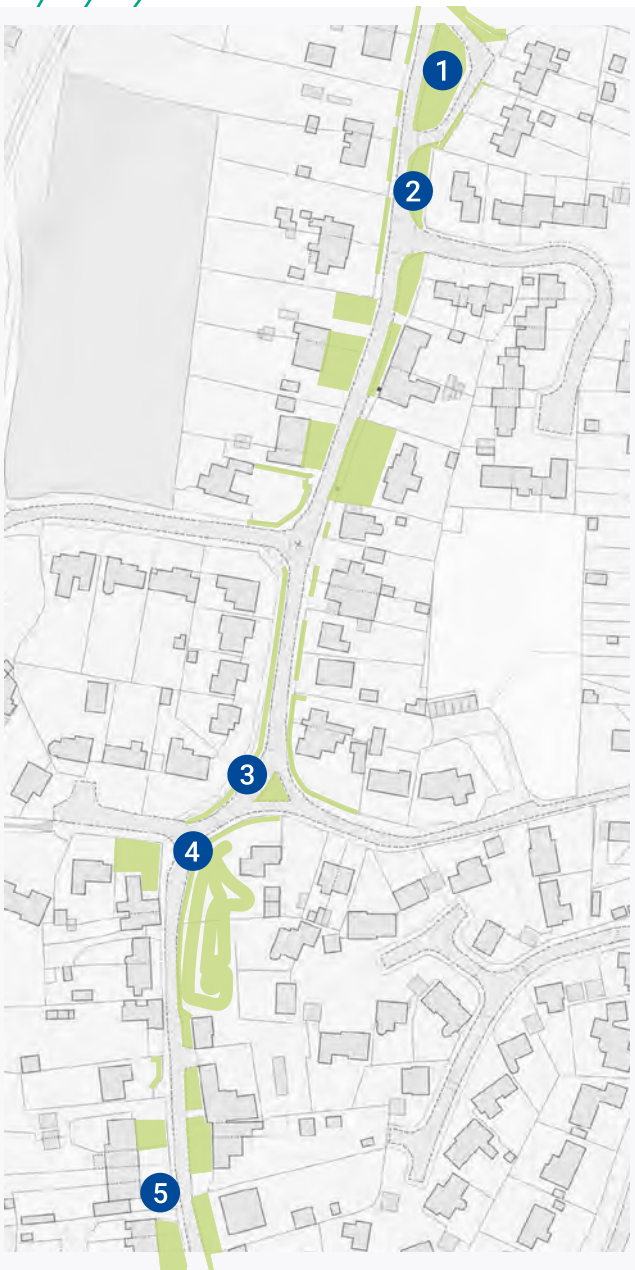


Figure 37 Main Street Childswickham.

Street characteristics include front gardens with and without boundaries with grass verge to the highway. Predominance of grass verges with footway on one side. Trees located on open space and at the fork junction (known as Nose or Godcake). Front gardens contribute greatly to the streetscene, providing hedges, trees and other soft landscaping which encloses the street and between the buildings. These are typical street characteristics found in other villages in the district.

Recent development design quality issues

Recent development layouts are again different and trying to respond to new challenges such as meeting 40% GI requirement within a site. This has seen GI concentrated on one area when a more integrated approach is needed.

Less terraced development beyond 3 units despite some good examples across the district for up to 6 units (or in some cases more) in a row. This typology is more prevalent in towns and along village main streets.

Delivering more detached dwellings which appears crammed, however is lower density.

Buildings arranged front onto back providing a poor layout arrangement.

Smaller private gardens, short garden frontages is a recurring theme.

Poor design responses due to the lack of attention to building lines, heights and setbacks and how they address the public realm.

Increasingly sites are delivering a nucleated perimeter block style layout with one point of access relying on existing connections on foot for additional connectivity. No securing of a fully connected environment with neighbouring sites that are coming forward.

Parking dominated street scenes with insufficient landscaping.

Properties without front gardens that are often identifiable as 'affordable' and not 'tenure blind'

Frontage parking arrangements precludes meaningful landscaping including tree planting in grass verges.

Figure 38 Developments tend to apportion green infrastructure in one place and compartmentalise the layout.

Figure 39 Nucleated perimeter block example.

Figure 40 Small front and rear gardens compared to the size of property.

Picture A63 Wide gaps between dwellings to accommodate parking up to 3 vehicles abreast.

Picture A64 Lack of soft landscaping and tree planting in the street.

Picture A65 Frontage parking with insufficient landscaping.

Picture A66 Extensive rear boundary timber fencing.

Picture A67 Excessively long and wide driveways.

Picture A68 Building form, with gapping that lacks variety of architectural detailing and gentle changes in building heights. No chimney stacks to enliven the roofscape.

Picture A69 Exposed rear garden boundaries with poor quality timber fencing and insufficient landscaping.

Picture A70 Private drives are common and often lack a soft landscaped transition to open spaces. When executed well provide the rural feel new developments need.

Picture A71 A softer private drive approach.

Closing note

By embedding context, character, and connectivity at the heart of development, it ensures that growth enhances rather than erodes the district's unique identity. Larger sites in particular, offer the greatest opportunity to deliver integrated, well-connected environments that respect landscape, heritage, and community needs. Successful implementation will depend on collaboration between developers, designers and the council to ensure these codes deliver places that are of the highest possible quality.

04

Interpretation

The context overview of Wychavon district given in the previous section highlights the breadth of contextual analysis that needs to be conducted to comply with the design code and also indicates some good and poor aspects of earlier developments.

The underlying principle of the Wychavon Design Code supplementary planning document SPD is that the design of all new development should be led by the landscape character within which it sits.

As a starting point for applicants, the initial desk-based 'Your site in context - Baseline Analysis' diagram on page 64 includes web links to national, regional, local and other contextual information and guidance applicable to their site.

Careful interpretation of baseline analysis data is crucial to identify any policy constraints that may affect a particular site, and how initial design aspirations might need to be adapted to work alongside these to formulate a realistic 'vision' for the site.

Site visits are also essential to gain an understanding of any physical constraints or opportunities the site might possess and how these would be incorporated within design proposals for the site to ensure it relates and integrates into its surrounding context. The Interpretation Checklist (page 69) is designed to further assist applicants with this placemaking process.

Site analysis is not a standalone exercise; its findings should continue to inform the evolving design proposal. It should be interpreted to provide the basis of an ongoing placemaking process set out and evidenced within the Design and Access Statement (DAS) which will ultimately support the development of an appropriate, site-specific design response.

Seeking early specialist pre-application advice from the local planning authority at this stage is highly recommended whether a site is allocated for development in the SWDP or not. This will provide the opportunity to identify and address any potential issues with design proposals and avoid any unnecessary, costly and time-consuming revisions later on in the planning and design process.

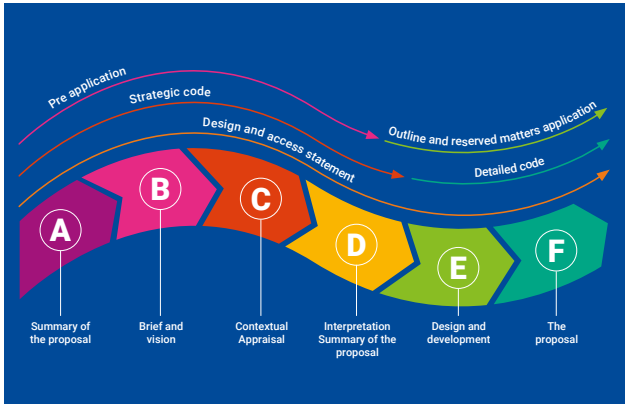


Figure 3 - The process flow diagram on page 16 shows where 'Interpretation' fits into the planning and design process.

A DAS should demonstrate the interpretive thought process behind the final design proposals and act as a logical, step-by-step narrative, not just a description of the final scheme. The DAS should show how site analysis has directly informed the design, ensuring a "holistic" approach that integrates the new development into its surroundings and that meets the high-quality design requirements of the Wychavon Design Code at both Strategic and Detailed level.

For further information regarding Design and Access Statements and Pre-application advice please visit:

Design and Access Statements - Wychavon District Council.
https://bit.ly/4bIUBsa

What is a Design and Access Statement? - Planning Portal.
bit.ly/4lvPLBZ

Your site in context baseline analysis

Key 1 National Strategic 2 Local Strategic and Site Level 3 Design Response

Policies

1 National policies, guidance, standards and information	2 Worcestershire and District-level policies, guidance, standards and information	2 Site specific policy guidance, standards	3 Interpretation of policy and broad contextual analysis considerations
National Planning Policy Framework (NPPF)	SWDP Policies and associated maps, available on the South Worcestershire Development Plan website. **URL** (to follow) This will change as our new Local plan is adopted.	• Neighbourhood Development Plans and Town Plans. • Wychavon Town SPD and other site-specific design briefs and codes. • Wychavon Pre – application advice.	Establish the design parameters, ensuring the scheme aligns with planning requirements, local design codes, and strategic objectives.

Maps/GIS

2 Worcestershire and District-level policies, guidance, standards and information	3 Interpretation of policy and broad contextual analysis considerations
Worcestershire County Council GIS (Interactive Mapping). **https://bit.ly/4bOSHXj** Wychavon District Council – Tree Preservation Orders (TPO) dataset can be found on the UK Government Data Service website. **https://bit.ly/4s7hQ4S**	Use spatial datasets and mapped evidence to shape the site's emerging vision, layout, character, movement network, and blue/green infrastructure.

Achieving well-designed places

① National policies, guidance, standards and information	② Worcestershire and District-level policies, guidance, standards and information	② Site specific policy guidance, standards	③ Interpretation of policy and broad contextual analysis considerations
National Design Guide	South Worcestershire Development Plan (SWDP) Design Guide Supplementary Planning Document (SPD), available on the South Worcestershire Development Plan website. **https://bit.ly/4rq5zHH**	Wychavon Pre – application advice.	Establish a clear vision at the beginning of the design process. Following the contextual analysis stage, an updated vision should be refined to clearly articulate how the site's context has shaped the intended character, structure and placemaking approach. This will guide all subsequent design decisions.
National Model Design Code	Wychavon Design Code: Sustainable Buildings and Construction Supplementary Planning Document (SPD), available on the Wychavon District Council website. **URL** (to follow)	Design and Access Statement (Outline and reserved matters applications).	Develop the character or settlement types that will apply to different parts of the site (which will in turn reference rules on density, height, street building line etc.). Develop building designs that prioritise efficient layouts, passive design measures, and opportunities for renewable energy, aligning with emerging local sustainability guidance and construction standards. Identify appropriate density zones informed by constraints.

Green Infrastructure, Landscape and Ecology

① National policies, guidance, standards and information	② Worcestershire and District-level policies, guidance, standards and information	③ Interpretation of policy and broad contextual analysis considerations
Natural England's Provisional Agricultural Land Classification dataset	Worcestershire Local Nature Recovery Strategy, available on the Worcestershire County Council website. **https://bit.ly/47126rL** Local Environmental Records Centre (LERC) dataset on species, designated sites and habitats available on the Worcestershire Biological Records Centre website: including bespoke data searches for specific sites and areas. **www.wbrc.org.uk**	Use landscape character, topography, habitats and key views to structure the layout, enhance green corridors, protect ecological assets, and integrate multifunctional green space.

Blue Infrastructure

① National policies, guidance, standards and information	② Worcestershire and District-level policies, guidance, standards and information	③ Interpretation of policy and broad contextual analysis considerations
Flood risk and coastal change – Planning Practice Guidance (PPG), available on the GOV.UK website. **https://bit.ly/4unY5b7**	Worcestershire Strategic Flood Risk Assessment (SFRA), available on the South Worcestershire Development Plan website. **https://bit.ly/418DsC1**	Design SuDS and water management features that follow natural drainage patterns, mitigate flood risk, and contribute to amenity, biodiversity and climate resilience.
Environment Agency (EA) flood risk datasets and guidance, available on the Flood Map for Planning service. **https://bit.ly/47IzaFb**	Worcestershire Sustainable Drainage (SuDS) Design and Evaluation Guide, available on the Worcestershire County Council website. **https://bit.ly/4rsqnhK**	

Movement Infrastructure

① National policies, guidance, standards and information	② Worcestershire and District-level policies, guidance, standards and information	③ Interpretation of policy and broad contextual analysis considerations
N/A	Worcestershire's Local Transport Plan 4 (2018–2030), available on the Worcestershire County Council website. https://bit.ly/3MZ10Go	Identify points of access and maximise connections to the surrounding movement networks. Create a high-level networks of routes.
Manual for Streets 1 and 2	Worcestershire Streetscape Design Guide, available on the Worcestershire County Council website. https://bit.ly/4rqvAqx	Improve sustainable transport connectivity and reduce severance.
Local Transport Note 1/20 Cycle Infrastructure Design	Worcestershire Local Cycling and Walking Infrastructure Plan (LCWIP), available on the Worcestershire County Council website. https://bit.ly/4sOkflb	Enhance pedestrian and cycle links and permeability.

Note: References in this Supplementary Planning Document (SPD) to national policy and other guidance shall be taken to include any subsequent updates, revisions or replacements of such policy or guidance. Where national policy or guidance is updated after adoption of this SPD, the most up-to-date version will take precedence.

Historic features and assets

① National policies, guidance, standards and information	② Worcestershire and District-level policies, guidance, standards and information	② Site specific policy guidance, standards	③ Interpretation of policy and broad contextual analysis considerations
Planning Practice Guidance – Historic Environment, available on the GOV.UK website. **https://bit.ly/4cR1x7P**	Worcestershire Historic Environment Record (HER) GIS and database, available through the Worcestershire Archive and Archaeology Service. **https://bit.ly/4bV1RjF**	Archaeological Desk Based Assessment (DBA).	Integrate heritage assets, settings, historic patterns and archaeological constraints into the design to reinforce local character and create sensitive, place responsive layouts.
N/A	Conservation Area Appraisals, management plans and maps. **https://bit.ly/3OaiL5U**	Listed Building listing descriptions, where relevant, available on the Historic England website. **https://historicengland.org.uk/listing/the-list/**	N/A

Social Infrastructure

② Site specific policy guidance, standards	③ Interpretation of policy and broad contextual analysis considerations
Planning for Health in South Worcestershire Supplementary Planning Document (SPD), available on the South Worcestershire Development Plan website. **https://bit.ly/4rxkLTE**	Locate new land uses, local centres (if relevant) and facilities to maximise coverage, accessibility, and reinforce other social and cultural facilities. Improve access to existing facilities.

Utilities and Environmental Factors

③ Interpretation of policy and broad contextual analysis considerations
Locate new land uses, local centres (if relevant) and facilities to maximise coverage, accessibility, and reinforce social and cultural facilities. Improve access to existing facilities.

Interpretation checklist

The following interpretation checklist is designed to support this stage of the process. It sets out key considerations across landscape character, green and blue infrastructure, heritage, and urban design, these are the same themes that underpin the WDCSPSD. By working systematically through the checklist, applicants can demonstrate how their proposals respond positively to strategic requirements while also meeting strategic and detailed coding expectations at the wider and the site-specific scale. This ensures that development is rooted in context, enhances local distinctiveness, and delivers a high quality place aligned with Wychavon's design ambitions.

Landscape character / landscape design

- Does the proposal respond to WCC Landscape Character Assessments (LCA)?
- Would any National Landscape designation be impacted by the proposals?
- Identify key views, landscape features and green infrastructure networks.
- How will any visual impact be mitigated?
- Respond to topography, hills, valleys, slopes, and elevation changes?
- Locate water bodies: Rivers, lakes, wetlands, and drainage patterns.
- Locate vegetation: Tree cover, hedgerows, grasslands, and planting types.
- Are any existing trees on site covered by TPOs?
- Sounds and smells: Natural ambiance or urban noise.
- Textures and colours: From materials, planting, and seasonal changes.
- Are streets tree-lined and/or softened by extensive GI planting?

Green infrastructure biodiversity

- Does the GI reflect local landscape character or heritage?
- Identify habitats, trees and other biodiversity assets using Worcestershire LNRS and through site visits.
- Are semi-natural habitats, such as tree belts, wildflower meadows retained or created?
- Retain significant existing tree/hedgerow boundaries within the site boundaries within scheme.
- Is any of the site identified in the Worcestershire Habitat Inventory?
- Does it support ecological corridors and species movement?
- Is the GI physically connected to other green spaces?
- Is there integration with SuDS or other ecosystem services?
- Multifunctionality: Do open spaces support recreation, ecology, and climate resilience?
- How people interact with the space. Is community input reflected in the design?
- Are materials and planting locally appropriate?

Blue infrastructure

- Is the site subject to flooding (EA/LA data)?
- Impervious surface analysis: Detect areas where water infiltration is limited due to underlying geology or exiting urbanisation.
- Record natural and artificial watercourses, drainage routes, localised surface and ground water flooding and SuDS potential.
- Buffer analysis: Identify zones around water bodies for ecological or recreational uses.
- Assess how blue infrastructure links with green spaces and pedestrian routes.
- Integrated/enhanced water features as part of a site wide sustainable drainage system (e.g., swales, rain gardens, balancing ponds)?
- Ecological value: Does proposed infrastructure support habitat creation and ecological corridors?
- Climate resilience: Will new blue infrastructure help mitigate urban heat and manage extreme weather events?
- Social value: Does it enhance mental health, recreation, and community cohesion?
- Economic value: Is there a measurable impact on property values or reduced flood damage?

Heritage

- Identify heritage assets, scheduled monuments, conservation areas, listed buildings, parks and gardens, and key views.
- Incorporate any heritage assets or National Designated Heritage Assets within the site as landmark features within design proposals.
- Prepare Archaeological Evaluation/HERs reports.
- What is the impact on designated and non-designated heritage assets, including their setting?
- Interpret the historic layers of development, including street patterns medieval street layouts, plot structures (e.g. burgage plots), and relationships to natural features or common land.
- Map surrounding land use history: Agricultural, industrial, or civic heritage.
- If the surrounding area is modern or generic, draw inspiration from nearby historic settlements to reinforce a sense of place.
- Re-purposing of derelict buildings, structures and materials on site.
- Identify surrounding character areas exhibiting a ‘special sense of place’ that need to be respected.
- Observe how historic development contributes to local distinctiveness. Such as local architectural styles, landmark and waymarking features and materials detailing.

Urban Design

- Map PROWs, desire lines, pedestrian and cycle routes within and beyond the site boundaries.
- Identify opportunities to create inclusive connections to existing walking, wheeling, cycling infrastructure.
- Does the layout respond to topography, existing field patterns, and routes, avoiding a “generic estate” character? Sun’s path should influence layout and orientation of buildings.
- Map settlement patterns and character areas to enable design proposals to reflect local heritage or distinctiveness.
- How many site access points can be achieved, is there a clear hierarchy of streets (adopted/unadopted)?
- Where are the main public transport connections within easy walking distance.
- Identify local facilities (schools, shops, health, community uses) and their accessibility.
- Map utilities, easements and exclusion zones. Note utility constraints and opportunities in the wider network.
- Analyse existing built form including building heights, massing, density, alignment and enclosure to inform design proposals.
- Is there a clear delineation between private and public space to ensure privacy and security?
- Is there passive surveillance (active frontages) over all public realm space?
- Do proposed boundary treatments reflect the historic local character?
- How does parking affect the visual and physical impact on the street scene.
- Ensure that walking, wheeling and cycling routes are located where there is active and passive surveillance.

The diagram is an indicative guide to what we should observe to inform our design decisions. How we should respond to the existing pattern, connectivity, scale and features worthy of retention.

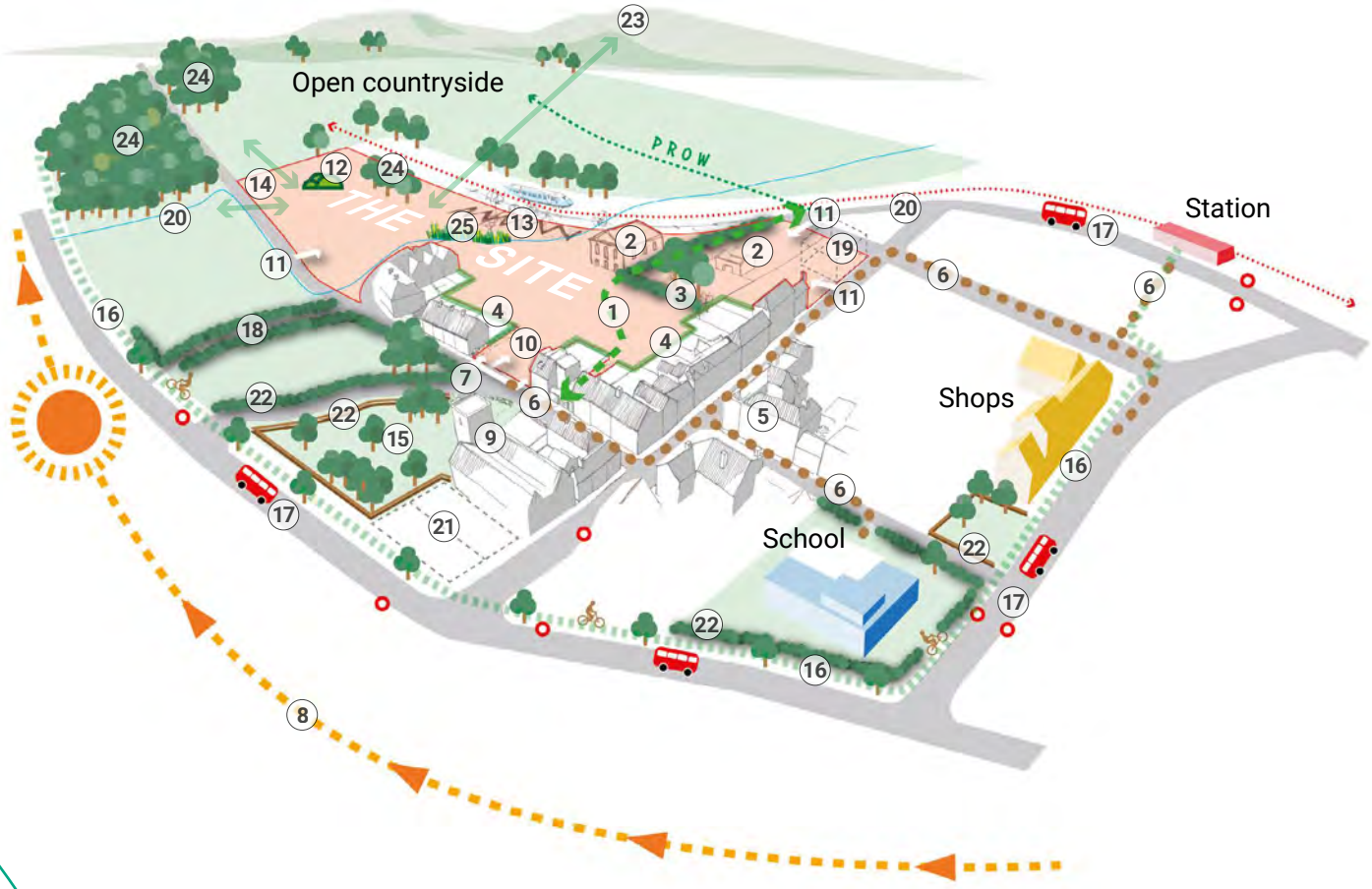


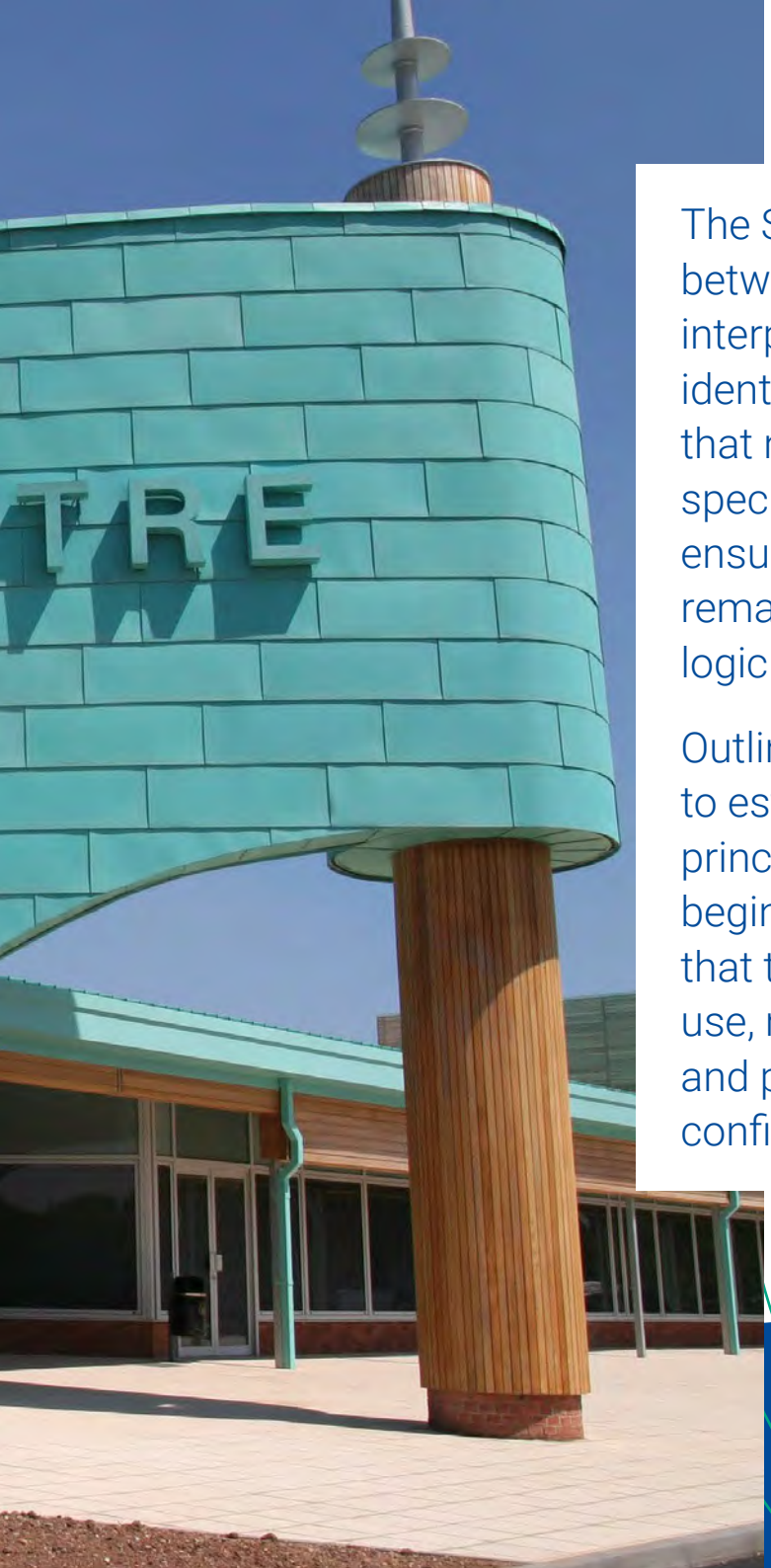
Figure 41 Illustrative guide to interpreting site analysis.

1. Potential link to/from PROW.
2. Re-purposing of abandoned buildings, structures and materials on site.
3. Retain significant existing hedgerow/ tree boundaries within scheme.
4. Private space boundaries. Enclose to ensure privacy and security.
5. Note scale, massing and materials of surrounding built context.
6. Optimal walking routes to shops, school, public transport etc.
7. Create and maintain street continuity and enclosure within the scheme.
8. Sun's path will influence layout and orientation of buildings.
9. Views towards landmark building from site.
10. Position/width of access point.
11. Connectivity: alternative/additional access points.
12. Work with the site's topography.
13. Noise impact from railway.
14. Views into and out of site.
15. Historic plot pattern and size.
16. Active Travel route.
17. Bus routes and stops.
18. Connection to Active Travel Route along country lane.
19. Design of corner buildings - landmark/waymarking.
20. Watercourses/land drains.
21. Special sense of place/character area.
22. Local boundary treatments and materials.
23. Impact on distant/high level views to/ from National Landscape designations.
24. TPO woodland/trees.
25. Marshy area - potential for sustainable urban drainage scheme/habitat creation.

05

Strategic Code

The Strategic Code provides the district wide expectations that must guide major and minor applications at full, outline and reserved matters stages. It sets out the high-level spatial principles that shape how development relates to landscape character, settlement structure, movement networks, green and blue infrastructure, heritage, and climate resilience.



The Strategic Code forms the bridge between contextual evidence, interpretation and detailed design. It identifies the strategic considerations that must be addressed before any site specific or detailed coding is applied, ensuring that future design decisions remain aligned with the agreed spatial logic of the site and its setting.

Outline planning applications are used to establish the key development principles before detailed design begins. Their purpose is to confirm that the strategic approach to land use, movement, landscape, heritage and placemaking is sound, providing confidence for later design stages.

By applying the Strategic Code at outline, full or hybrid stages, applicants must demonstrate:

- How the proposal responds to the wider landscape, topography, settlement pattern and movement framework of Wychavon.
- How green and blue infrastructure will structure and influence development from the outset, including ecological constraints and opportunities.
- How the proposal aligns with the correct settlement typology and high-level placemaking expectations.
- How strategic movement, access and climate resilience will be embedded into the masterplan.
- Where relevant, demonstrate that the proposed strategic plans protect the setting national and local heritage assets.

Together, these requirements ensure that outline applications set a coherent, place specific and sustainable foundation for all subsequent design stages, delivering development that strengthens Wychavon's character and supports high quality placemaking.

Sustainability and resilience

Sustainability good practice should be embedded into all stages of a planning and design process that ensures long term environmental, social and economic resilience. This includes designing buildings and spaces to mitigate and adapt to climate change.

The **Intelligently Green Plan 2030-2050** is the council's climate action plan and provides an overall vision to:

- Lead Wychavon district to be net-zero emissions by 2050 at the latest.
- Make the most of economic opportunities present through taking climate action.
- Increase and improve natural habitats.
- Adapt to climate change and building resilience to its impacts.

New development plays a vital role in achieving this vision.

Must

Whole Lifecycle Carbon Assessment methodology (WLCA)

The whole lifecycle carbon emissions of a development must be accounted for and actions taken to reduce them. This includes the construction and materials for a development, the operational emissions once constructed and occupied, and the reuse or disposal at the end of its life. Using a recognised WCLA is an essential tool to achieve 2050 net zero targets and increasingly becoming mandatory for large developments.

Updated UK Building Regulations will further raise energy efficiency standards and will take effect at the end of 2026 with mandatory compliance by 2027. Part Z proposes WCLA to be provided for projects above 10 dwellings and exceeding 1,000 sq.m (Major applications) coming into force 2027.

Therefore once mandatory Major development proposals **must**.

- Deliver district heating, solar and where appropriate and wind generation developments in larger developments.
- Ensure flexibility and adaptability of the built environment to ensure longevity.
- Minimize construction waste by encouraging the efficient use of materials.
- Maximise scope for active travel like walking and cycling.
- Require buildings and spaces to be designed to perform better with the microclimate and changes climate conditions.

Picture B1 Blakes Hill Offenham

Climate Change Risk Assessment and Adaptation Plan

This sets out the council's strategy to managing the existing and future impacts of climate change. In order that communities are resilient to the challenges that climate change will bring, buildings and spaces must incorporate adaptation into their design. Such adaptations will help to manage the increasing risks from extreme weather events including high rainfall and increased risk from overheating.

Should

Outline, full and hybrid applications should demonstrate how these principles will be integrated into the masterplan through:

- Site layout, building orientation, green – blue infrastructure, and strategic decisions that influence energy performance and carbon outcomes.
- Meeting detailed specifications, building fabric standards, technologies and construction requirements as set out in the Sustainable Buildings and Construction SPD.

20-minute neighbourhood logic

The Wychavon Design Code Supplementary Planning Document (WDCSPD) already embeds the core ingredients of a 20-minute neighbourhood, even if it doesn't use that label explicitly. These principles belong at the strategic level because they influence the fundamental spatial logic of new development and not the detailed design code level. These principles should be embedded at outline, full of hybrid application stages to ensure new developments are walkable, low carbon, well connected, landscape character led and climate resilient.

Major development should align with 20-minute neighbourhood principles by:

- Structuring developments around walking, cycling and wheeling.
- Ensuring daily needs are placed within short walking catchments.
- Designing local centres and services to be accessible.
- Embedding greenspace within 5-to-15-minute walk bands.
- Using movement, landscape and typology to shape compact living.
- Creating climate resilient, comfortable routes (Healthy Streets)
- Integrating public transport into walkable networks.
- Requiring trip internalisation (40%) core to 20-minute living for development approx. 1,500 -2,000+. 20-30% internalisation 800-1,500 dwellings. Under 800 dwellings internalisation is not achievable.*

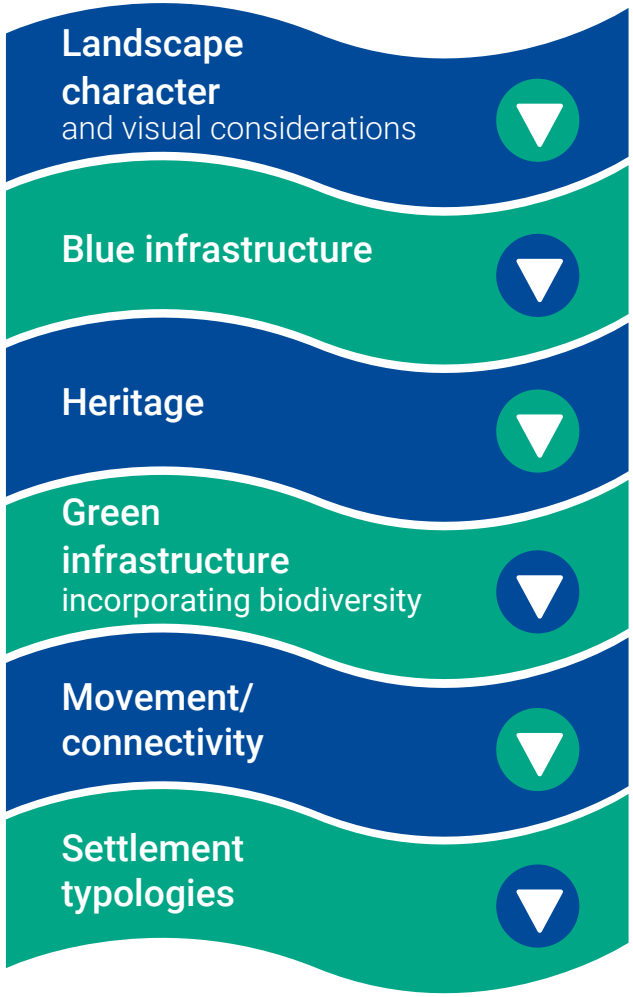
*The 40% internalisation target is consistent with evidence from major new settlement modelling (e.g. Garden Community transport modelling, internalisation topic papers, and national 20-minute neighbourhood research), which identify 30 – 50% internalisation as achievable where daily need services, schools and local employment are embedded within walkable catchments.

20-minute neighbourhood principles apply proportionately, based on settlement typology and context, rather than as a fixed checklist. These principles provide a valuable strategic direction even in constrained areas for shaping movement networks, walkability, green/blue infrastructure, and access to local community infrastructure.

This section sets out the high-level expectations for how development must embed sustainability principles before the detailed coding stage.

Figure 42 From Edinburgh Council 20 minute neighbourhood strategy 20-minute-neighbourhood-strategy-june-2021.

The following strategic spatial themes of this design code work together to embed placemaking principles, sustainability and climate resilience from the outset.



Landscape character and visual considerations

The assessment of landscape character (including land use and settlement pattern, patterns of tree cover and hedgerow enclosure, topography and characteristic landscape features) informs how development comes forward in a manner that maintains local distinctiveness and is appropriate to its landscape setting.

The design of new developments, informed by contextual analysis, must fully take into account documents associated with the Worcestershire County Council Landscape Character Assessment (WCCLCA), particularly:

- The Landscape Guidelines within the Landscape Type Information Sheets.
- The Opportunities for Landscape Gain within the Planning and Development Advice Sheets.

Where a development site appears to be uncharacteristic for the identified landscape character area as described in the WCCLCA, a qualified landscape professional must be engaged to undertake a site-specific landscape character assessment.

Development proposals must explain how the proposal aligns with the following strategic code expectations for visual integration and landscape character.

Must

- Reflect the pattern, texture and scale of the landscape.
- Preserve key views and skylines, particularly in consideration of views from and towards sensitive landscapes such as those associated with the Cotswolds and Malvern Hills National Landscapes (NL), Scheduled Ancient Monuments, Listed Buildings, and Historic Parks and Gardens.
- Ensure that the building scale, orientation and roof form respects historic skylines.
- Respect the important and characteristic relationships between buildings/features and those natural sceneries where built form will be in the foreground of iconic backdrops such as (Malvern and Cotswold NL's including Bredon Hill).
- Be subservient to key landmark features such as historic buildings and historic landscape features through careful consideration of scale, form and location of development. This is particularly important in town or village settings.
- Orientate larger buildings to frame rather than obscure key viewpoints and vistas.
- Avoid competing with or interrupting important skylines and ridgelines.
- Use smaller building units in sensitive locations, placing any larger units on the least prominent parts of the site.

Picture B2 Malvern Hills skyline.

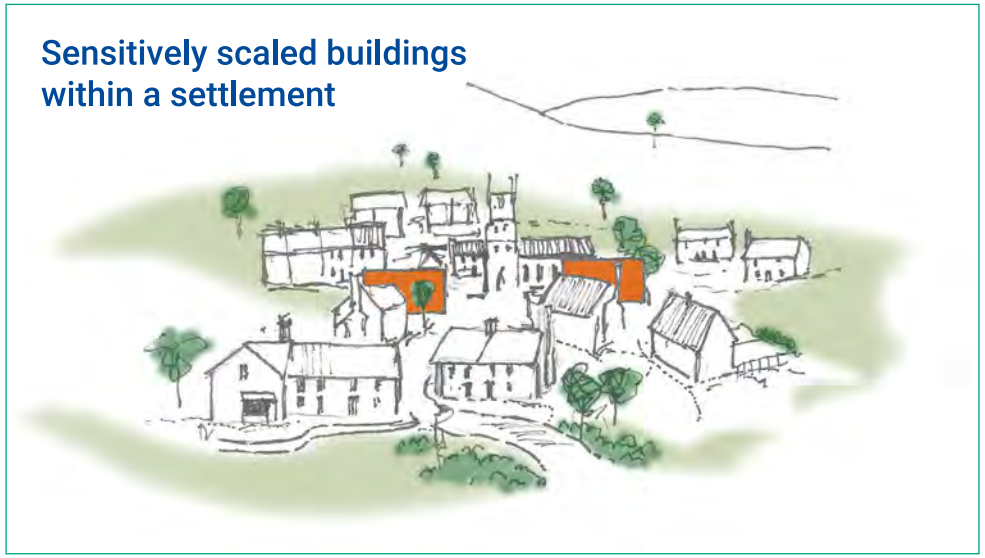


Figure 43 Sensitively scaled buildings within a settlement.

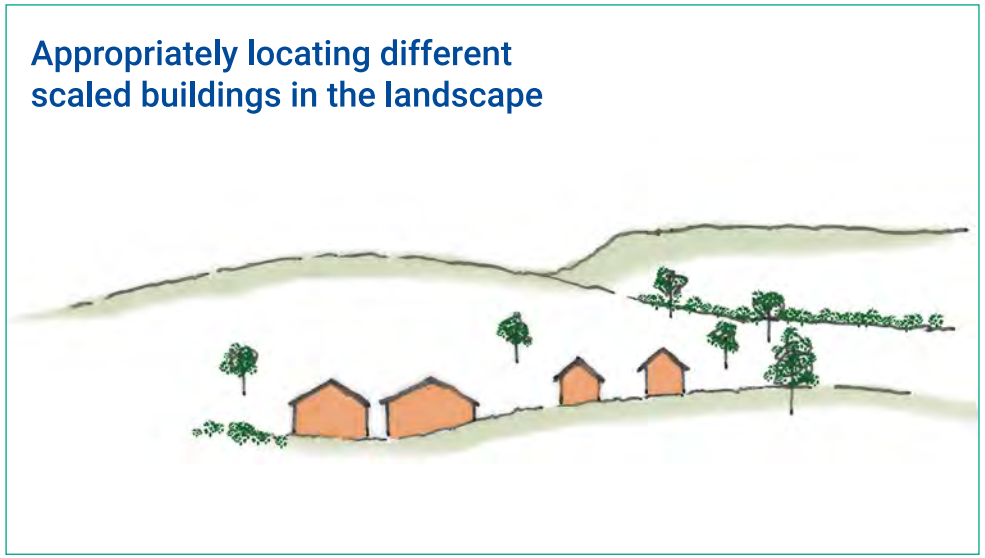


Figure 44 Appropriately locating different scaled buildings in the landscape.

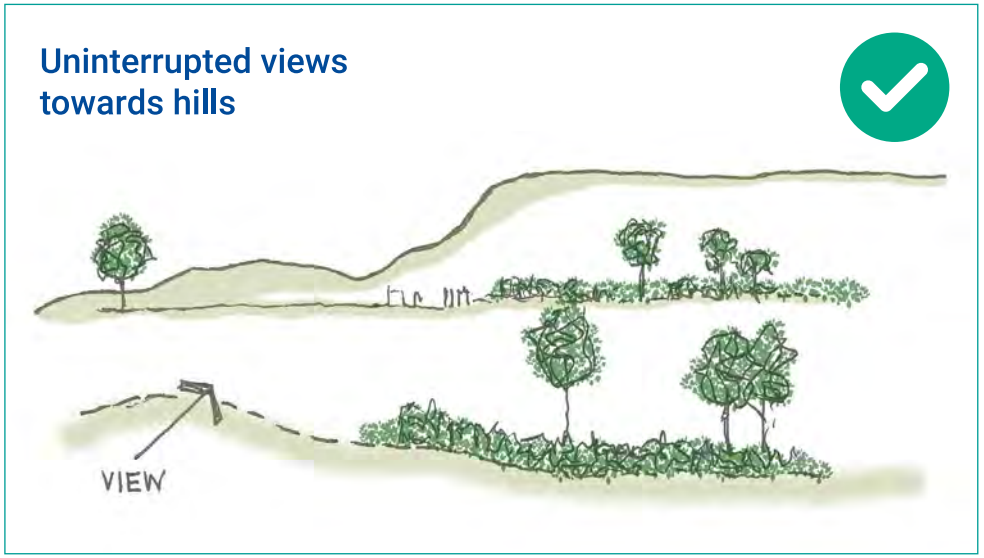


Figure 45 Uninterrupted views towards hills.

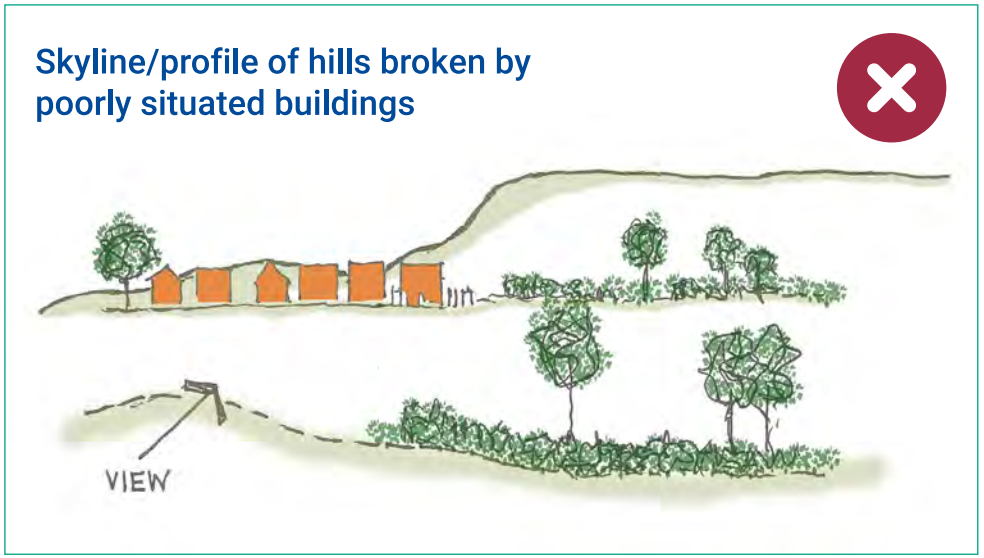


Figure 46 Skyline/profile of hills broken by poorly situated buildings.

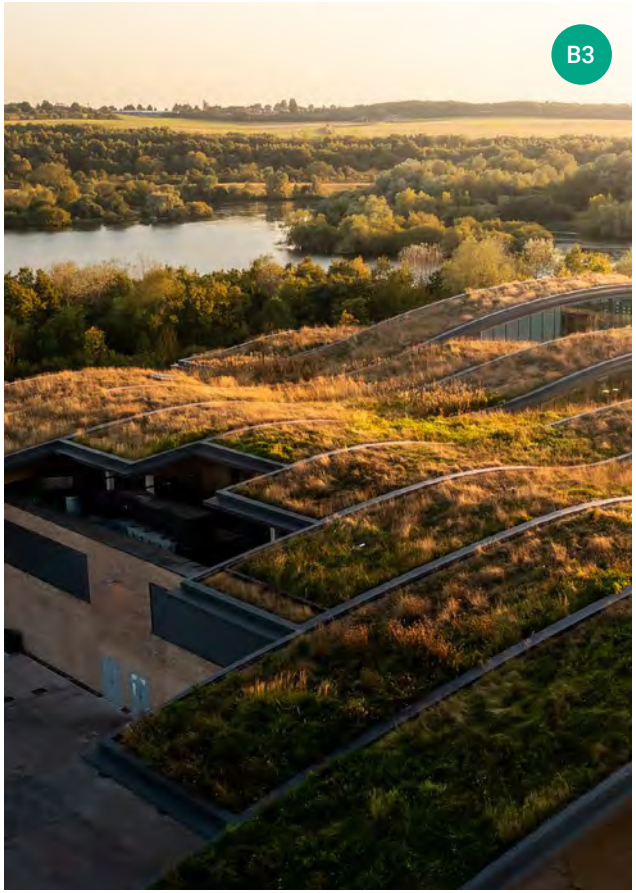
Must

Ensure clarity for decision makers, Landscape and Visual Appraisal/Landscape and Visual Impact Assessment (LVIA) by providing proportionate, accurate visual material:

- Baseline photographs from all agreed viewpoints.
- Accurate visual representations (AVRs) for larger or more sensitive proposals.
- Sections and cross-sections showing landform, screens and massing.
- 3D massing models for large or visually sensitive developments (strategic sites, major applications, edge-of-settlement proposals). Demonstrate clearly the before and after scenarios.

Should

- Minimise night-time visibility where lighting could create negative impacts, by keeping lighting columns low, directing lighting down, and ensuring light levels do not exceed what is necessary to meet requirements of the use.
- Minimise glare on large-scaled roofs through form, colour and reflectiveness.
- Use green roofs to soften harsh, industrial lines and roofscapes with organic textures that integrate the building into the surrounding landscape. They also provide an ecological stepping stone for wildlife and pollinators to move safely across the landscape.



Picture B3 Leeds Skelton lakes services M1 J45 Leeds.

Topography

The shape and form of the land is one of the most fundamental determinants of settlement character, visibility, landscape impact and development form.

The Wychavon design code recognises topography as a key design driver, not a constraint to be mitigated later. Setting explicit expectations ensures development fits sensitively into Wychavon's varied landscapes and avoids the common pitfalls of over engineered, visually intrusive or poorly integrated schemes.

Must

- Design buildings to provide a roofscape that is varied in scale, orientation and interspersed with large scale tree planting.
- Work with the site's characteristics and adopt a sensitive approach that improves sustainability, reduces carbon, preserves soil and biodiversity, and achieves more natural site drainage.
- Follow and step within the natural landform and avoid artificial platforms/ terracing, excessive cut-and-fill or engineered slopes.
- Seek to deal with changes in levels within the building form and private realm rather than in the public realm.

Should

- Align streets with the contours where possible to support walkability, accessibility and natural drainage patterns.
- Use landform and structural landscape features to filter or soften views, but vegetation should not be relied upon to hide inappropriate development in terms of location, scale and massing.
- Consider using earth-based construction (e.g. rammed earth, cob, adobe, compressed earth blocks) where it supports local landscape character. These materials create low-impact, context-appropriate forms that visually recede into the landform and align with local vernacular and sustainability aims.
- Preserve natural site drainage patterns, recognising that working with topography reduces interventions and supports Sustainable urban Drainage Systems (SuDS) performance.

Figure 47 Illustrates how good design must respond to topography to ensure built form sits well within the landscape.

Colour and tonality

Embedding colour and tonality principles at the outline, full or hybrid stage, will demonstrate how the visual impact of development has been minimised from the outset. These early design considerations will support more detailed decisions on materiality at reserved matters.

Must

Outline and Full Application Submission documents must include:

- Strategic Colour and Tonality Statement.
- Parameter Plans - Tonal Envelope showing acceptable ranges of lightness/ darkness (L-values), zones where darker tones are mandatory, locations where green roofs or reflective-control measures are required.
- LVIA visuals showing tonal impacts.
- Key view analysis demonstrating visibility mitigation.

Reserved Matters Application Submission documents must

- Adhere to strategic tonal principles.
- Propose materials that accord with the approved tonal envelope.
- Be supported by Accurate Visual Representations (AVRs) to show compliance.

B8

Picture B4 Overbury Estate - sensitive agricultural buildings in the Cotswold National Landscape.

Picture B5 Gloucester Services - sensitive green roof design mitigating visual impact on the Cotswolds National Landscape.

Picture B6 Worcester Six - Logistics buildings using darker materials and undulating roof.

Picture B7 Westcott Way estate Pershore. Buildings stand out against the landscape.

Picture B8 To follow.

Green Infrastructure incorporating biodiversity

Green Infrastructure is defined as 'A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.' (NPPF).

The district scale green infrastructure (GI) network includes, parks, woodland, hedgerows, orchards, trees, verges gardens, wildlife areas, waterways and sustainable drainage.

Protecting and enhancing the environment in towns and villages across Wychavon is part of the wider landscape scale, integrated blue and green infrastructure. Schemes must be designed in close collaboration with Wychavon's Landscape, Tree, Natural Heritage and Urban Design Officers.

Must

- Be used as a primary organising structure and be one of the first layers designed into development proposals before any street network or land parcel arrangements, block formations and neighbourhoods are created.
- Be laid out to work with and retain existing GI assets such as trees, hedgerows, watercourses/ponds and important habitats.
- Ensure GI is multi-functional and connects to the wider landscape to avoid fragmentation of movement corridors for people and wildlife.
- Illustrate on a parameter plan what GI functions will be provided, and how they inter-relate.
- Position GI to shape settlement edges and prevent coalescence.
- Protect and enhance GI assets identified as "protect and enhance/ restore".
- Include buffer zones to minimise disturbance from lighting and noise.

Must

Natural England and Forestry Commission

advised tree canopy cover.

Minimum 10-20% tree canopy cover of the site area depending on landscape type and scale of development.

Worcestershire Green Infrastructure Strategy (2023 – 2028)

provides principles that translate into policy obligations through SWDP 7 and associated local plan policies. (Currently being updated).

Environment Act target delivery plan 2025

target 16.5% by 2050. An Interim target will increase England's tree canopy and woodland cover by 0.33% of land area by December 2030 from the 2022 baseline of 14.9%.

Should

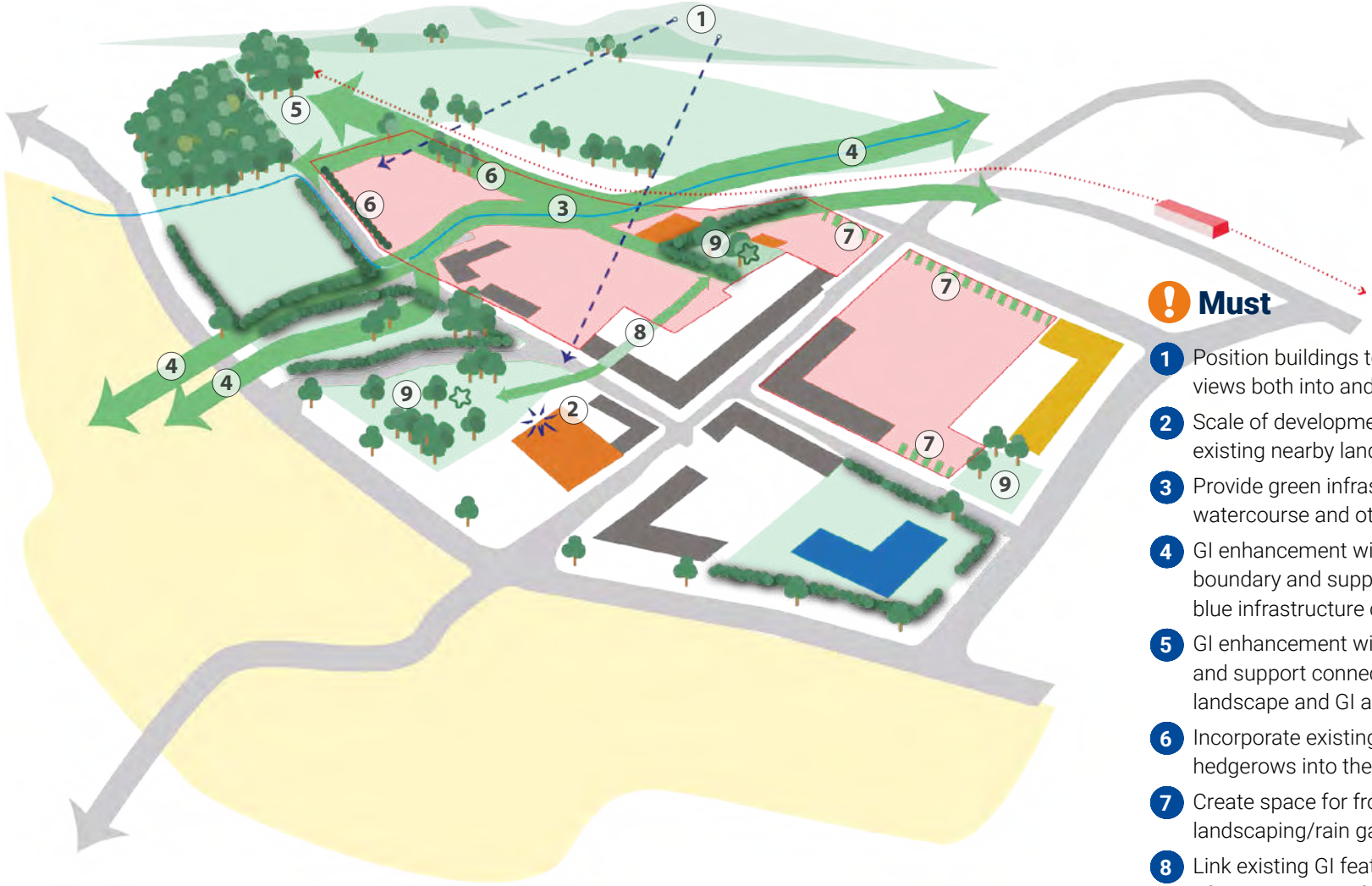
- Demonstrate alignment with the relevant Environmental Character Area(s) and the GI structure reflect the ECA's biodiversity, landscape, historic environment, and access and movement characteristics.
- Follow the principles set out in Worcestershire's **Local Nature Recovery Strategy (LNRS)**.
- Contribute to the enhancement, expansion or connection of Areas of Particular Importance for Biodiversity identified in the **Worcestershire Local Nature Recovery Strategy** by including mapped and unmapped measures that are appropriate to the location.

These requirements collectively ensure that GI is used as an overarching principle for masterplanning enhances the landscape, ecological and environmental quality across Wychavon.

The following illustrative diagram highlights the relationship between landscape character, green and blue infrastructure, movement networks, heritage considerations and settlement typologies, showing how these layers combine to form a coherent spatial logic at the strategic scale.

It visually reinforces that these components are considered together from the outset, ensuring that masterplans are landscape-led, well-connected, climate-resilient and rooted in local character.

Picture B9 Drone view of Stoulton Brook local wildlife site.



Must

1. Position buildings to preserve and frame views both into and out of the site.
2. Scale of development to respect existing nearby landmark features.
3. Provide green infrastructure (GI) buffering along the watercourse and other GI features within the site.
4. GI enhancement within the site boundary and support wider green and blue infrastructure connectivity.
5. GI enhancement within the site boundary and support connectivity to the wider landscape and GI assets (e.g. woodland).
6. Incorporate existing trees and hedgerows into the GI framework.
7. Create space for frontage landscaping/rain gardens.
8. Link existing GI features within the site as part of the movement framework. Including other established features (e.g open spaces/orchards).
9. Improve biodiversity of existing open spaces.

Figure 48 Illustrative diagram setting out some of the green infrastructure considerations at the strategic scale that are expected to be incorporated into the design of this fabricated site.

Blue infrastructure

By definition:

Blue Infrastructure (BI) includes all natural and engineered water systems – rivers, streams, ditches, wetlands, ponds, floodplains, SuDS features and overland flow paths.

Risk of flooding is a key consideration for Wychavon and therefore development proposals must a deliver multifunctional SuDS approach. Integrating BI with GI will result in strong blue/green connectivity that avoids fragmentation.

SuDS serve the same core purpose everywhere – to slow, store, filter and convey water. However, the context including density, landform, ground conditions, character, heritage, space, adoption models, and infrastructure constraints change how SuDS are designed, expressed and delivered.

A good SuDS strategy uses a range of interventions as demonstrated in the **SuDS Management Train** diagram to the right.

Must

Development **must** respond to water at the wider landscape scale, working with natural hydrology rather than against it. It sets expectations for how water systems must be understood, enhanced and integrated into masterplans before detailed layout or street design occurs.

Picture B10 Rain gardens – Sheffield and check dam.

Picture B11 Swale – Ashton under Hill.

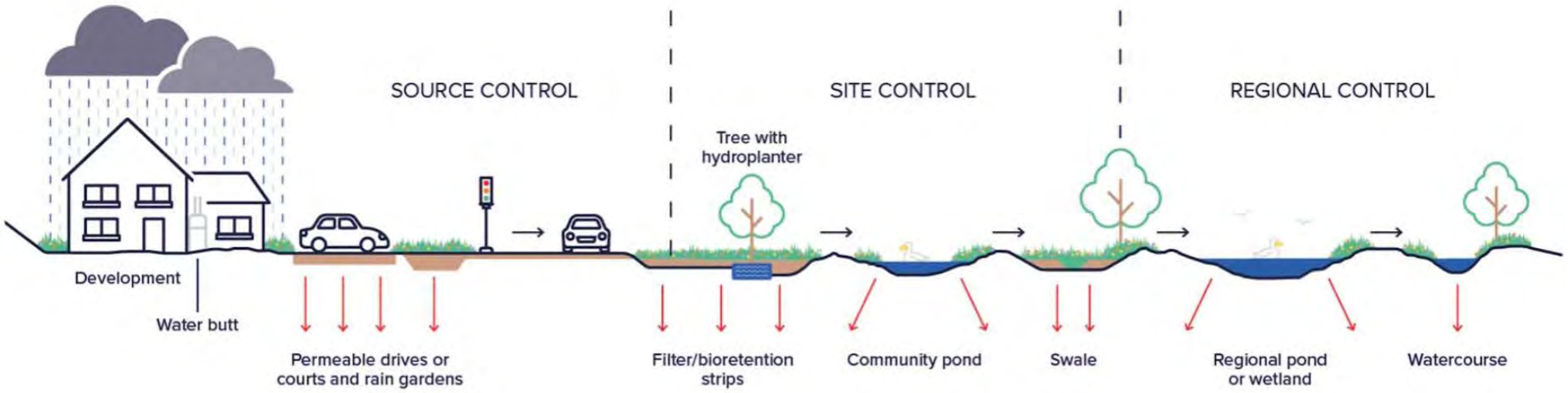


Figure 49 SuDS Management Train - diagram from Curtins / www.curtins.com/what-we-do/suds/

BI typologies - practical comparison

Town centres, edge of centre (new settlements	Suburbs, villages and rural areas
• Space is constrained; SuDS are often embedded in streets, squares, public parks and roofs. • Reliance on compact, engineered or hybrid systems. • SuDS must fit historic street patterns, building lines, and tight enclosure. • Many surfaces are impermeable with high runoff rates; peak flow control is critical.	• Land is more abundant; SuDS must be landscape-led and aligned with natural hydrology. • Reliance on large-scale, nature based features. • Space allows for biodiversity rich, habitat-forming water landscapes. • SuDS express naturalistic character, blending into hedgerows, meadows, ponds. • Larger catchments allow attenuation across multiple landscape features.

Measurables at the outline planning stage

Current **National SuDS Standards** require designers to account for Urban Creep. The gradual increase in impermeable surfaces (like patios or extensions) over time. This typically requires adding a 10% uplift to the calculated impermeable area, further increasing the land needed for attenuation.

Climate Resilient design standard: Size attenuation for 1 in 100-year storm + climate change allowance (typically 40%).

Demonstrate compliance with SuDS discharge hierarchy (1 highest 5 lowest):

1. **Rainwater harvesting/use (collection):** Storing or using runoff for non-potable purposes.
2. **Infiltration to ground:** Allowing water to soak into the ground via methods like soakaways or permeable paving.
3. **Surface water body:** Discharge: Releasing water into a watercourse, river, or sea.
4. **Surface water sewer/highway drain:** Connecting to a dedicated, piped surface water system.
5. **Combined sewer discharge:** The final option, used only when others are not feasible.
6. **Discharge:** The final option, used only when others are not feasible.

Rule of thumb land take: Urban master planners typically reserve 12% to 15% of the total site area for SuDS features if the exact impermeable area is not yet known.

Must

- Ensure that at the strategic scale, BI is planned in coordination with GI to create a continuous, multifunctional blue – green network.
- Structure the site layout around existing water features, open space network and movement corridors rather than be diverted or engineered away and be integrated early in the design concept.
- Design and deliver SuDS to mimic natural hydrology, slowing, storing and filtering water through a connected sequence (the SuDS Management Train).
- Ensure blue spaces contribute to public realm quality, habitat creation, flood storage, and recreation (where safe).
- Integrate natural flood management techniques (e.g., leaky dams, contour-based swales, restored ditches).
- Ensure development does not increase downstream flood risk.

Should

- Use Daylighting culverts wherever possible as this is strongly supported by the Environment Agency. This enables better pollution detection, improved ecological health and positive recreation and amenity benefits.
- Combine SuDS with landscape-based water management, such as:
  - Restored field ditches.
  - Wetland mosaics.
  - Flood meadows.
  - Naturalised detention basins.
- Ensure blue infrastructure shapes healthy movement routes (shade, cooling, pleasant edges).
- Provide bridges, boardwalks or crossings where needed to maintain walkability to avoid severance.

Picture B12 Elmley Castle with a daylight culvert integrated with the street.

The figure 50 illustrates how blue infrastructure shapes development by working with natural hydrology and integrating water systems – such as rivers, streams, ponds, wetlands and SuDS – into the structure of a site. Effective masterplanning must prioritise slowing, storing and filtering water, coordinating blue infrastructure with green infrastructure to form a continuous, multifunctional network that supports flood resilience, habitat creation and high-quality public realm.

Picture B13 Recent development Cambridge - swale integrated with the verge.

Must

10 Contour based swale to work with the natural slope of the site.

11 Restore field ditch and hedgerow (characteristic of the district).

12 Provide bridge to avoid severance and serve as a pedestrian and wildlife crossing.

13 Integrated Suds features into street design and open spaces to slow down water run off and flood risk.

14 Create front garden space for rain gardens.

15 Integrate the watercourse with the GI to create a continuous multifunctional blue green network.

Figure 50 Illustrative diagram setting out some of the blue infrastructure considerations at the strategic scale that are expected to be incorporated into the design of this fabricated site.

Strategic green spaces

Strategic green spaces are large scale, multi-functional components of Wychavon's wider green infrastructure network. They play a central role in shaping settlement form, from towns to villages, while delivering ecological, social, climate, and placemaking benefits.

Publicly accessible green space of an appropriate size must be in accordance with South Worcestershire Council's Planning Policies. In new developments, it is good practice to identify suitable nearby precedents to inform dimensions.

Must

- Be well integrated with new development and contribute to the wider green infrastructure in the following typologies.
- Be linked by safe and enjoyable accessible walking and cycling routes for all users.
- Be multi-functional and flexible enough to provide space for events, markets and gathering places which foster positive community activities.
- Be at the heart of and well overlooked by new development.
- Be fully integrated within the sustainable movement network.
- Be designed to connect with the wider green infrastructure network outside the site via green links through the development (tree lines, hedgerows etc). Provide seating, tree planting and SuDS.

Strategic green spaces should also be planned to meet the principles of Accessible Natural Greenspace Standards (ANGSt), ensuring that all residents have convenient access to a hierarchy of natural green spaces that support everyday recreation, health and wellbeing.

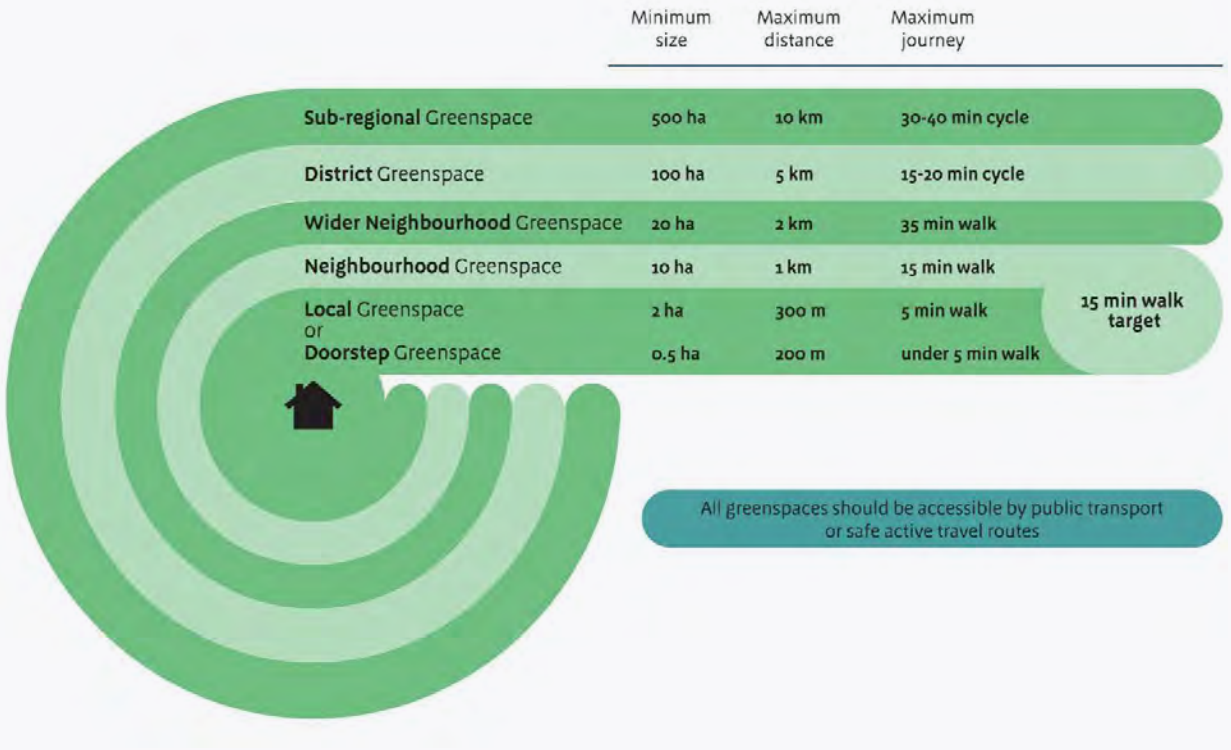


Figure 51 Accessible green spaces standards figure from Natural England Green Infrastructure Planning and Design Guide.

Green Space Typologies

The following green space typologies table sets out key categories of strategic green spaces that shape development and explains where they apply, their role, function and contribution to placemaking.

Location	Public Squares	Formal Parks and Recreation Grounds (public/private)	Pocket parks	1 Amenity green spaces sites > 0.15ha	Natural Green Space	2 Play spaces (Children)	2 Play spaces (Youth)	Allotment	Orchards	3 Playing Fields	Grass verges	Street trees	Village greens integral to the highway
Town Centres	✔	✔	✔	✔	N/A	N/A	N/A	N/A	N/A	N/A	N/A	✔	N/A
Edge of Centre	N/A	✔	✔	✔	✔	N/A	N/A	✔	✔	✔	✔	✔	✔
New towns	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	N/A
New neighbourhoods	N/A	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	N/A
Suburb	N/A	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔
Village	N/A	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔
Rural	N/A	N/A	N/A	N/A	✔	N/A	N/A	N/A	✔	N/A	✔	N/A	✔
SWDP Open Space Quantity Standards (ha/1,000 population)	4 1-2 sq.m per head of population	0.5	No prescribed quantity	0.7	1	0.05	0.05	0.3	0.3 Min. 5 trees (/nut) to qualify	No prescribed quantity SWDP 50	N/A	N/A	N/A
SWDP Access Standards - Extract from Policy 49	400-800m or 8-15 minute walk time	600 metres or 12-13 minute walk time	No access standards	600 metres or 12-13 minute walk time	720 metres or 15 minute walk time	600 metres or 12-13 minute walk time	720 metres or 15 minute walk time	720 metres or 15 minute walk time	720 metres or 15 minute walk time	720 - 1200 metres or 15 minute walk time	Strategic and Detailed Design Code	Strategic and Detailed Design Code	Strategic and Detailed Design Code

Active Travel England, Natural England, Fields in Trust and recognised European best-practice frameworks provide supplementary guidance on aspects of planning, design, green infrastructure and open space provision that are not fully covered within the South Worcestershire Development Plan (SWDP). Their guidance helps fill gaps by offering more detailed standards on accessible green space, play and sport, active travel networks, sustainable drainage, landscape-led design and the creation of healthy, well-connected places. As such, these sources should be used alongside the SWDP to ensure proposals meet current best practice and deliver high-quality, multifunctional and future-ready environments

1 Natural England

- Accessible Greenspace of at least 0.5 ha within 200m from home.
- Accessible Greenspace of at least 2 ha within 300m from home.
- Accessible Greenspace of at least 10 ha within 1km from home.
- Accessible Greenspace of at least 100 ha within 5 km from home.
- Accessible Greenspace of at least 20 ha within 2km from home.
- Accessible Greenspace of at least 500 ha within 10km from home.

2 Active Travel England

- Local Areas for Play (LAPs): Within 100m from home.
- Locally Equipped Areas for Play (LEAPs): Within 400m from home.
- Neighbourhood Equipped Areas for Play (NEAPs): Within 1,000m from home.

3 Fields in Trust (FiT) 2020 guidance

4 European best practice

Movement

Movement networks must structure development from the outset – prioritising walking, wheeling, cycling and public transport; connecting to existing settlements; integrating with blue – green corridors and topography; and creating resilient, legible, and place appropriate streets.

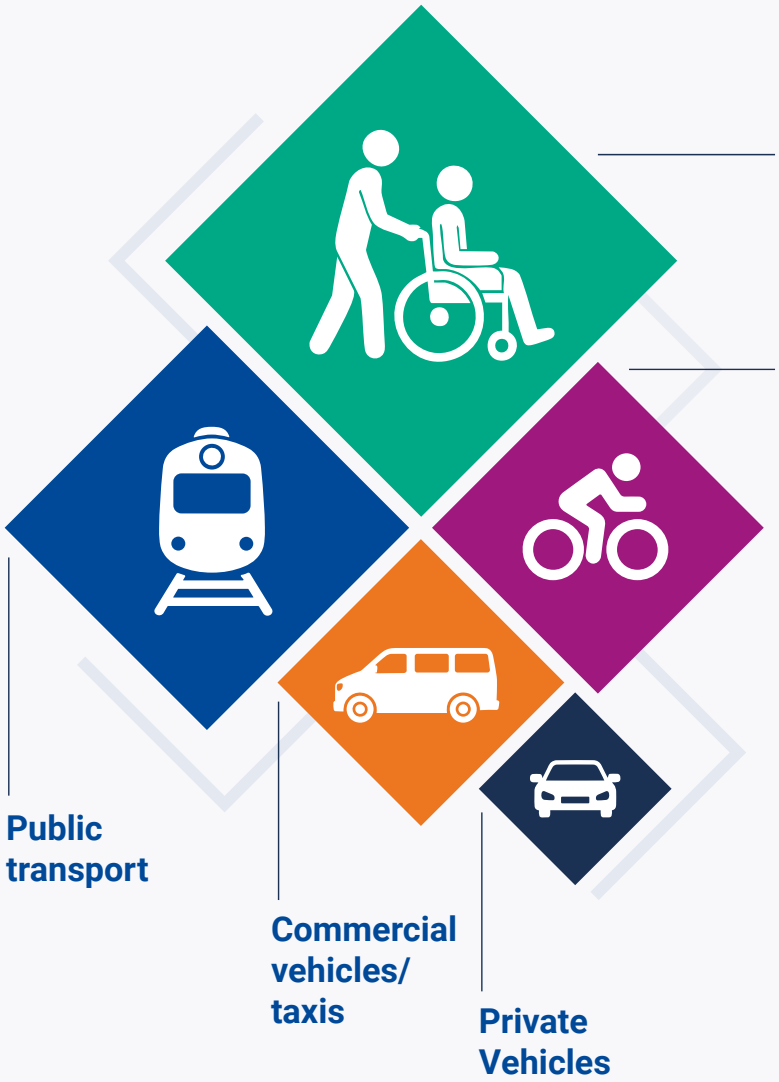


Figure 52 Well recognised movement hierarchy for achieving sustainable movement patterns.

The Strategic Movement Code ensures primary movement networks prioritise walking, wheeling and cycling, connect to existing settlements, support sustainable trip patterns (including 20-minute neighbourhood logic on larger sites), and shape neighbourhoods at the outline and hybrid application stages before detailed street design occurs. application stage before detailed street design occurs.

Overarching movement requirements

Structure first

Primary movement and active travel spines must be fixed at the concept/ masterplan stage and used to structure blocks, land parcels and centres.

People first

Walking, wheeling and cycling are the highest priority modes, followed by public transport; private vehicles are accommodated but must not set the spatial logic.

Connect and complete

Networks must connect into the existing street and Public Rights of Way (PRoW) systems at multiple points, to avoid severance and safeguard ransom free links to adjacent land in future.

Landscape-led

Movement aligns with topography and integrates with blue – green infrastructure, using shade, shelter and cooling corridors to create comfortable, legible and attractive routes.

Place-appropriate:

Street form and enclosure respond to settlement typology (town, edge of town centre, suburb, village, rural) rather than one-size-fits-all geometry.

Resilience

Align strategic routes for flood and climate resilience, maintaining access and safe operation during extreme events.

Public transport (PT) ready

Primary streets (where applicable) must be capable of supporting efficient bus routing and direct pedestrian/cycle access to stops and hubs.

Strategic Street Hierarchy

At the strategic scale, classify and plan routes of primary and secondary streets as follows:

Distributor, Primary and High Streets (DPHS)

Structure neighbourhoods; connect to town, neighbourhood and village centres, schools and public transport; carry the main walking/cycling spines; tree lined and integrated with blue – green corridors.

Secondary streets

Stitch blocks and neighbourhoods to DPHS's and form finer grained connections to local centres, parks and schools; provide permeable, low speed streets prioritising active travel. Avoid disconnected street patterns.

Local residential streets

Serve local access within blocks; design particulars are directed by the detailed code and WCC Streetscape Design Guide (WCC SDG).

Street sections are set in the **detailed code** section and complement advice in the Worcestershire County council Streetscape Design Code.

Must

Development **must**

Movement led masterplanning

- Present a Strategic Movement Framework at concept stage including active travel and public transport corridors and their relationship to centres, GI/BI and blocks.
- Demonstrate that movement routes have been fixed before parcelisation and block testing.

Active travel priority

- Provide direct, coherent walking/wheeling/cycling routes to link with surrounding networks and along desire lines to daily needs (local centre, schools, parks, public transport), minimising detour and conflict points.
- Ensure crossings and junctions on DPHS's are designed for pedestrian/cycle priority in accordance with the WCC SSDG and Local Transport Note 1/20.

Strategic connectivity and permeability

- Connect into multiple existing streets and PRoW where available; avoid one way in/one way out layouts.

- Safeguard ransom free future links to allocated or potential adjacent development land.
- Not to use cul-de-sacs except where unavoidable due to topography, open views, physical space and location, heritage or ecology. They must be short and linear (25m maximum before turning head is required).

Must

Figure 53 shows how the strategic movement network primary and secondary routes, active-travel corridors, and public transport connections must be organised development from the outset. It highlights that movement frameworks must link to existing streets and PRoW, align with topography and green – blue infrastructure, and establish a clear, walkable structure before any detailed layout is designed.

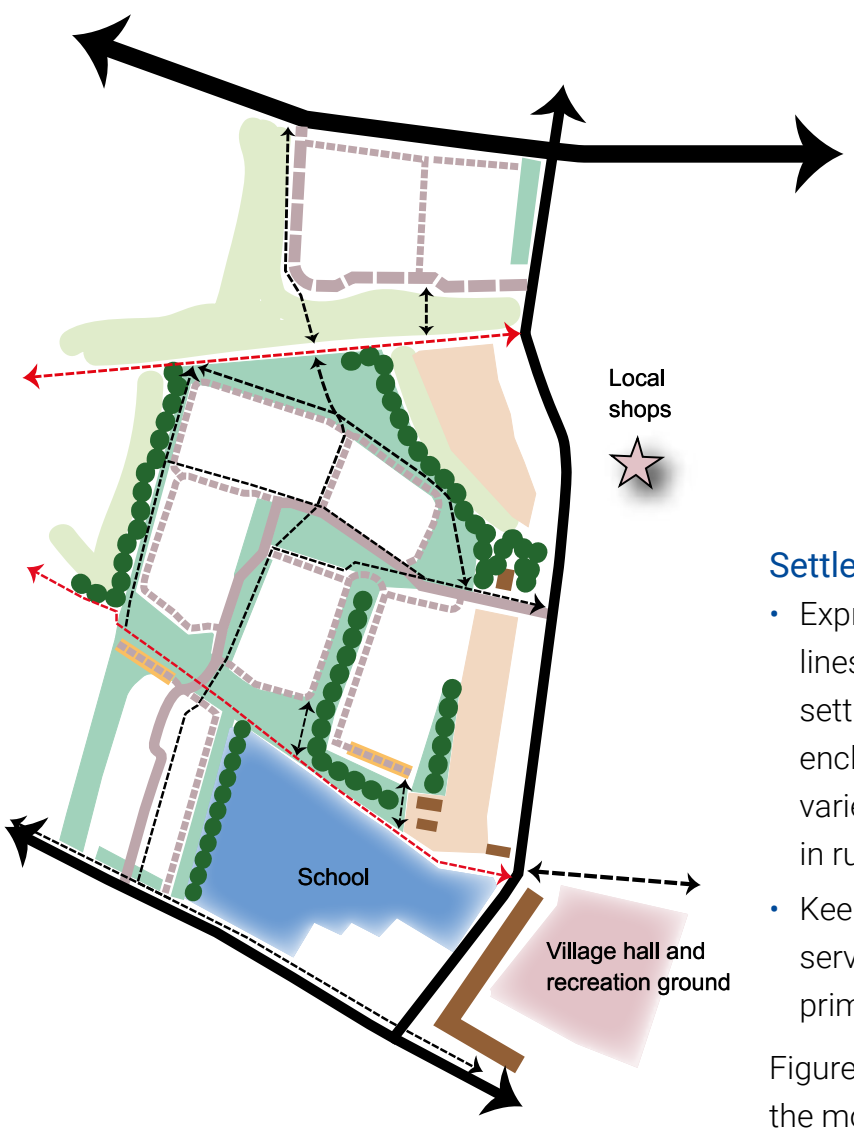
Figure 53 Shows new development connecting to existing movement infrastructure.

Public transport integration

- Align at least one Primary Movement Corridor to support efficient bus routing (geometry, stop siting potential, turning options) and direct access on foot and cycle to all stops.
- Locate neighbourhood/local centres on or adjacent to public transport corridors to maximise internalised trips.

Landscape, topography and blue – green integration

- Align streets to work with contours where practicable; avoid excessive gradients that undermine accessibility.
- Co-locate movement spines with blue – green corridors for shade, cooling, habitat connectivity and SuDS opportunities; avoid fragmenting GI.
- Maintain flood resilient access on strategic routes and avoid severance by drainage infrastructure.



Settlement-appropriate character

- Express street character and building lines in a manner consistent with the settlement typology (e.g. stronger enclosure in town centres, softer/ varied lines in villages, informal edges in rural contexts).
- Keep strategic parking, access and servicing solutions from dominating primary frontages.

Figure 54 illustrates the co-locating of the movement framework with the blue and green infrastructure.

Figure 54 Co-locating of the movement framework with the blue and green infrastructure.

Healthy streets

- Design DPHS's and secondary streets as tree lined, climate resilient streets with shade, stormwater management and high-quality crossings, supporting year-round comfort.

Wayfinding and legibility

- Use street hierarchy, building lines and focal spaces to build a clear mental map; provide simple, continuous active travel wayfinding to centres and public transport.

Inclusive design

- Shape routes to achieve accessible gradients, clear widths and resting opportunities; prioritise step free connections and safe junction geometries.

Freight, servicing and visiting

- Manage freight and service routes/times to minimise conflict with primary walking/cycling corridors, design for last mile solutions where appropriate.
- Provide unallocated short-stay parking conveniently distributed throughout the development, in legible locations within the public realm.

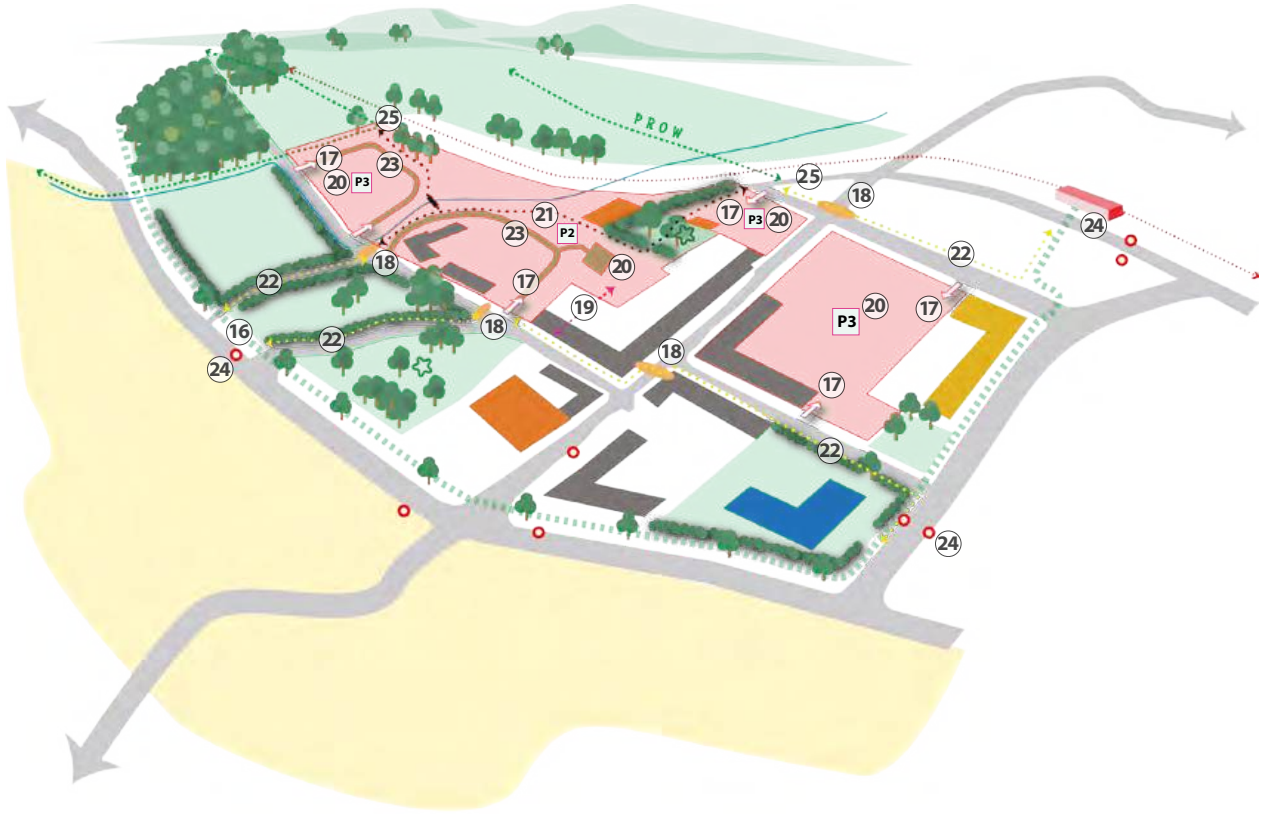
Strategic growth areas/major sites

- Have masterplans arranged to internalise a significant share of daily trips; the ambition set for Wychavon Town is that 40% of trips are internalised and should be applicable for other strategic sites in sustainable locations.
- Be subject to the Wychavon Design Code but will have their own design codes to set out core principles, matters not covered by the Wychavon Code, and requirements necessary to guide applications on those sites.
- Provide mixed-use/local centres and schools within a walkable catchment supported by the active-travel network.

Picture B14 Rain gardens and cycleway in Altrincham, Greater Manchester.

The strategic movement diagram highlights the core movement principles that structure development at the strategic scale. It shows how primary and secondary routes must be fixed early to organise blocks and land parcels, prioritising walking, wheeling and cycling as the highest-priority modes. It also illustrates the need for strong connections into existing streets and Public Rights of Way to avoid severance, alongside integrating movement corridors with topography and blue – green infrastructure to create comfortable, legible and climate-resilient routes.

Figure 55 Illustrating how proposals must create a well connected layout within the site and connect to the wider movement framework



16 Forge connections to the existing bus stops and active travel routes.

17 Optimise site access points from the public highway.

18 Provide safe crossing points to encourage non-motorised journeys on foot or wheeling.

19 Enhance existing through routes/making them safe and attractive.

20 Provide a variety of parking – P1 on plot, P2 parking square, P3 rear court.

21 Provide new pedestrian and wheeling connections through the site and onto the existing wider movement network and key destinations.

22 Provide direct connection/ access to existing footways.

23 Connected interior street layout responding to perimeter block layout.

24 Ensure multiple direct walking and wheeling routes to public transport interchange.

25 Make direct connections to existing Public Rights of Way.

Outline, Full and Hybrid Submission Requirements (Strategic Stage)

Must

Applicants submit the following that is proportionate to scale and sensitivity of the development proposal:

- Strategic Movement Framework Plan (DPHSs, secondary connectors, active travel spines, public transport corridors and gateways).
- Connectivity and Permeability Plan showing links to existing network; number and quality of connections; Public Rights of Way (PRoW) treatment.
- Active Travel Strategy to include desire lines to key destinations; barrier free routes; a crossing strategy in principle.
- Public Transport Strategy (route readiness of DPHSs; indicative stop locations and walk catchments).
- Blue/Green Integration Plan (co-location of routes with GI/BI; shade/cooling corridors; SuDS interfaces).
- Topography and Resilience Plan (showing gradients; flood resilient alignments; critical access under extreme events). Future Links Plan (showing safeguarded, ransom free connections to adjacent land).
- Trip Internalisation Statement (for SGAs/major sites: how land use mix and movement structure enable internalised trips).

Picture B15 Cycleway at Trumpington, Cambridge. Active travel route set behind the existing hedgerow.

Strategic street trees and verges

Street trees are a fundamental component of Wychavon's place making approach. At the strategic scale, they structure movement corridors, reinforce settlement character, support climate resilience, and contribute to the identity and legibility of new development. Their inclusion must be planned from the outset – not retrofitted – to ensure long term delivery, maintenance and visual coherence.

We define tree lined streets as follows:

A distributor road or primary street which has street trees on both sides, along its entire length.

A secondary and local residential street, (B and C road, unclassified or estate road) with street trees on at least one side, or on alternating sides, along its entire length.

In all cases, where the trees are within the adopted highway, on land managed by a management company or the community, or if on private land, or protected by Tree Preservation Orders, must be planted at or less than the radius of the mature canopy size from the adopted carriageway and spaced on average approximately:

- 10m apart for small species*
- 15m apart for medium species*
- 20m apart for large species*

*Mature height. Small trees typically reach 3-6m mature size, medium trees reach 6-10 m, and large trees reach 10m or more.

Tree crown spread diagram represents how far the canopy of each size category typically extends once fully grown. This directly supports the spacing rules and helps applicants and decision makers understand how much space different tree types need so they can:

- Plan verges correctly.
- Ensure long-term tree health.
- Avoid conflicts in constrained street environments.
- Design streets that truly meet the definition of "tree-lined".

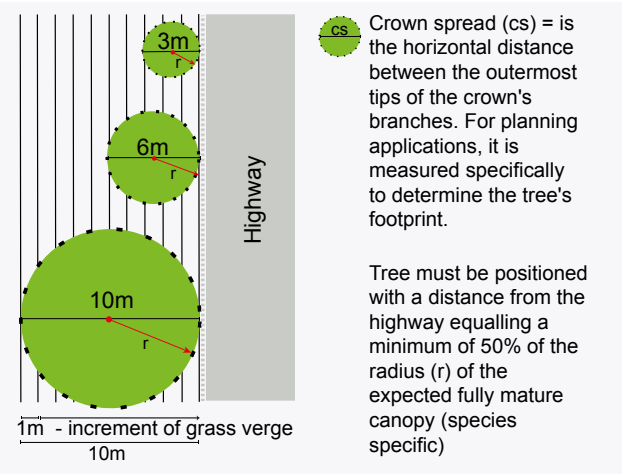


Figure 56 Illustrating the width of space needed for different sized street trees.

To successfully deliver tree lined streets, developments **must**:

- Integrate street trees at concept stage so they shape the structure of primary and secondary routes before parcelisation or detailed street design.
- Ensure tree placement reinforces settlement typology, responding to the character of town centres, suburbs, villages and rural edges.
- Integrate street trees with movement routes, blue – green infrastructure and topography to create healthy, attractive and resilient streets.

Verges

Verges form an essential component of the street hierarchy, supporting movement, character, biodiversity, climate resilience and long-term place quality. They provide space for street trees, SuDS, utilities, habitat corridors and a softer public realm.

Verge widths, planting type and formality must reflect the settlement typology (for example – formal tree-lined verges in town/edge-of-centre locations; softer hedged/grass verges in suburbs, villages and rural edges).

Must

- Be planned at the strategic stage to ensure they are deliverable and not compromised during later design.
- Be incorporated into the primary and secondary street networks before parcelisation or detailed layout is undertaken, ensuring adequate space for street trees, utilities and SuDS.
- Provide widths appropriate to the street hierarchy, tree species and settlement typology as illustrated in the **Strategic street tree and verge typologies diagram** on page 109.
- Provide minimum 1 metre separation between pedestrians/cyclists and carriageways on primary and secondary streets.
- Align verges with GI/BI corridors where possible, embedding SuDS features such as swales, rain gardens and infiltration strips.
- Allow for healthy root zones with sufficient access to water, soil volume and incorporating protection from soil compaction under hard surfaces and high-traffic areas through the use of soil cells or structural soil and using root trenches and root barriers if necessary.
- Incorporate species-rich grassland, native planting or pollinator friendly verges especially at gateways and junctions.

Picture B16 Village of Cleeve Prior.

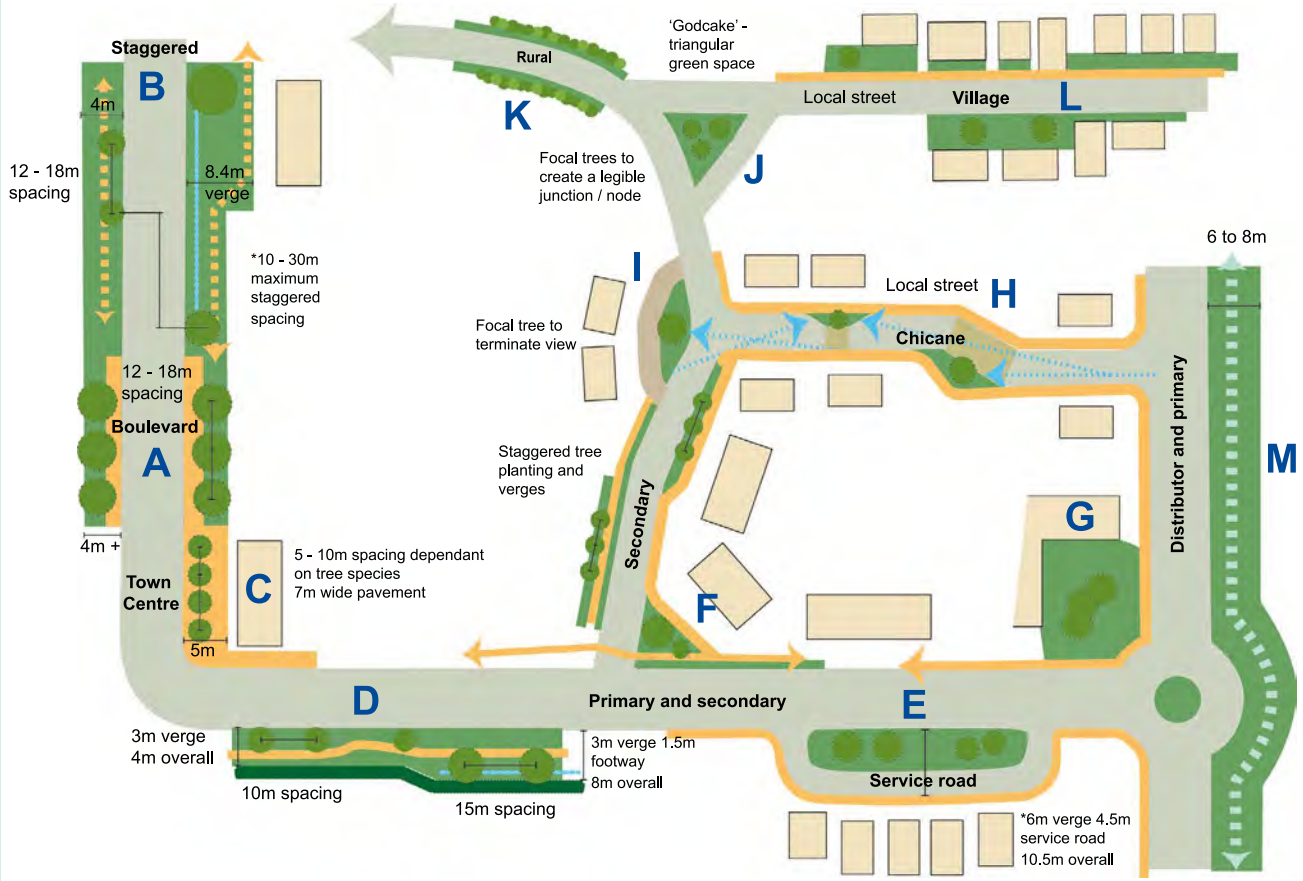


Figure 57 Strategic street tree and verge typologies diagram illustrating the variety of street landscaping arrangements for each settlement type.

A Boulevard must have tree lined streets. Width of verge will be dependant on size of mature tree canopy and the inclusion of footways and cycleways. Appropriate for distributor, primary and secondary roads.

B Staggered verges with tree planting on alternating sides of the highway with space for SuDS. (Minimum width for SuDS is 1m with the preferred width of 2.5m).

C Town centre requires more generous footways where there is higher levels pedestrian movement and space for tree planting. Appropriate for high streets and secondary streets.

D Tree and grass verge with a minimum 2m footway can vary from in front or behind trees. Appropriate for Primary and secondary streets.

E Service road is common throughout the district. The wide verge creates a landscape buffer which softens the street scene. Provides a buffer to a higher trafficked road such as primary and secondary streets.

F Triangular open space with specimen trees at key junctions. Legible node for primary and secondary streets.

G Open space set back at the corner with trees and soft landscaping. Built form to provide active fontages onto the space. Appropriate for primary, secondary, local streets.

H Chicane street – Build outs for tree planting and landscaping in street to create horizontal shift in the street. As a minimum providing a view to a tree up and down the street – appropriate for local streets.

I Grass verge and tree planting setback to provide soft landscaping in the streetscene. Secondary and local streets

J 'Godcake' Triangular grass verge with tree planting at the junction of streets – secondary and local streets.

K Rural lane must have minimum 2m wide verge on both sides with tree hedgerows lining the lane. Increase width of verge accommodate SuDS.

L Front garden and verges combined to the back of pavement, private front gardens minimum for 3m should provide a tree. Pavement of one side of the street. Appropriate for secondary and local streets.

M Active travel route – one way 2m, two way 3m (5m combined footway and cycleway). Verge widths will vary dependant on size and position of street tree planting.

Heritage

Overarching requirements

Preserving and enhancing the Historic Environment within Wychavon is essential to protecting our national and local heritage assets, enhancing sense-of-place and the character of our built environment. It is important that the preservation of the setting of listed buildings, conservation areas, scheduled monuments, and non-designated heritage assets is considered at an early stage in the strategic design process. At outline, full or hybrid application stages, careful consideration of settlement typologies, the existing layout and unique characteristics of a settlement should all be reflected in proposals.

Building upon this, the positioning and type of green and blue infrastructure, the density of development, building heights and other factors within the strategic design code are all vital considerations in preserving and enhancing the setting of heritage assets as they can help to ensure that a proposed development is in keeping and enhances its surroundings.

The setting of a designated heritage asset is not limited to line-of-site. Setting is not fixed and may change as the asset and its surroundings evolve. It is therefore essential to consider how one approaches and experiences the heritage asset, and how new development may add to or detract from that to ensure that heritage assets have been conserved and enhanced.

Must

Applications **must:**

- Reinforce important views of and the wider setting of heritage assets through layout and design.
- Preserve and enhance the setting and experience of designated and non-designated heritage assets by framing and complementing views.
- Respond to the established scale, form, materials and rhythms of the surrounding historic context.
- Include block and street patterns that relate to and complement, distinctive local settlement features such as churches, village centres, historic buildings etc.
- Reinterpret examples of local vernacular or polite architectural styles found within the setting, whether the new development is traditional or contemporary in approach.
- Use architectural details and materials that are visually compatible with those in the surrounding area in order that they blend harmoniously into the existing street scene.
- Use green and blue infrastructure to preserve and enhance the setting of heritage assets.

Should

Applications **should:**

- Retain and enhance the character of landscapes with building designs that are inspired by the character of local vernacular architecture in the countryside.

Overarching important urban design principles

These apply to all settlement types:

Must

- Buildings must be arranged so that the public side faces the street, while private gardens and courtyards are fully enclosed to the rear.
- Deliver active and passive surveillance of the streets and open spaces by orienting habitable rooms towards them and entrances visible to or directly from them.
- Ensure that major routes, spaces, and key views create a coherent and intuitive settlement structure.
- Use landmarks, building form, street hierarchy and green corridors to aid legibility.
- Use block layouts appropriate to the settlement type as illustrated in the block typology section page 124.

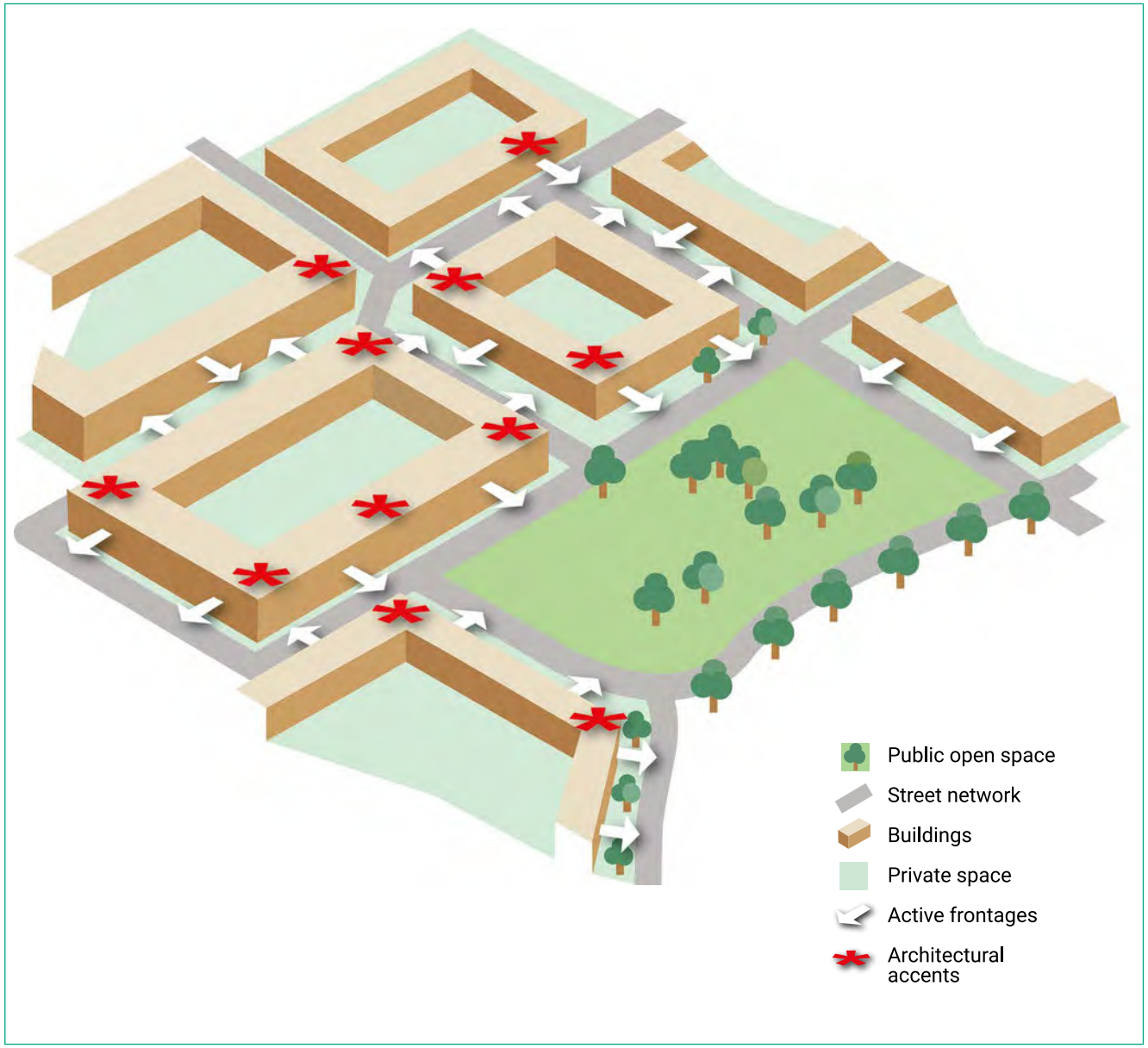


Figure 58 Illustrating some of the important principles of urban design.

Settlement typologies

Settlement typologies describe the characteristic built form, landscape relationships and street patterns found across Wychavon. They ensure that development responds to its context and avoids generic layouts that dilute local distinctiveness.

This section sets out the key settlement types from town centres to villages and rural areas and the strategic **must** and **should** requirements that guide development within each. All sites fall within one or more typologies, and applicants must identify the relevant type early and demonstrate alignment through their outline, full or hybrid proposals.

Street type rules, landscaping, setback distances, parking architectural detailing, materials and boundary treatment are set out in the detailed Code.

Using settlement typologies to inform proposals provides a clear spatial logic for masterplanning, supports sensitive transitions between character areas, and ensures new development reinforces the form and identity of its setting.

Must

Applicants **must**:

- Identify the settlement typologies that are relevant to their site (town centre, suburb, village etc).
- Demonstrate how the proposal aligns with the correct settlement typology.
- Reference the **must/should** measures from the settlement typologies section at early design stage to influence their design concept design.
- Explain and demonstrate compliance in the **Design and Access Statement (DAS)** with clear drawings and a narrative.

Every development site falls within at least one of the following settlement typologies:

Each category has distinctive characteristics relating to its history, settlement patterns, block structure, building line, density, landscape character, green and blue infrastructure integration, movement network and street hierarchy is set out as follows:

Picture B17 Pershore town centre.

Town centres, new settlements and neighbourhoods

As demonstrated in the context section, our towns all have their own unique characters and built form, and this should be carefully assessed.

Picture B18 Evesham town centre.

Must

Building line

Maintain a continuous or near-continuous frontage along primary streets and, in some cases, secondary and local residential streets.

Building heights

Provide 2.5 to 3.5 storey to reflect historic scale. Buildings above 3.5 storeys Any proposals for buildings above 3.5 storeys high will need clear justification. Eaves height variation of +/- 0.5 metre is required to maintain street rhythm and continuity.

Picture B19 Droitwich town centre.

Density

Deliver up to 75 dwellings per hectare (dph) in existing town centres. Strategic Sites or Strategic Growth Areas density range 40 to 60 dph with potential for higher intensity up to 80 dph. Deliver 35 to 55 dph in new neighbourhood areas. Note that SWDP 16 Effective use of land densities are indicative and represent minimum requirements. Density above 80 dph will be assessed on a case-by-case basis.

Block types

Reinforce and respond to existing patterns including medieval burgage plot and compact perimeter blocks.

House types
Incorporate predominantly terraced and apartment blocks housing types with 1 – 3 bed accommodation. Terraced forms must be a minimum of 4 dwellings in row. Corner buildings may incorporate enhanced architectural detailing and accents.

Street enclosure
Be designed to avoid gaps unless forming a deliberate public or semi-public space.

- Street height to width ratio must accord with guidance following on page 123.

Street trees and landscaping
Line primary, high and secondary streets with street trees and soft landscape (see strategic street trees and verges section and diagram).

Parking
Incorporate a balance of on street parking options including parking squares, rear parking courts, mews parking. All types of parking provision must provide space for tree planting, soft landscaping and incorporate SuDS where feasible.

Should

Land use
Provide a mix of uses either arranged vertically within mixed-use buildings, or horizontally across the site.

Public realm spaces
Provide neighbourhood squares with a size range of 850 to 4,180 sq.m and pocket parks sized 300 to 400 sq.m.

- The length of public realm spaces should not exceed 140m maximum.
- Buildings and/or medium to large trees should frame at least 75% of the open space perimeter.

Figure 59 Illustrating town centre settlement typology.

Edge of centre residential areas

Edge of centre residential streets form the transition between dense centres and suburban neighbourhoods. They normally incorporate modest front gardens, two-storey dwellings and strong frontage definition.

Must

Building line

Maintain consistent building lines, typically with shallow front gardens (1 – 3m). This should increase with storey heights of development up to 6m.

Building height

Deliver 2 to 2.5 storey building heights. Anything development above 2.5 will require clear justification.

House Types

Incorporate terraced, semi-detached and occasional detached house types to define the local built form and character. Terraced forms must include a 'tunnel back' for rear access.

Density

Deliver 40+ dph. Anything above this threshold will be assessed on a case-by-case basis.

Block types

Consist of compact perimeter blocks and mews. Where unavoidable, short linear cul-de-sacs will be acceptable.

Street enclosure

Avoid gaps unless forming a deliberate public or semi-public space.

- Street height to width ratio must accord with street enclosure guidance following on page 123.

Incidental Open Space

Include wide verges and open spaces as structuring elements along distributor, primary and secondary streets

Street trees and landscaping

Provide Street trees and soft landscape to integrate with the existing street character and deliver new tree-lined streets. See **strategic street tree and verge typology diagram on** page 109.

Parking

Incorporate a balance of on-plot, rear parking courts, mews parking and some on street parking. All types of parking provision must provide space for tree planting, soft landscape and incorporate SuDS where feasible.

Should

Land use

Consist of predominantly residential uses and some mixed uses concentrated on street corners or along public transport corridors.

Figure 60 Illustrating edge of centre settlement typology.

Village and suburb areas

Whilst the villages and suburbs have different historic origins, the pressures they now face are similar and are subject to edge of settlement expansion and infill development. Both area types need to reinforce landscape character, accommodate walking and cycling networks, and ensure new development integrates with existing patterns. These shared issues mean the strategic code for both areas are very similar although there are a few clear distinctions between the two.

Villages

typically reflects medieval cores, linear or nucleated settlement forms, including:

- Mixed and varied building lines, sometimes immediately to the back of footway, sometimes set some distance from the back of footway.
- Hedgerows, watercourses, grass verges and mature trees.
- Gateways marked through landscape-led features rather than engineered features.
- Buildings of 1.5 – 2 storeys, with occasional variation which contribute to local character.

Suburbs

typically more recent, planned neighbourhoods with more regular plot patterns and wider streets with the following characteristics:

- Landscape tends to be more designed, with formal verges, structured tree planting, and larger front gardens.
- Landscape which is incorporated deliberately, with formal verges, structured tree planting, and larger front gardens.
- Predominantly two-storey built-form, with more consistency across a neighbourhood.
- Wider streets and bigger setbacks of 1 – 8m, reinforcing spacious suburban feel. This type of setback reduces enclosure, weakens walkability, and diminishes the quality of the public realm. To maintain an attractive, coherent and safe street environment, building lines must stay within the prescribed enclosure ratios.

Distinctions in architectural character or materials palette remain important but are set out at the detailed design level rather than this strategic level.

Village and suburban typologies

Must

Building lines

Retain and reinforce mixed building lines ranging from back-of-footway to setbacks of 1 – 3m. Setbacks up to 8m may be appropriate where new development adjoins existing or is at the edge of settlement.

Building heights

Deliver 1.5 – 2.5 storey building height maximum, allowing occasional variation, where such variation is a strong characteristic.

House types

Incorporate detached, semi-detached, terraced house types. Terraced houses must include a 'tunnel back' for rear access.

Occasional clustered farmstead courtyard and coach house house types will be acceptable.

Density

Deliver 30+ dph minimum although an adopted. Neighbourhood Plan density requirement will take precedence.

Block types

Respond to historic village structure incorporating linear, nucleated, poly-nucleated patterns to create irregular perimeter blocks, mews and clustered farm style courtyard arrangements. Where unavoidable, short linear cul-de-sacs will be acceptable.

Street enclosure

Street height to width ratio must accord with street enclosure guidance following on page 123.

Incidental Open Space

Incorporate village greens, triangular nodes, green verges and open spaces as structuring elements within the street environment.

Street trees and landscaping

Provide street trees and soft landscape to integrate with the existing street character and deliver new tree-lined streets.

- Wider streets must have verge and tree planting and soft landscaping.
- Retain existing hedgerows, grass verges, watercourses and mature trees as defining elements, and reflect these features in new development See strategic street tree and verge typology diagram on page 109.

Parking

Incorporate a balance of on-plot, rear parking courts, mews parking and some on street parking. All types of parking provision must provide space for tree planting, soft landscape and incorporate SuDS where feasible.

Villages

Must

Respond to the historic village structure such as:

- Linear
- Nucleated or
- Green focused patterns.
- Integrate with existing access lanes, PRoW and informal rural path patterns.

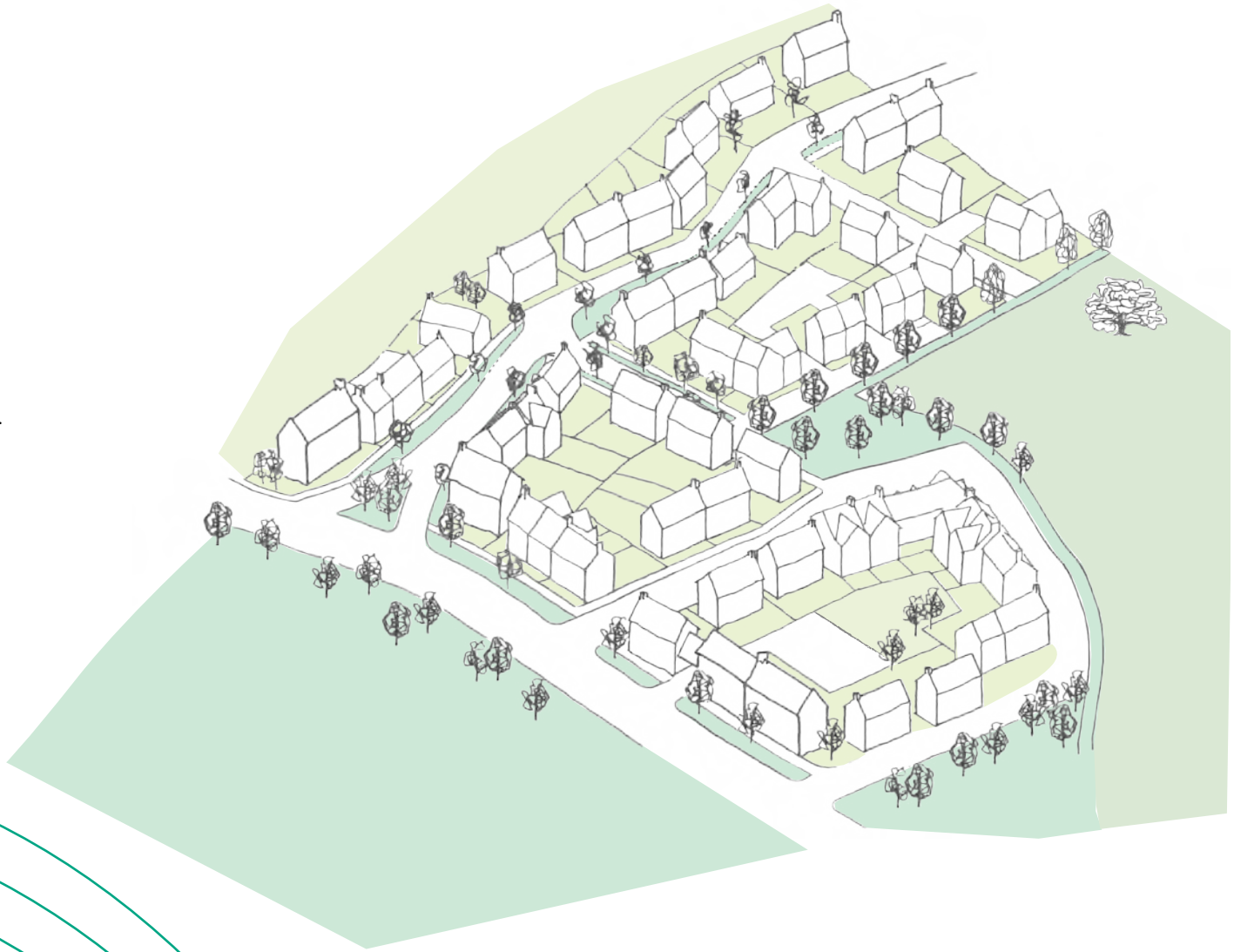


Figure 61 Illustrating suburb and village settlement typology.

Rural areas/countryside

Rural character is defined by dispersed farmsteads, loose grain, meandering lanes, hedgerows and varied building orientation.

Picture B20 Rural lane.

Must

Building lines

Retain and reinforce mixed building lines.

Building heights

Deliver 1.5 – 2.5 storey building heights with any variation only where it is a local characteristic. (E.g. Agricultural buildings).

House types

Incorporate detached, semi-detached, clustered farm style courtyard and agricultural-inspired buildings.

Density

Deliver low density and dispersed settlement patterns. To a maximum of 20 dph.

Block Types

Not to consist of block types and instead be designed as solitary or small groups of dwellings, including farmstead courtyards.

Street enclosure

Integrate trees, hedgerows, verges and native planting as the primary form of boundary treatment, creating a to more natural enclosure. Any occasional buildings proposed to be sited close to the street will be assessed on a case-by-case basis.

- Street height to width ratio must accord with street enclosure guidance following on page 123.

Trees and landscaping

Deliver trees and soft landscape features:

- Within property boundaries, within hedgerows and where there are incidental open spaces.
- To maintain and reinforce landscape-led rural edges with buffers that transition into open countryside.
- To ensure that green and blue infrastructure is integral to the layout and rural character.
- To retain and reinforce existing hedgerows, verges, watercourses and mature trees as structuring features.

Parking

Provide parking on-plot, discreet from the highway and typically behind hedges and/or walls if these are locally characteristic.

The settlement typologies establish the strategic parameters for development, defining the characteristic patterns of built form landscape and movement that proposals must follow. To deliver these principles on the ground, clear expectations for enclosure and block structure are required. The following section sets out the spatial rules such as height to width ratios, street enclosure, and block configuration that ensure typology led design is delivered through coherent, functional and locally distinctive development blocks.

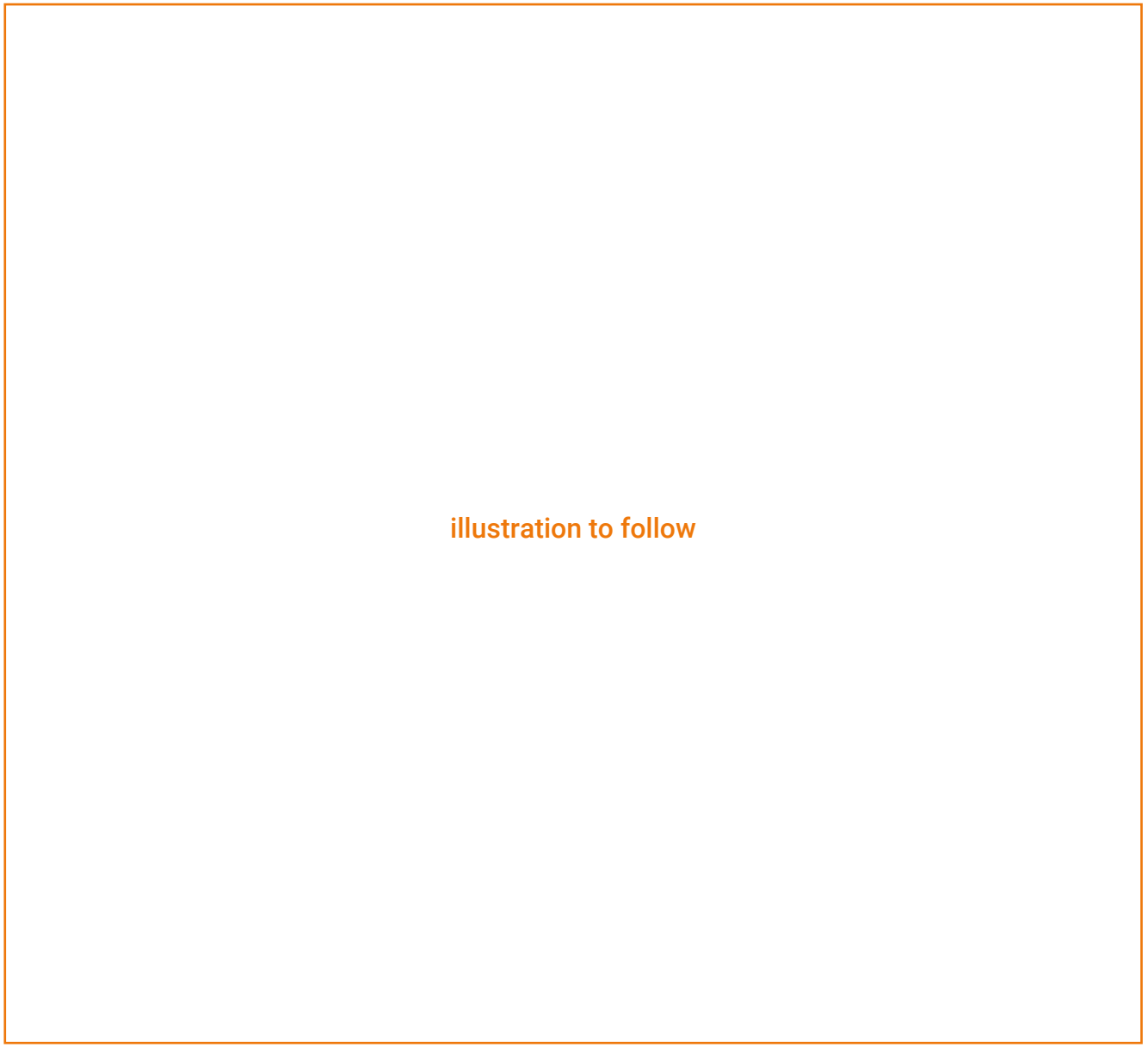


Figure 62 Illustrating low key development fitting into a dispersed landscape.

Street enclosure

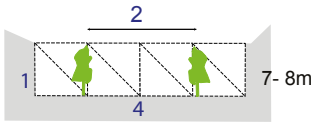
Street enclosure describes the sense of definition and "room-like" quality created by the relationship between building line, building height, setback, street width, and landscape features. Across the settlement typologies clear patterns have emerged. Street characteristics survey can be found in annex 2.

Must

- Be designed to accord with enclosure ratios to the right.
- Make use of building line, height, setback, width and street trees where present to achieve the desired enclosure ratio.
- Align with the settlement typology principles (town centre = strong enclosure; suburban, village = softer).
- Buildings above 3.5 storeys will be assessed on a case-by-case basis.

Distributor and primary streets with public transport corridors

Street enclosure ratio 1:3 - 1:4



Up to 32m

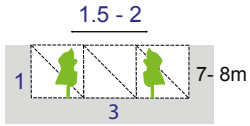
Up to 2.5 to 3 storey buildings with active frontage to the street.

Must have street trees and verges to create 1:2 ratio enclosure.

Appropriate for town centre and strategic sites.

Primary and secondary streets

Street enclosure ratio 1:3



7 to 22m

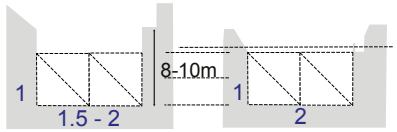
Up to 2.5 to 3 storey buildings with active frontage to the street.

Must have street trees and verges to create 1:2 ratio enclosure.

Appropriate for all settlement types

Primary, high and secondary streets

Street enclosure ratio 1:2



7 to 16m 7 to 16m

2 to 3 storeys.

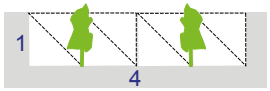
Above 3 storeys must set back upper floors.

Strong enclosure.

Appropriate for town centre, edge of centre, strategic sites

Public Square, formal open space and parking square

Street enclosure ratio 1:3 to 1:4



22 to 36m

Buildings 2 to 3.5 storeys.

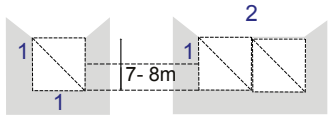
Defined by buildings and tree planting, high quality surfacing and street furniture.

Note: 1:5 to 1:6 ratio = weak enclosure.

Appropriate for Town centre and strategic sites.

Local streets, mews, one way streets and pedestrianised streets

Street enclosure 1:1 to 1:2



7 to 8m 7 to 14.5m

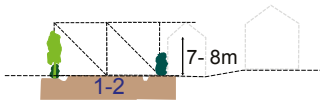
Buildings 1.5 to 2.5 storeys with active frontage to the street.

Strong street enclosure.

Appropriate for all settlement typologies.

Between settlements and countryside

Street enclosure 1:1 to 1:2



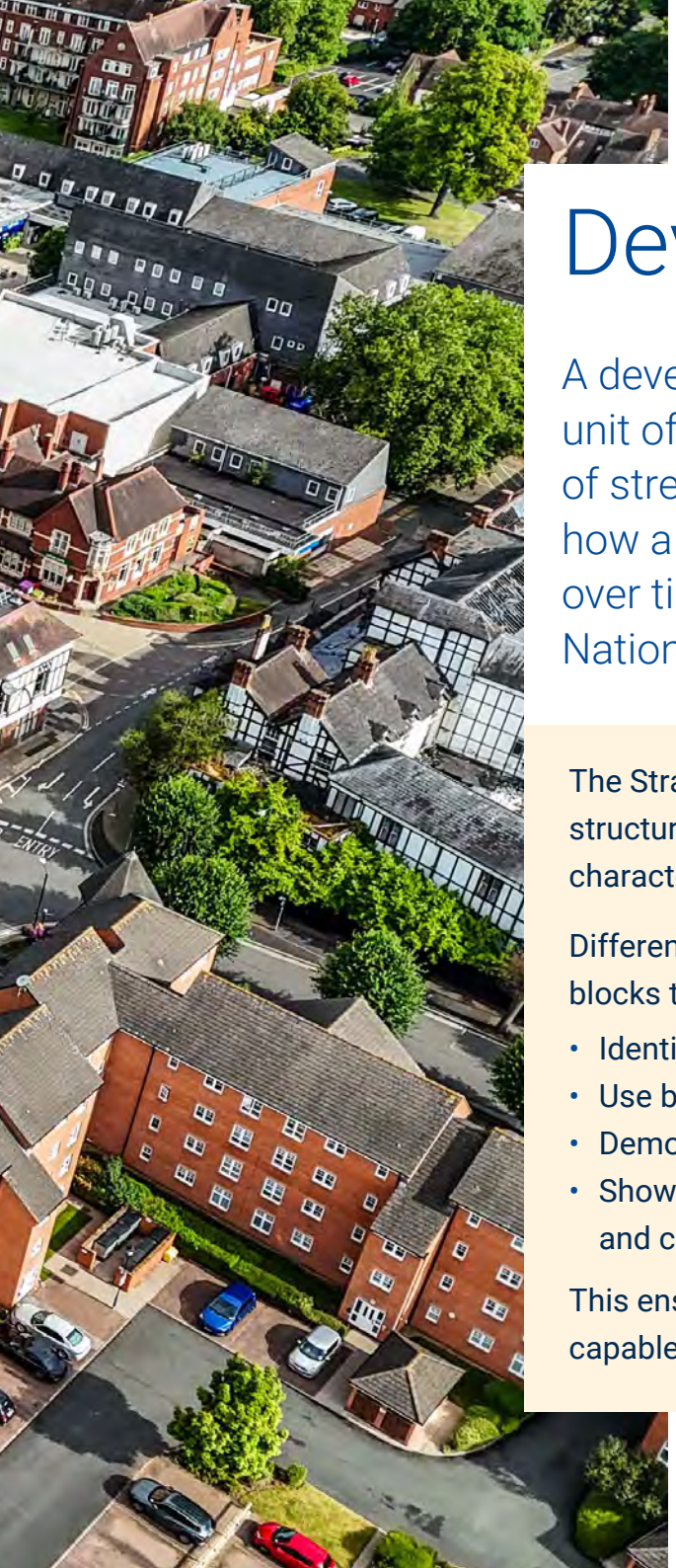
7 to16m

1.5 to 2 storey buildings informally positioned, farmstead clusters, perpendicular forms and large setbacks.

Enclosure defined by vegetation with open views to countryside.

Appropriate for rural and dispersed settlements.

Figure 63 Illustrating street enclosure types.



Development blocks

A development block is the fundamental unit of urban structure: it's the arrangement of streets, plots and buildings that shapes how a place functions feel, and evolve over time and is a key component of the National Model Design Code (NMDC).

The Strategic Code emphasises that block structure is central to walkability, safety, character and long-term adaptability.

Different settlement typologies use different types of blocks therefore applicants **must:**

- Identify the correct settlement typology.
- Use block forms that match that type.
- Demonstrate clear public/private definition.
- Show how block structure supports GI/BI, movement and character.

This ensures blocks are functional, locally distinctive and capable of being delivered through later design stages.

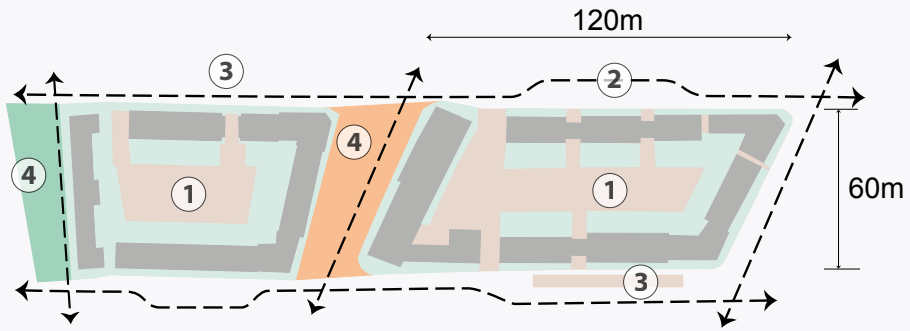
Town centre, edge of centre, high density areas, strategic sites and neighbourhoods

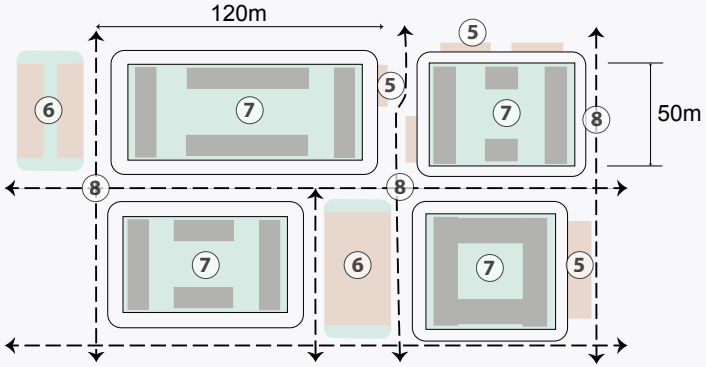
Town centres and edge-of-centre areas represent the most structured, enclosed, and fine-grained parts of Wychavon's built environment. Their block patterns, street enclosure and development grain reflect historic urban evolution, tight street networks and higher activity level.

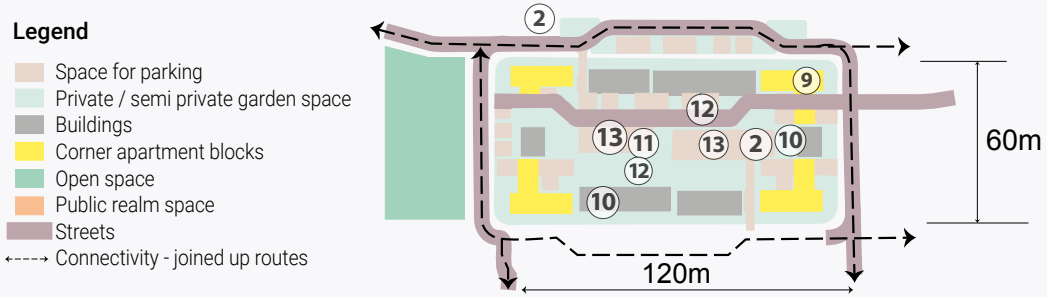
At this strategic scale, block form must reinforce continuous building lines, walkable street patterns, active frontages and clear public – private definition.

The following guidance establishes the spatial logic for how blocks in these locations must be arranged, ensuring development supports the settlement typology, strengthens place identity and delivers coherent, functional and locally distinctive urban form.

Town centre, edge of centre, core areas of strategic sites and new neighbourhoods







Larger perimeter blocks with higher proportion of apartment blocks and terraced houses for high density areas 50+ dph)

1. Parking – rear court, undercroft parking, private and communal gardens.
2. Chicane streets – to allow for on street parking, slow traffic and landscaping.
3. Onstreet parking for residents and visitors.
4. Integrated public realm spaces and direct transition to open spaces.

Size range of blocks – Depth 60m minimum Length – 120m max. This maintains a walkable environment.

Regular gridded perimeter block (variety of sizes). Predominantly terraced houses and apartments

5. On street parking for resident and visitors.
6. Resident parking squares.
7. Private and communal rear gardens.
8. Range of perimeter blocks to maintain a well. connected, walkable environment.

Size range of blocks – Depth 50m minimum Length – 120m max. This maintains a walkable environment.

Town centre, edge of centre, transition to suburb

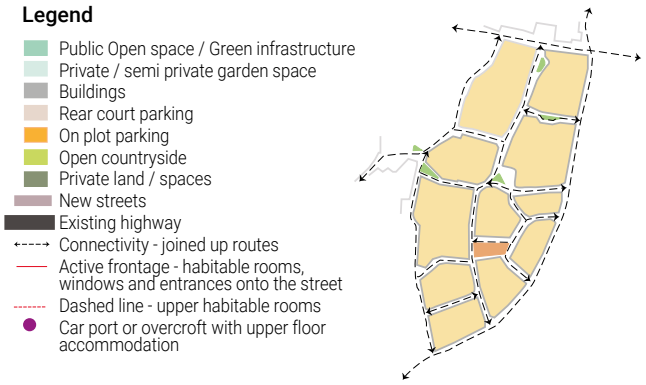
9. Apartments at the corners.
10. Mix of terraced and semi detached dwellings.
11. On street parking.
12. Private and communal gardens.
13. Rear parking courts and on plot parking.

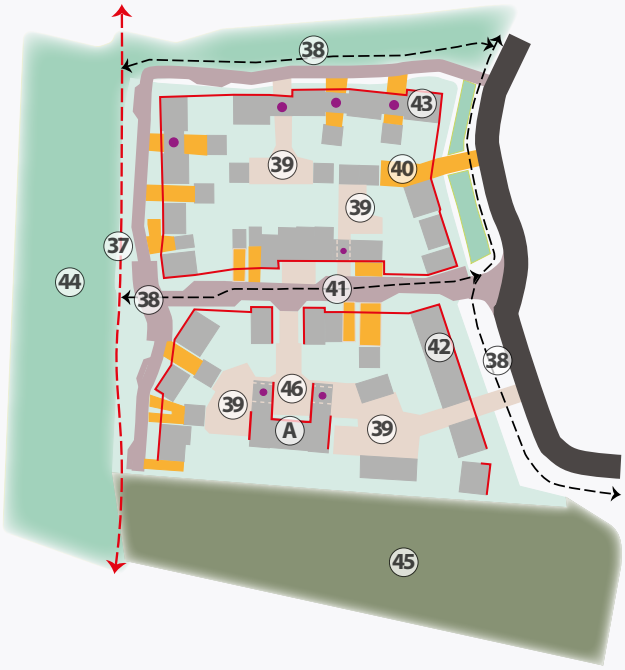
Size range 55 – 60m minimum depth Length – 120m max. This maintains a walkable environment.

Suburb and village block typologies

Suburban and village areas share a common need for block structures that respond to their landscape-led character, varied building lines and lower intensity-built form. While their historic origins differ, both rely on development patterns that integrate with hedgerows, watercourses, mature trees and existing street networks.

The following block guidance translates these settlement characteristics into spatial expectations, ensuring that block structures support walkability, reinforce mixed building lines, respond to topography and maintain the distinctive character that defines Wychavon's suburban neighbourhoods and villages.





37 Existing PRoW (Important sustainable movement infrastructure).

38 Development walking and cycling routes connecting directly into PRoW.

39 Secure site wide rear parking courts – resident only.

40 Mix of on plot parking.

41 Chicane street to slow vehicular speed and create an informal street with visitor parking.

42 Mix of terraced, semi detached, detached and coachouse accommodation.

43 Car ports to enclose street scene.

44 Publically accessible open space.

45 Private land therefore development must provide back to back arrangement.

46 Mews style street A – with shared space and buildings enclosing the street. Mews style street B – with shared space and open views to the public open space.

47 Corner maisonette block.

48 Integral car port dwelling with vehicular access to the rear garden.

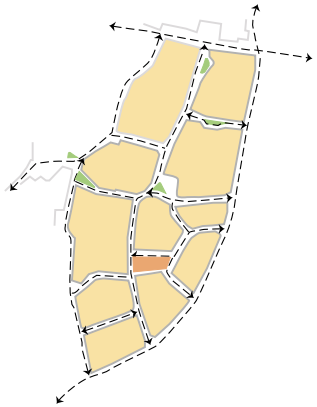
49 Site wide green infrastructure connectivity.

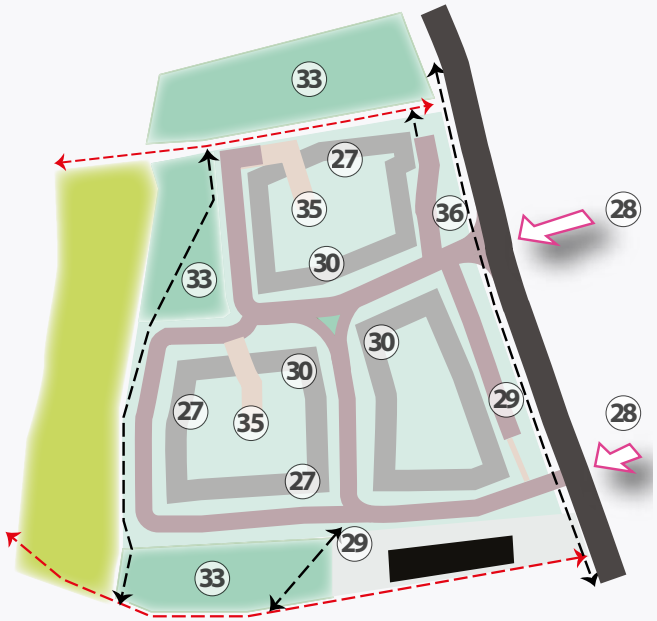
Suburb and village edge typology

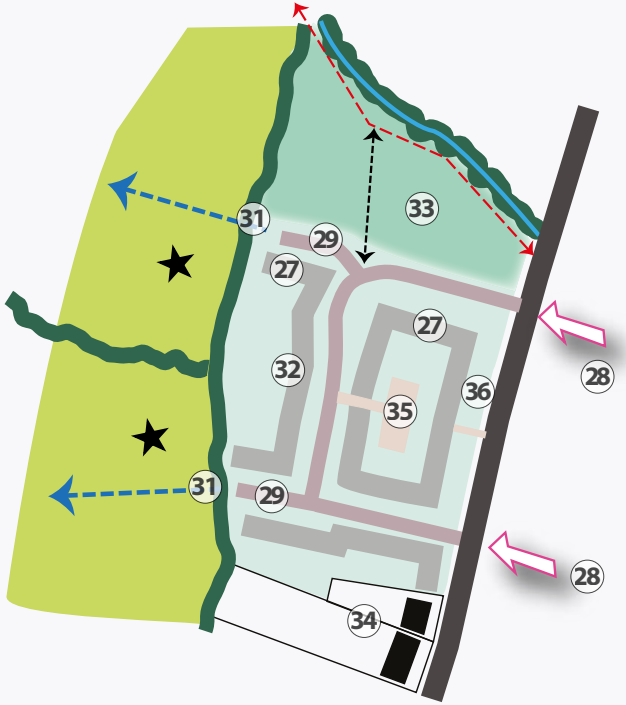
The relationship of new development to a village or suburban edge must be determined by the response to context features such as access, connectivity, landscape and public private space definition.

The illustrative examples to the right, demonstrate the most appropriate design response to the rural edge by either backing onto private space or facing the open countryside where there is public access.

They also demonstrate when cul-de-sac arrangements are suitable and both examples advocate a setback that can accommodate tree hedgerow and a landscape buffer to maintain the local building line.







27 Development to front publicly accessible paths, open spaces and fields.

28 Development can back onto fields where there is no public access.

29 Optimise site access points.

30 Minimise private driveways.

31 Create irregular perimeter block types with staggered positions.

32 Short linear cul-de-sac are acceptable when they can opens up attractive views and create a landscape gap.

33 Open space optimises local features (water course and established trees and vegetation.

34 Back to back with existing dwellings.

35 Rear parking court for discreet parking and to provide generous frontage landscape buffer.

36 Landscape buffer/setback to accommodate existing hedgerow trees, new trees and shrubs along the main street.

★ Private land with no public access.

Mews style block

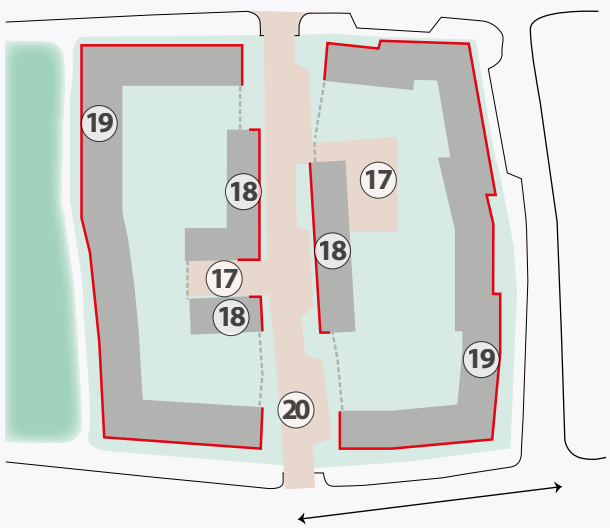
Mews block provides a more intimate, secondary layer of housing typically tucked behind the main street.

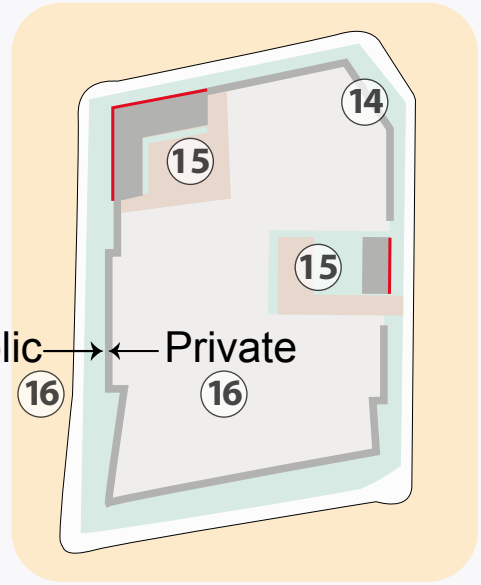
Inspired by historic single-aspect arrangements, windows of the mews buildings face only the mews street to prevent overlooking of private gardens, to the rear, resulting in a high degree of enclosure.

Use a 6-metre-wide through-route to create a narrow, shared surface that signals pedestrian priority and helps foster a close-knit community.

Infill development

Development **must** reinforce clear block structures, public – private definition, active frontages and coherent movement networks, as set out in the settlement typology and movement requirements.





Mews block

Edge of town, suburb and village settlement types

- **17** Integrated secure rear parking courts – vehicles discreetly located from the street scene.
- **18** Mix of coach house style and single aspect dwellings to overlook/line the inner street to provide vitality and surveillance of the street.
- **19** 1.5 to 2 storey dwellings reflecting the scale of a historic mews.
- **20** Mews street/service lane that is shared space. (7 metres minimum street enclosure with 3.7 metre clear carriageway to accommodate a fire path and refuse collection).

Infill development

Applicable for all settlement types. Infill within an existing block.

- **14** Infill development to respect existing building lines,height, scale and massing. Providing active frontages to the street.
- **15** Secure private parking arrangements dependant on settlement type (In this example – rear parking court).
- **16** Enclose the block to ensure private spaces are secure.

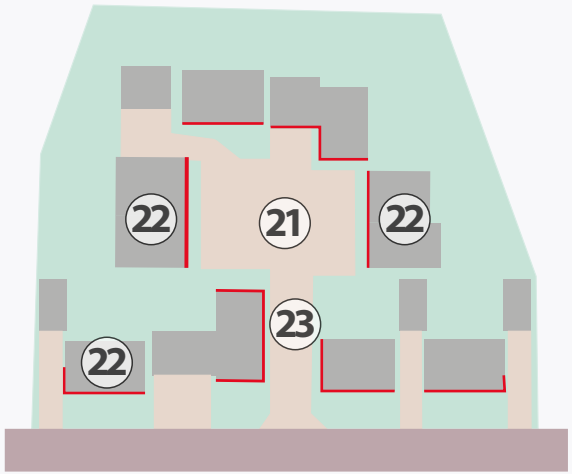
Courtyard style mews (cul-de-sac)

Farmstead and mews-type inner courts both create compact, well-defined clusters of homes that reinforce clear public – private separation and support safe, overlooked internal spaces. Farmstead-style courts reflect traditional rural settlement patterns, helping development sit comfortably within the landscape while concentrating built form to preserve a softer rural edge. Mews type inner courts offer a more intimate, pedestrian-focused environment with reduced vehicle dominance, efficient land use and active frontages on all sides.

Should

To support walkability, permeability, character and sustainable movement patterns, cul-de-sacs should be avoided.

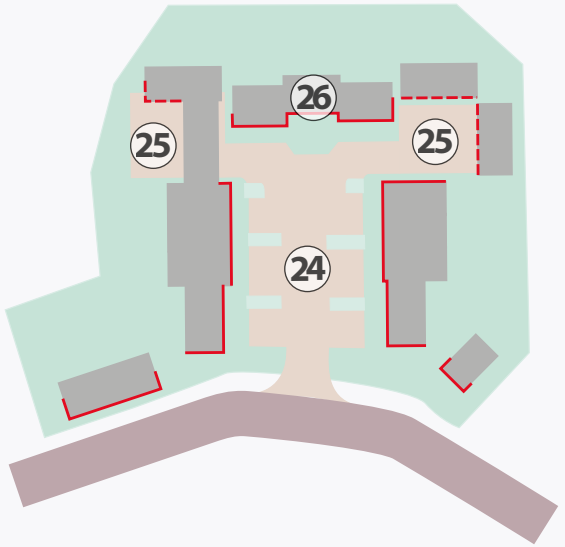
They should only be used where through-routes are not achievable due to topography, open views, physical constraints, heritage or ecological considerations. Where a cul-de-sac is required is required, it must be short and linear, well overlooked and terminated with feature buildings, structural tree planting or views.



Infill development

Farmstead style clustered around an inner court

- 21 Parking - central court parking, on plot and integral parking.
- 22 Mix of detached, semi detached and terraced. Private rear gardens.
- 23 Cul-de-sac street with buildings fronting onto the central courtyard.



Mews block

Mews type clustered around an inner court

- 24 Central court parking with buildings fronting onto the central courtyard.
- 25 Option - open or enclosed court parking
- 26 Buildings to terminate view into the mews).

Closing note

The strategic code establishes the essential spatial logic that all development must follow. Grounding proposals in landscape character, movement, green blue infrastructures and settlement typologies.

Together, these principles fix the framework within which future detailed design decisions must sit, ensuring development is context responsive, deliverable and aligned with Wychavon's long-term placemaking objectives.

The following detailed coding section now builds upon this foundation, translating these strategic requirements into the finer grain rules, dimensions and specifications needed to guide high quality, consistent design at the plot, street and building scale, grain rules, dimensions and specifications needed to guide high-quality, consistent design at the plot, street and building scale.

06

Detailed Code

While many detailed design elements such as streets, parking, landscape design, sustainable drainage, building scale and architectural detailing are common nationally, Wychavon's distinctiveness lies in how these components are applied. The integration of local vernacular materials, traditions and subtle design nuances should/must ensure that new development reflects and reinforces the district's unique character. It is this careful weaving of local identity into modern design that gives Wychavon its recognisable urban and rural sense of place.

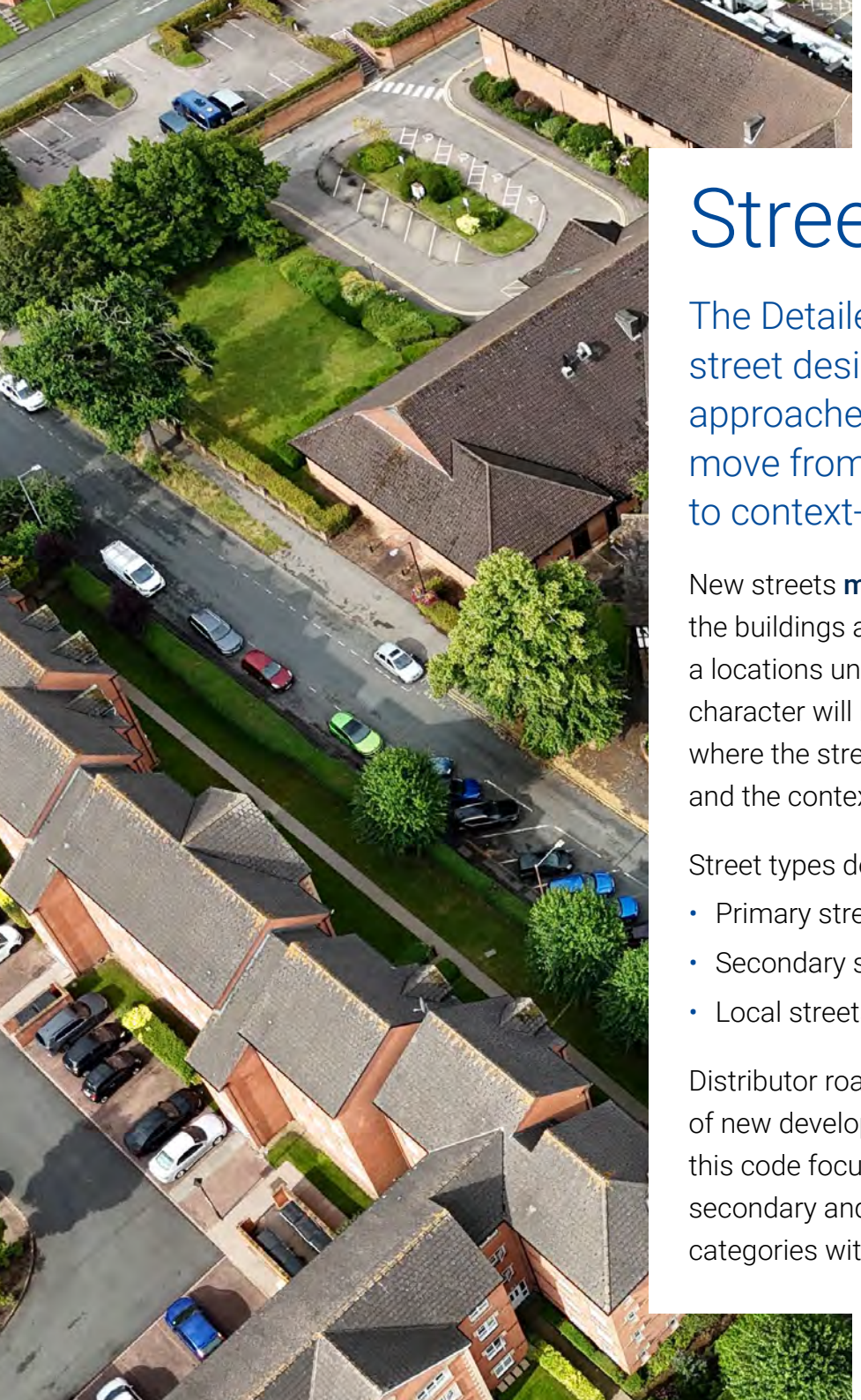
Vernacular architecture is what makes one building or one small area different from everywhere else including how local traditions, materials, construction techniques and craftmanship have shaped the local built environment

The industrial revolution brought significant change to Wychavon, beginning with the construction of the Droitwich Barge Canal in 1771 and followed by the arrival of the first railways in 1858. And thereafter, these faster transport links enabled materials and architectural ideas from further afield to reach the district more easily, gradually introducing more uniform national building styles. Before this period, Wychavon's architecture was far more reflective of local traditions, materials, and craftsmanship. Much of this earlier vernacular character remains visible today, particularly in the varied built forms found across the district's streets, rural landscapes, and local settlements. This enduring vernacular character provides an essential foundation for the detailed design requirements that follow, ensuring new development continues to reflect and reinforce Wychavon's unique sense of place.

The purpose of the detailed design code is to set out clear measurable requirements that **must** or **should** be incorporated into new development that reflects local character and delivers high quality streets, buildings and spaces. Helping applicants and decision makers create well designed, sustainable and distinctive places across Wychavon.

The detailed code translates the strategic design principles into practical requirements for:

- Street design.
- Parking arrangements.
- Landscape design for streets and front gardens.
- Integrated Sustainable Urban Drainage Systems.
- Built form identity, reinforced through architectural detailing and materials.



Street design

The Detailed Design Code for street design presents creative approaches, which expects a move from prescriptive uniformity to context-led street design.

New streets **must** reflect the character of the buildings and streets to contribute to a locations unique sense of place. This character will be different depending on where the street sits in the street hierarchy and the context in which it is located.

Street types described in this section are:

- Primary streets/high streets.
- Secondary streets.
- Local streets.

Distributor roads are most unlikely to be part of new development proposals; therefore this code focuses guidance on primary, secondary and local streets with sub – categories within some of those street types.

Common musts across the street types

Context-responsive layout

Ensure the alignment and width of streets respond to the local character, whether formal urban, suburban, village or rural.

Movement, speed and safety

- Residential streets and streets with high footfall to be designed for low vehicle speeds (usually up to 20mph) using horizontal deflection such as chicanes, build-outs or pinch points.
- Prioritise safe movement for pedestrians, cyclists and wheeled users, with good visibility and safe crossing points.
- Provide continuous, safe walking/ wheeling routes with minimum 2m footways.

Street enclosure and character

- Maintain a clear street enclosure ratio (typically 1:2 to 1:4) through building frontages or consistent tree/hedgerow boundaries.
- Create a characterful street environment appropriate to its settlement context.

Tree planting and landscape

- Include street trees either on one or both sides depending on the street type.
- Integrate soft landscape elements (verges, hedgerows, planting strips) to soften the street, define edges, and support rural/ urban transitions.

Active travel routes

- Accommodate walking, wheeling and cycling in line with LTN 1/20 principles. (Primary and Secondary streets).
- Provide physical separation from motor traffic where speeds exceed 30mph.
- Integrate ATRs with wider movement networks.

Accessibility and inclusive design

- Provide tactile paving and dropped kerbs at key crossing points.
- Ensure unobstructed footways with inclusive design principles.

Carriageway width and vehicle access

- Must keep carriageway widths appropriate to street function.
- Allow safe access for emergency and service vehicles.

SuDS Integration

- Incorporate above ground SuDS features (rain gardens, swales) where possible, especially in primary, secondary and frontage road verges.
- Manage water runoff through soft-engineered solutions.

Connectivity

- Avoid cul-de-sacs where possible and instead ensure connected street networks.

Planting to soften parking

- Use planting such as trees, hedges, landscape buffers to soften the visual impact of parking areas.

Note: Some proposals will be expected to provide a formal justification statement to prove new and innovative highway design meets or exceeds current safety and durability requirements as set out in the established Design Manual for Roads and Bridges guidelines.

The following dimensioned cross-sections and plans of the street types seeks to respect those adoption and highway standards (e.g. footway, verge and street widths) set out in Manual for Streets 1 and 2, Cycle Infrastructure design (LTN 1/20). and the Worcestershire County Council Streetscape Design. With the aim to push boundaries and be innovative within that legislative framework.

The next part of this section provides specific coding for each street type.

Primary streets

Primary streets are the main routes through towns and villages (High Street and Main Streets). They carry the highest movement function such as people, vehicles, access to shops, amenities and public spaces. They also form the core structure from which other streets branch out.

In new development these street types provide access and connectivity for up to 500 dwellings.

High street type

Must

- Provide the core spine and wider connection for secondary and local streets.
- Continuous building lines with minimal setbacks.
- Footways in a high street to be of a minimum width of 2m, with 3m for busy centres and up to 5m to allow cafès and shops to 'spill out'.
- Maintain a minimum 2-3m clear path to provide space for higher footfall and variety of place functions.
- Accommodate managed on-street parking whether parallel or, where context allows, perpendicular or 45-degree echelon to be carefully integrated into the street layout so that pedestrian movement, visibility and landscaping remain the priority. Details for on-street parking can be found on page 155-156.

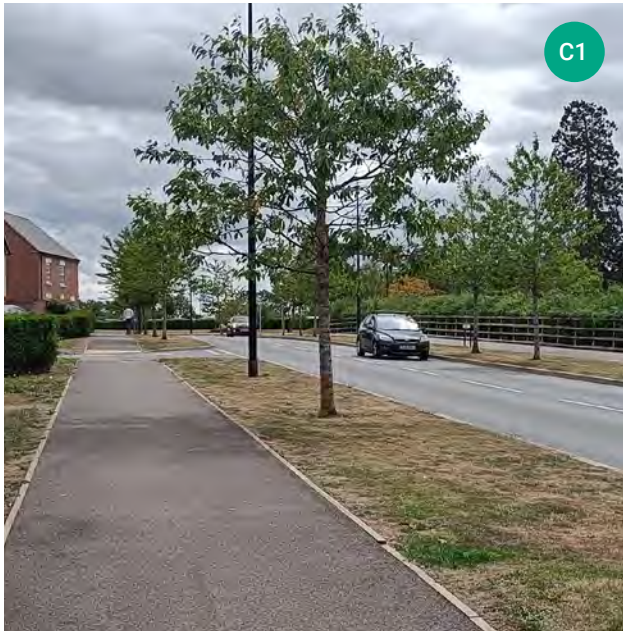
Edge of centre and rural lane type

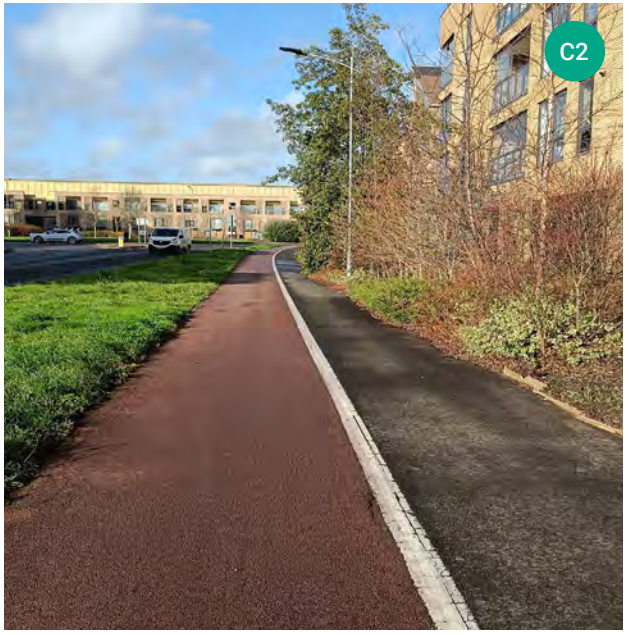
They connect settlements and typically pass through areas of countryside or the edges of towns, villages. They function as a transition zone to a suburb, village or more rural environment with greener edges. This type of primary street are more open and prioritise active travel routes (ATRs).

Note: This is a Wychavon specific overlay to WCC Streetscape Design Guide (WCCSDG) as guidance is limited on rural street design. Therefore new development proposals:

Must

- Maintain street enclosure either by building frontage or street tree or hedgerow tree boundaries.
- Provide carriageway widths vary from 5.5 to 7.3 metres dependant on movement function. (E.g. public transport and HGV movements).
- Provide safe, continuous walking, wheeling and cycling alongside carriageways. On page 140 the diagrams demonstrate options for a variety of non-motorised routes including ATR alignment with the highway, position of street trees and verges.
- Combine wide pavements, continuous tree planting with safe cycling provision on both sides.
- Integrate Active Travel Routes (ATRs) to be in line with LTN 1/20 principles. See also active travel routes section on page 140.
- Use soft landscape structures like verges, hedgerows, trees to define edges and enhance the transition to a rural character. Size and spacing of trees must follow the code set out in the strategic section.
- Create a boulevard street that is tree-lined on both sides. For advice on the choice of tree species is set out in the landscape design section starting at page 164.
- Provide at least 2 above ground and soft engineered SuDS components (e.g. a rain garden leading to a swale).





Picture C1 New combined walking and cycling routes on both sides of the road in Houlton, Warwickshire.

Picture C2 Combined walking cycling route Trumpington, Cambridge.

These sections and plan views illustrate the streetscape elements required to create a characterful street within town centre and edge of centre locations.

Town centre and edge of centre

High street

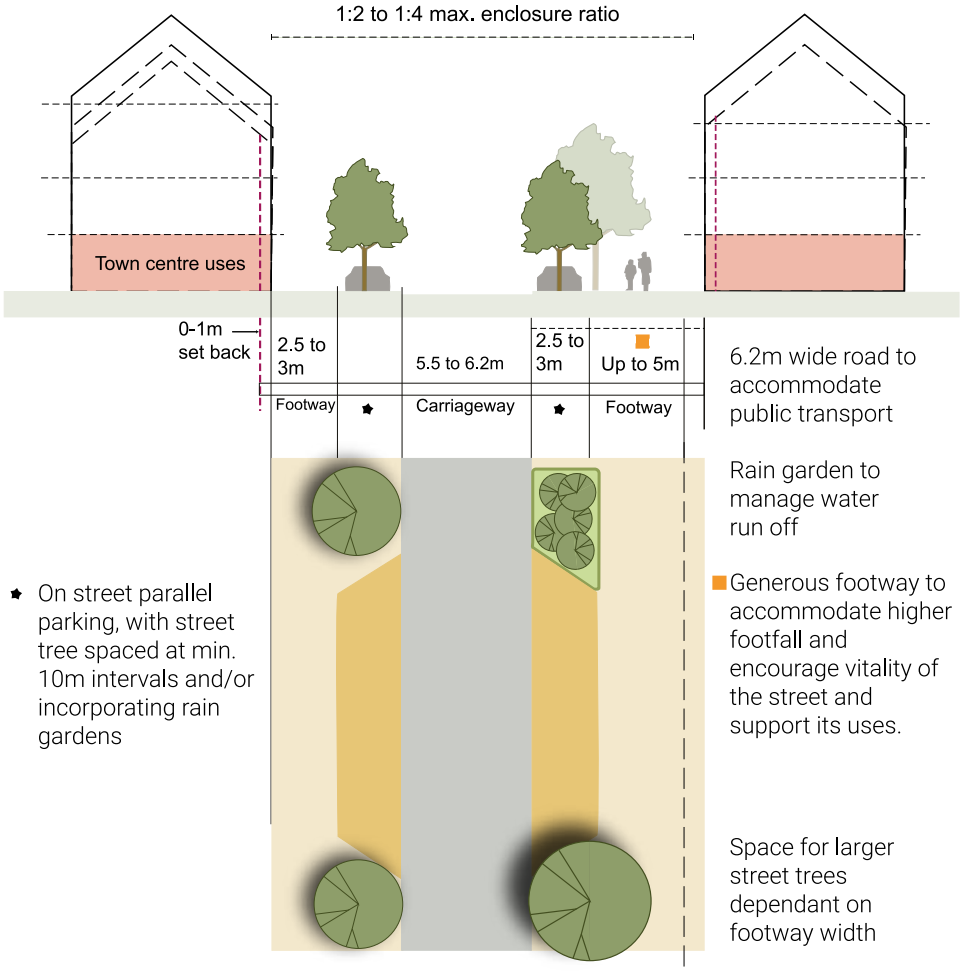


Figure 64 Town centre primary street.

Primary edge of town

Boulevard

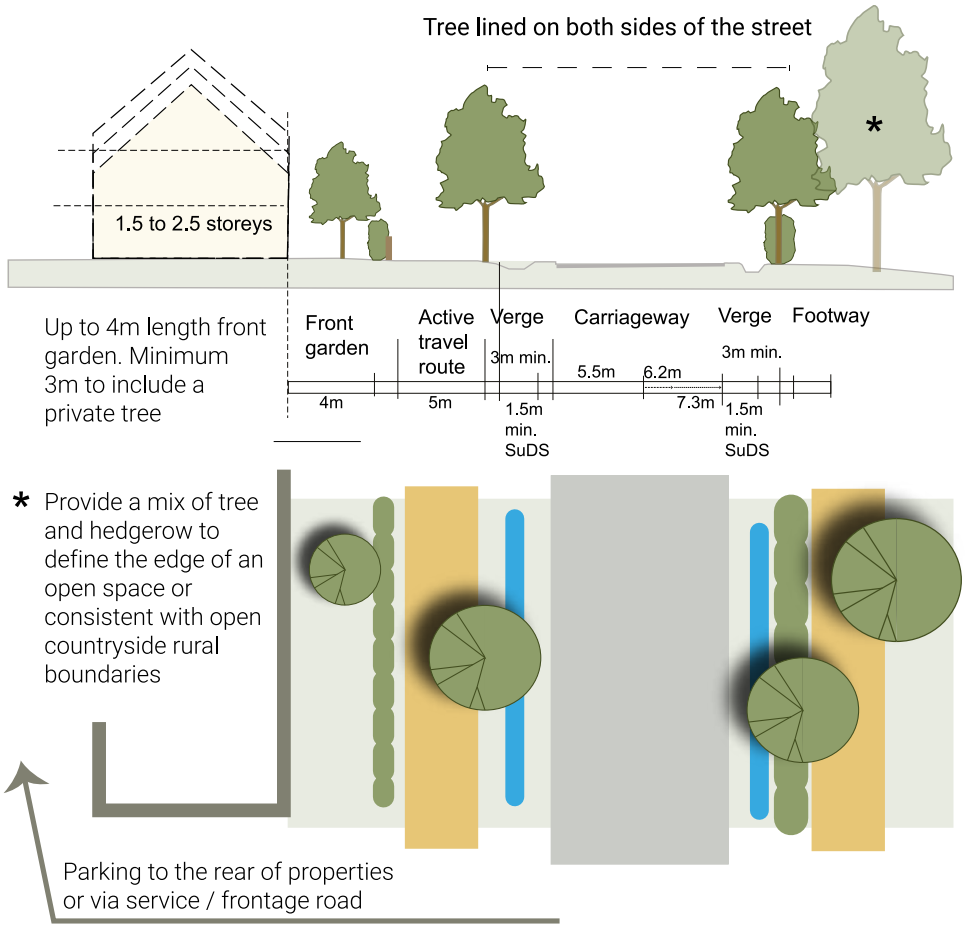


Figure 65 Edge of centre primary street.

Frontage roads

Function of this street type is to manage the transition between higher speed roads and setting back development. They provide an alternative means of access to properties that line a primary road rather than direct access from each property onto the highway.

Must

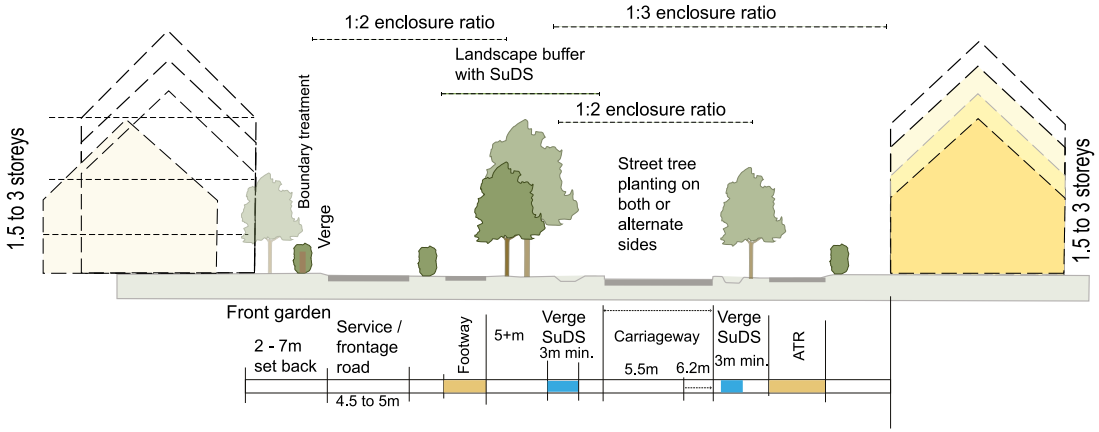
- Design the service road for maximum speed of 10mph by using chicanes, build outs and/or pinch points for short stretches. Number of interventions will be dependent on length of street.
- Provide a 4.5 to 5.0m maximum width service road and up to 6m if the street is designed as a shared space.
- Avoid cul-de-sac arrangement and connect back through in a loop especially for walking, wheeling and cycling.
- Create a large landscape buffer/verge to the primary road with a mixed variety of hedgerow, shrubs and trees either regular or more natural arrangement dependant on settlement type.
- Incorporate SuDS features within the wide landscape/verge buffer to optimise biodiversity and the management of water runoff.
- Ensure tree planting is on both sides of the highway to maintain the 1:2 to 1:3 enclosure ratio as illustrated in the diagram to the right.

Should

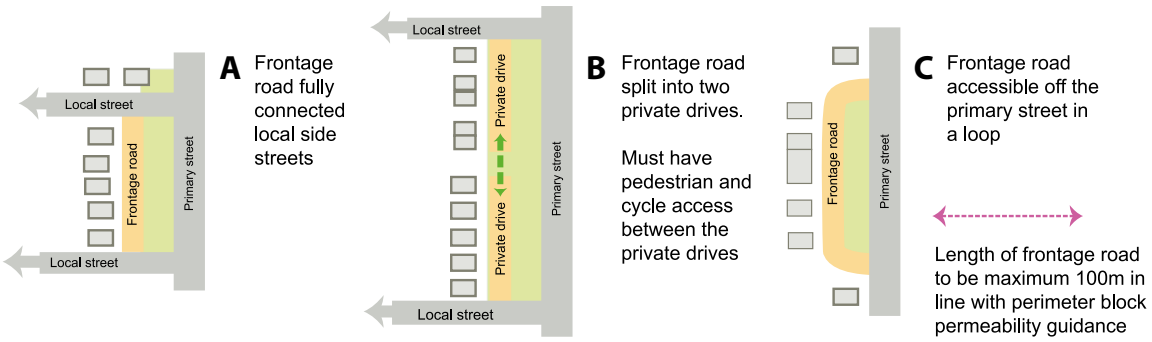
- Allow for informal visitor parking.

Building line can vary dependant on context. Larger front garden has space for private tree/large shrub

Above 2.5 storeys to be assessed on case-by-case basis



A,B,C diagrams show alternative types of frontage road layouts - all with the principle of setting back from the primary road. Landscape buffer with mix landscape and SuDs features



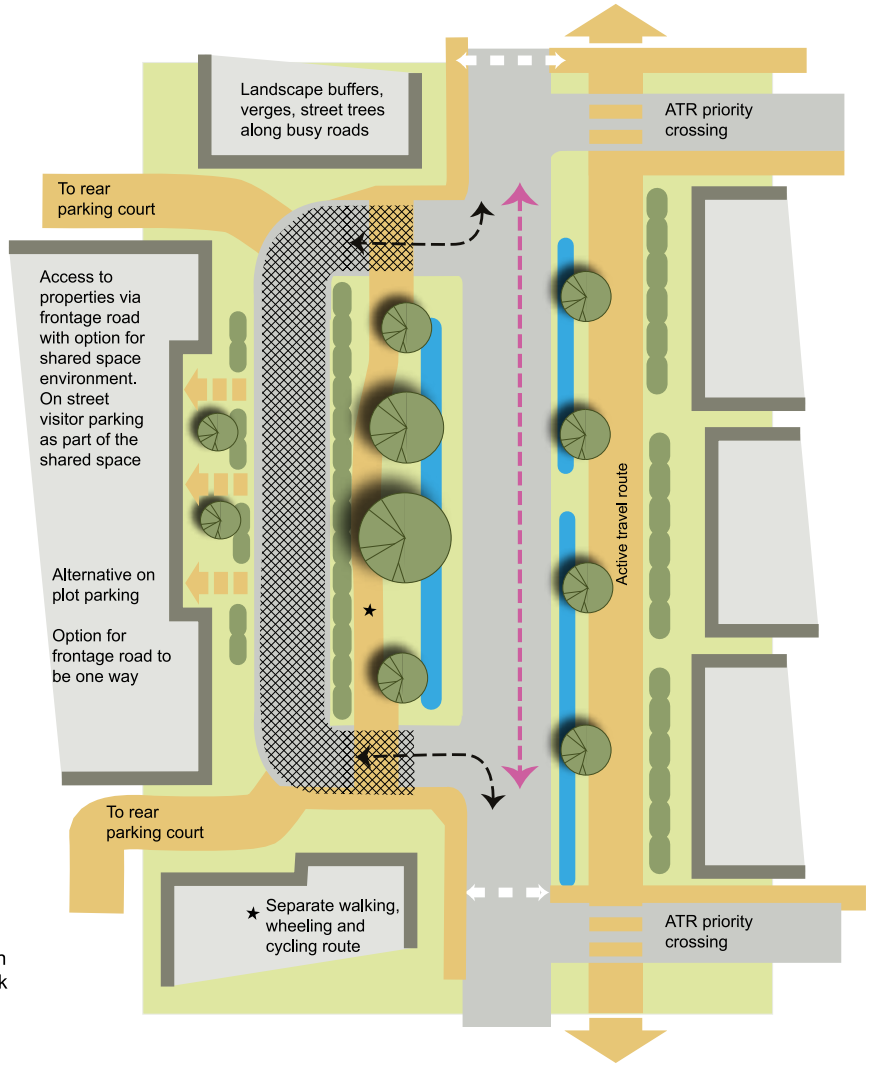


Figure 66 Frontage road street type with layout options.

Walking wheeling and cycling

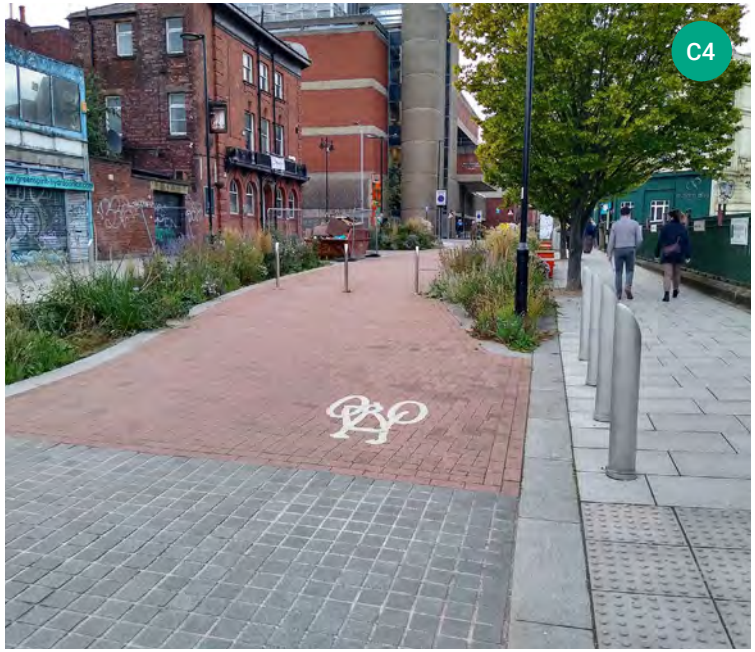
Is based on the NMDC and Local Transport Note LTN 1/20 five core principles for Active Travel Route's (ATRs):

Must

- Be coherent, direct, safe, comfortable, and attractive.
- Provide 2m minimum unobstructed footway, where there are kerbs a minimum upstand of 60mm, and tactile paving at all junctions and crossing points for inclusive mobility.
- Provide seating/resting points every 50m or less along key routes on primary streets and within public open spaces.
- Integrate ATRs with public transport for onward multi modal journeys.
- Dedicate protected space around walking, wheeling and cycling routes with verges, hedgerows and tree plantings.

Should

- Be designed to include separate space between pedestrians and cyclists and avoid shared use paths in higher footfall places.



Picture C3 Combined walking and cycling routes in Houlton, Warwickshire.

Picture C4 Active travel route through the city of Sheffield with street trees and rain gardens.

Diagrams 1 to 4 illustrate a variety of footway positions, with options for varied size of trees, verges to suit the local context.

Diagrams 5 to 8 illustrate a variety of active travel routes (ATRs) positions set within the verge.

1. Wide verge adjacent to the carriageway providing space for different size and species of trees.
2. Trees positioned to the back of footway with smaller verges.
3. Small trees close to carriageway.
4. Wider verge with more substantial trees.
5. Combined ATR through open space.
6. Combined ATR adjacent to the carriageway.
7. Separated walking and wheeling routes with verge and tree planting to providing a physical and psychological buffer from traffic.
8. Alternative walking and wheeling routes providing minimal verge next to the highway.

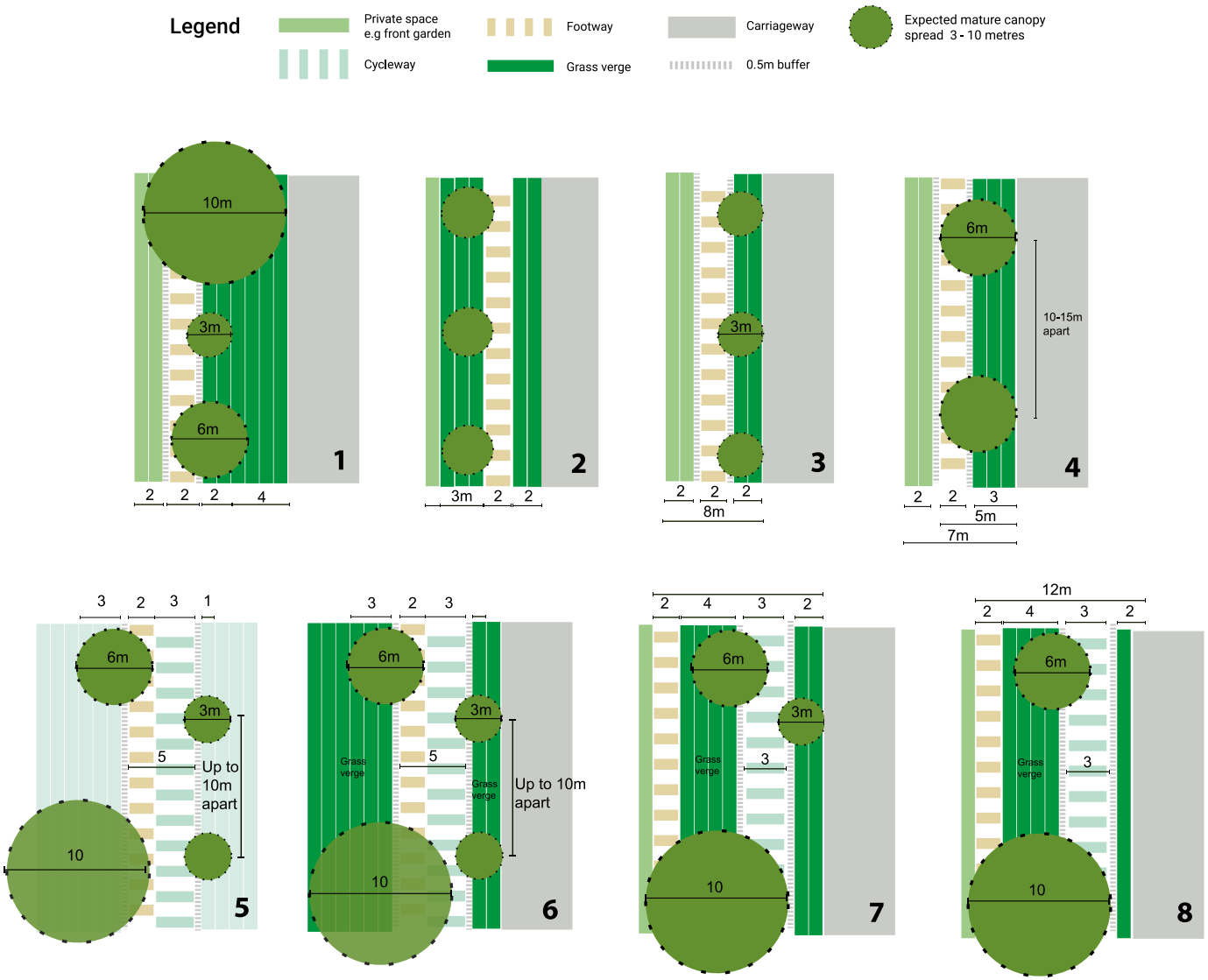


Figure 67 ATR with tree and verge layout options.

Secondary streets

These link to primary, high streets and secondary streets providing access into residential neighbourhoods with the opportunity to accommodate community facilities such as schools, local shop and village halls.

These street types provide access roads for new development up to 100 dwellings and will provide the core spine and wider connection for local streets.

Secondary streets create a greater sense of enclosure and a more intimate scale than primary roads. Buildings, landscape, and street widths combine to give a walkable, neighbourhood feel.

Must

- Have a maximum width of 5.5m, the street alignment to respond with its context: by adopting a formal grid for urban higher density locations, shifting to a winding, characterful route in lower-density suburb village settlement types.
- Ensure a high street enclosure ratio helping to reduce speeds naturally.
- Footways minimum 2m, wider with combined ATRs.
- Provide verges, incidental grassed areas at junctions and setbacks to create a rural feel. Plant street trees (fastigiate upright species) at least on one side and/or alternating along the length of the street in verges and in incidental spaces.

Should

- Provide front garden setbacks range from 1-7m dictated by context and the need for building line variation.
- Deeper gardens over 3m in length to have ornamental tree/shrubs especially where tree streets are not present.
- Encourage continuous crossings in appropriate locations to be agreed on a case-by-case basis.
- Use rain gardens and swales in build outs, incidental grasses areas and verges.

Secondary Street tree lined on both or alternate sides

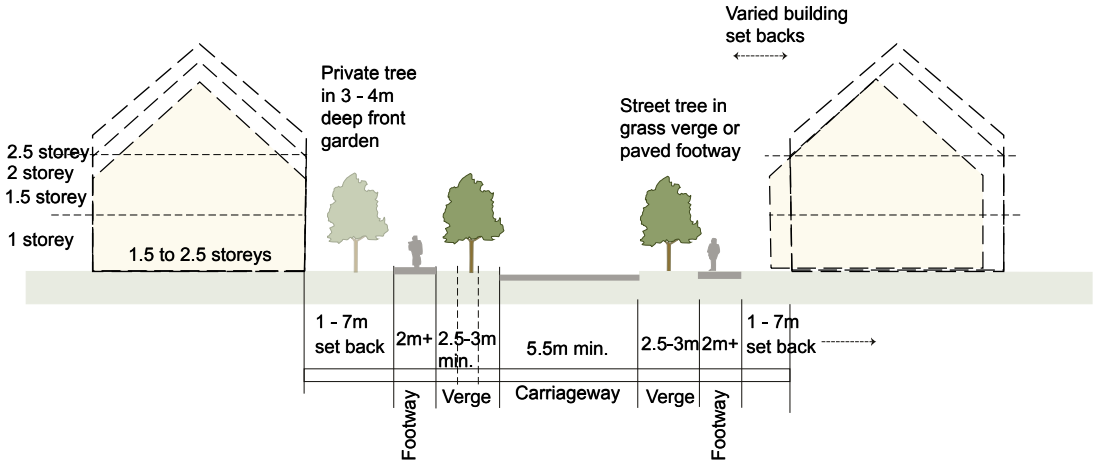


Figure 68 Secondary street tree lined sections.

Secondary Street with active travel route

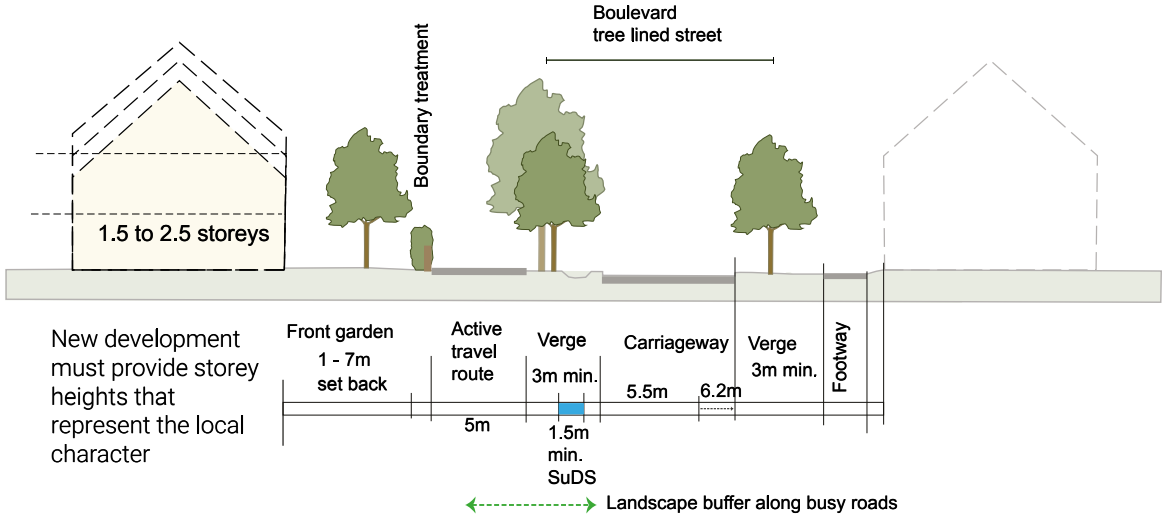


Figure 69 Secondary street sections.

Local residential streets

These are the most common streets in all settlements to be designed as attractive, quiet places to live that prioritise the needs of pedestrians and cyclists. These are linked to secondary streets and sometimes primary streets. Suitable to serve up to 50 dwellings.

Figure 70 Chicane street in Diglis, Worcester. Good example of well laid out street that delivers the musts.

Must

- Maximum carriageway width 5.5m.
- Use subtle horizontal deflections in street alignment (chicanes) to naturally reduce vehicle speeds without relying on engineered speed-control features.
- Integrate chicanes into the overall street character, ensuring that deflections support a calm, residential environment.
- Include street planting, hedges and/or street-tree pockets within chicane build-outs where space allows, helping to soften the street, reinforce local character and support biodiversity.
- Ensure chicane geometry is compatible with emergency and service-vehicle access requirements.

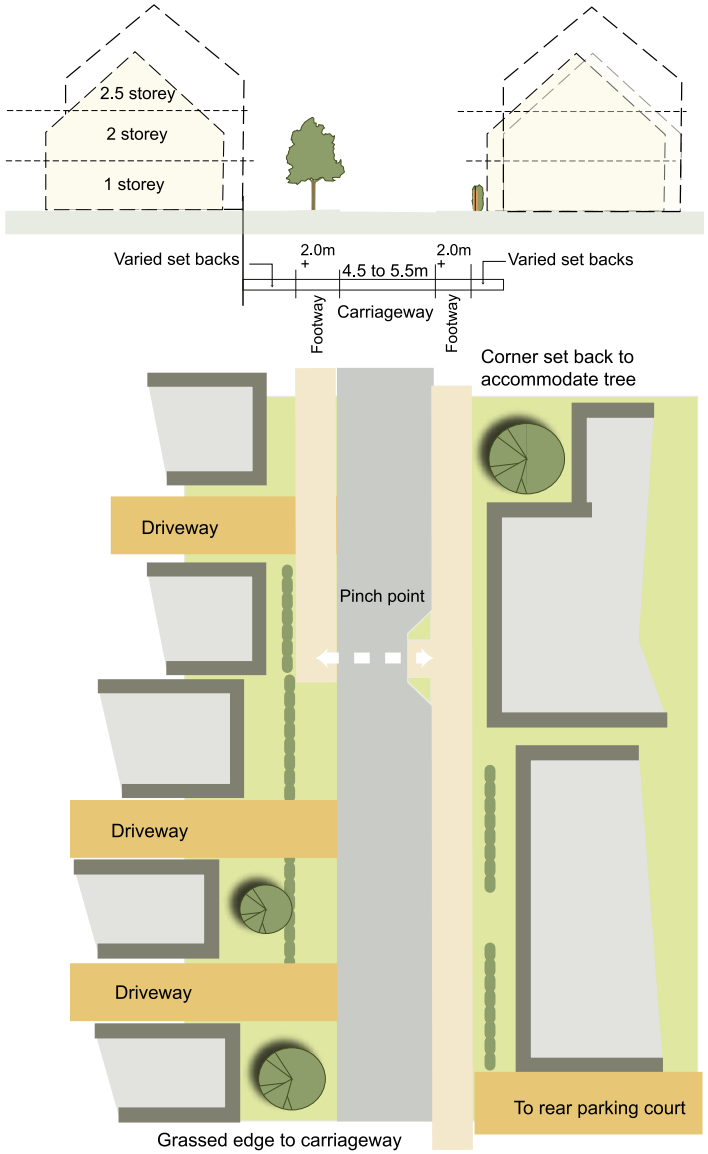


Figure 71 Local street with on plot parking and narrower street enclosure.

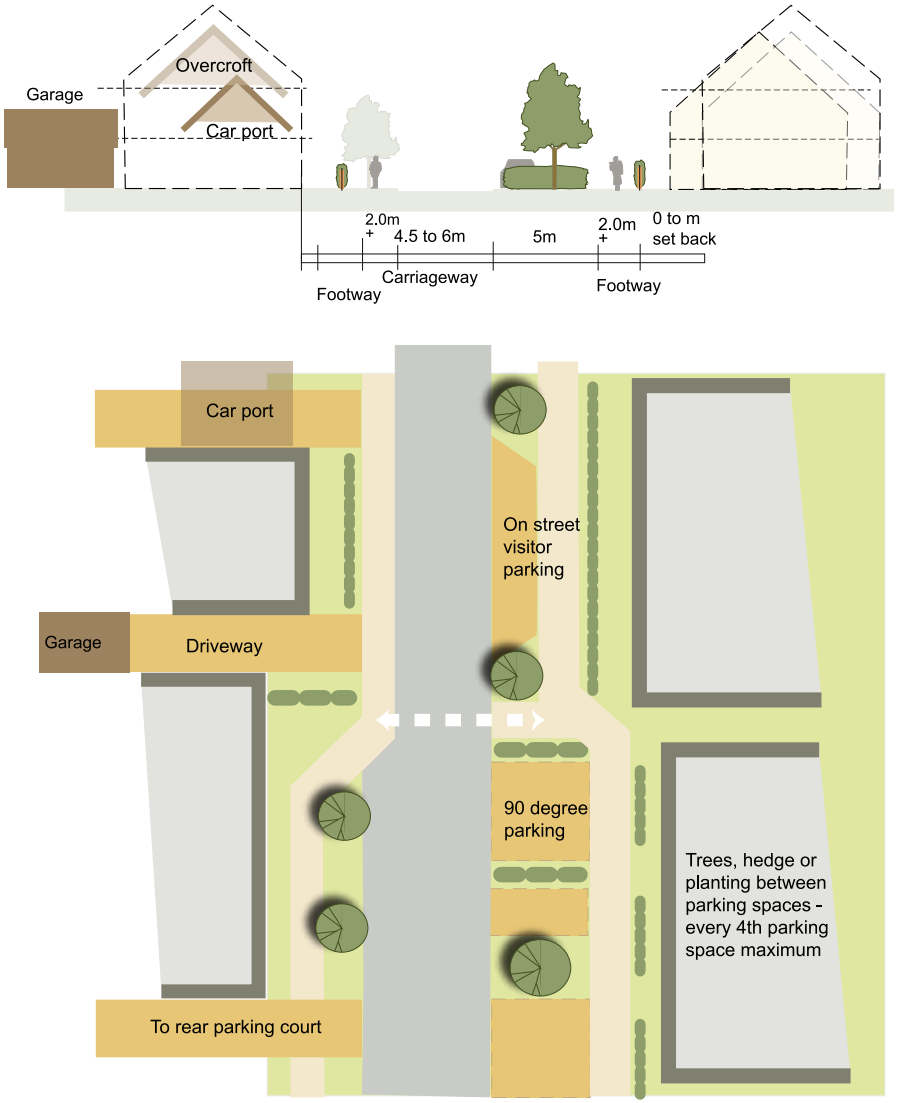


Figure 72 Local street (chicane style) with a mix of parking and building set backs.

Mews

Mews development take the form of a rear lane within a perimeter block, with a small courtyard-parking component; or an informal rear lane accommodating small homes, flats over garages or standalone garages Although they are less common in Wychavon, they are a key means of ensuring we create new homes at a 'gentle density' with streets that are not dominated by driveways and cars.

Must

- Design the mews street to maintain 10 mph.
- Provide 4.5 up to 6m carriageway width as shared space with pinch points.
- Create on street parking bays with horizontal changes of carriageway alignment.
- Where pinch points are used for traffic calming, allow at least 3.7m clear width (Fire/emergency service minimum).
- Alternating tree and shrub planting throughout the street.
- Staggered windows at upper levels to ensure privacy between dwellings.
- Mix of houses and coach houses that provide ground floor entrances onto the street at regular intervals. Houses to provide ground floor active habitable rooms to ensure active and passive surveillance of the mews street.
- Restricted building heights of 1.5 storeys where back-to-back is less than 10m. Building to increase to 2 storeys if back-to-back gardens are minimum of 20m.
- Include landscaped parking courtyards that are well overlooked.
- Provide a minimum clear width of 4.1 to 4.5 metres for a refuse vehicle or fire appliance to pass through.
- Maintain a connection directly back into the street network, or looped arrangements within the block, (no dead-end cul-de-sacs).

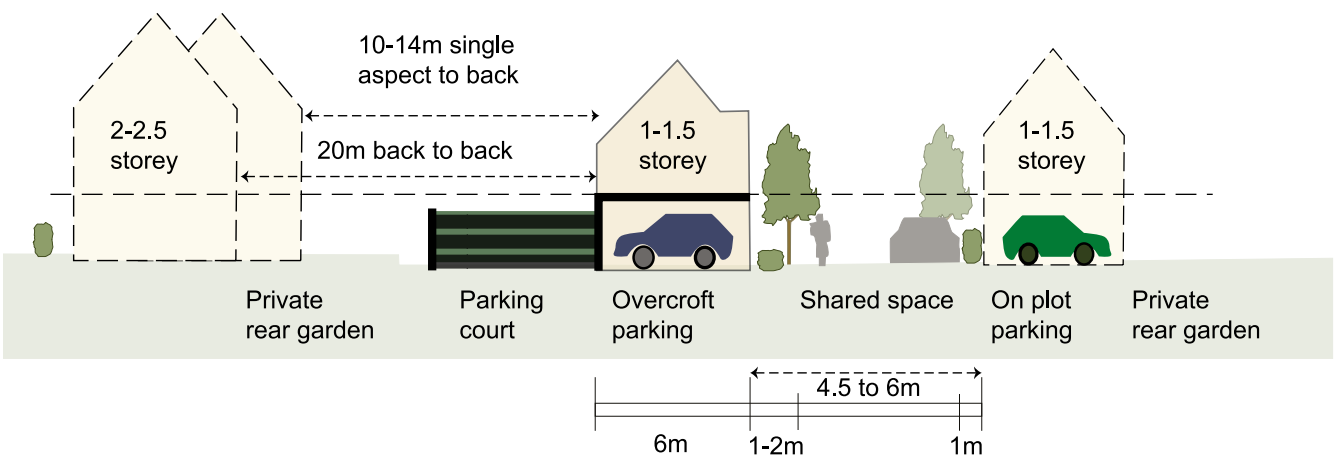


Figure 73 Mews section and plan illustrating variety of parking and intinate street within the perimeter block

Private shared driveways

These street types are normally not to be considered for adoption as publicly maintainable streets. They are generally located at the outer edge of the new development and face onto green space and open countryside.

In most circumstances, a fully connected street layout **must** always be the priority to achieve rather than a disconnected one. A poorly designed shared driveway contributes to an overall disconnected layout.

Must

- Provide a carriageway width of 4.5m for the first 15m dropping to 4.1m.
- Be designed as shared space with no footways.
- Serve maximum of 6 dwellings as per WCCSDG anything above this will be dealt on a case-by-case basis.
- Avoid turning heads by keeping the private driveway to a maximum length of 25m.
- Provide incidental 1 to 2 visitor parking within the shared driveway to act as speed control.
- Be built from materials like permeable paving, gravel, grasscrete, with some tarmac permitted subdivided with paving, and allow for planting strips/rain gardens to assist in reducing localised run off.
- Connect two shared drivewaysw with pedestrian and/or cycle route. Alternatively, ensure combined footway cycleway to run within the adjacent open space with a planted, hedgerow and trees boundary between the shared drive and green space. Ensure regular access points onto the pedestrian cycle route.

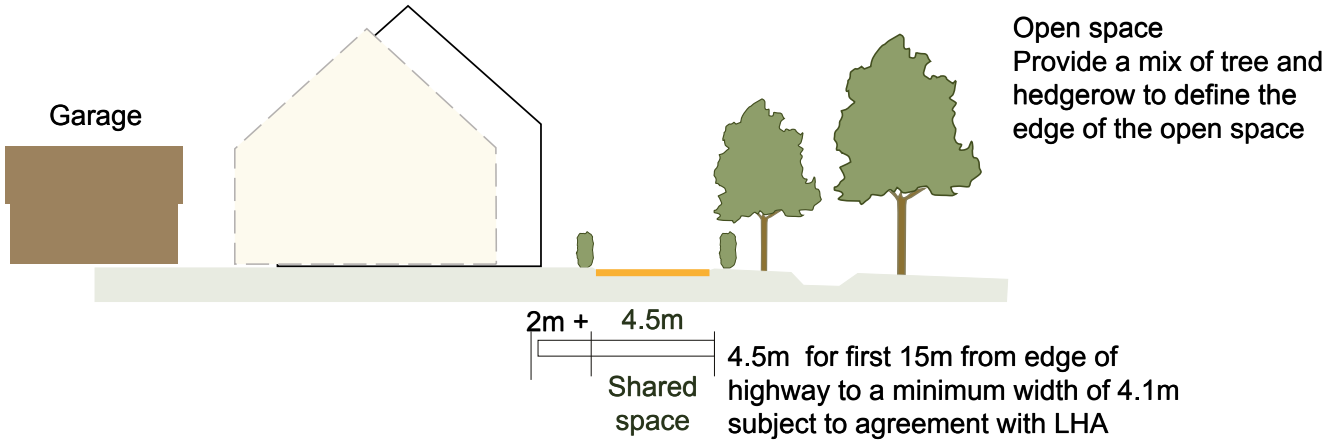


Figure 74 Private shared drive fronting open spaces

Parking types

Good parking design plays a crucial role in shaping the character, functionality and overall quality of new development, whilst recognising the need to balance vehicle ownership. Well-designed parking ensures vehicles are accommodated safely and efficiently without dominating the public realm. The detailed code provides a mix of on-plot, mews, rear court, on-street and peripheral parking to suit different contexts and densities.

Residential parking requirements set out in the Worcestershire County Council Streetscape Design Guide (WCCSDG) are:

Number of beds	Parking space
1	1
2 to 3	2
4 to 5	3
6 and above	4

"A reduced parking standard may only be accepted for sites in 'highly sustainable' locations considered suitable by the Local Highway Authority and based on evidence presented by the applicant"
– direct quote from WCC SDG.

Parking provision **must** be intentionally reduced, with layouts designed to encourage walking, wheeling, cycling and public transport use. Developments in sustainable locations are expected to deliver lower parking levels than conventional standards.

Car free developments will be acceptable in highly sustainable locations, for example, developments with good access to ATR's, walkable catchments to services and major public transport interchanges.

Where there is the opportunity, consider undercroft parking on sloping sites, multi-deck or underground parking in town centres and strategic sites.

Garages are generally excluded from car parking allocation for new developments any departure from this advice will be dealt with on a case-by-case basis.

Overarching must

- Respect an area's character, balancing parking needs with efficient use of space and adherence to the local context. In rural areas, importance to be placed on soft edges, planting and informality.
- Integrate parking into the layout so that streets remain walkable, frontages remain active, and landscaping, in particular trees and planting softens the visual impact of cars.
- On street parking to be overlooked by neighbouring buildings.
- Parking spaces be broken up by trees or other low level planting every 4 spaces or fewer. This is to prevent residential parking provision being over dominant in the street scene.
- Paving and coloured tarmac and other acceptable contrasting materials for all parking areas to maintain and further enhance the quality of the development.
- All parking spaces, including rear courtyard or mews parking, must provide access to an EV charger or the infrastructure for future EV charger connectivity.

On-plot parking

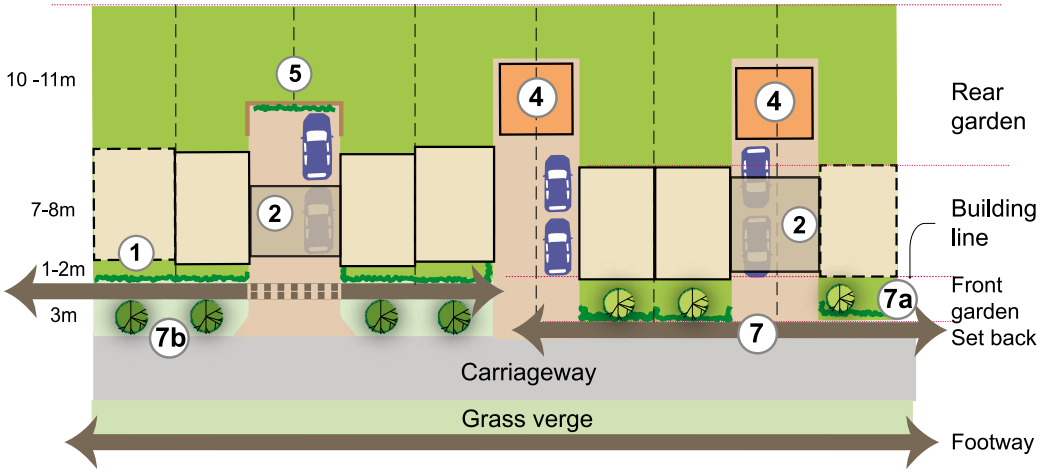
On-plot parking refers to parking spaces located within the curtilage of a dwelling, typically to the side or front of the dwelling, and designed to integrate seamlessly with the building and garden layout.

Must

1. Ensure shorter front gardens so that vehicles are parked behind the building line. This will minimise visual impact on the street scene.
2. Provide a car port or overcroft with double tandem parking. Gap between dwellings to be 6.6m minimum width ground to eaves minimum of 2.2m and have clear span or side piers or post supports. Overcroft to be simple roof structure or provide upper accommodation.
3. With more generous drive widths provide 0.5m wide landscaping strip to define boundaries between the dwellings.
4. Single and double garages to terminate view down a driveway to enclose this space.
5. Provide brick wall or high-quality timber fence gates, with gates where there is no garage. Soft landscaping strip must provide visual interest to the end of the driveway.
6. Incorporate or extend garages to provide a storage facility (garden tools, bikes) to give the opportunity for the garages to store vehicles.
7. Choose to show traditional position of 2m footway with trees in front gardens (7a) or footway between front gardens and tree lined grass verge (7b).
8. Provide windows/doors for a more animated gable end where the on-plot parking is wider and the gable end of the dwellings is more visible from the street.

These parking configurations are suitable for up to 3 bed semi-detached properties in suburb, village and rural area settlement types.

Elevation view of driveways with garage, overcroft options



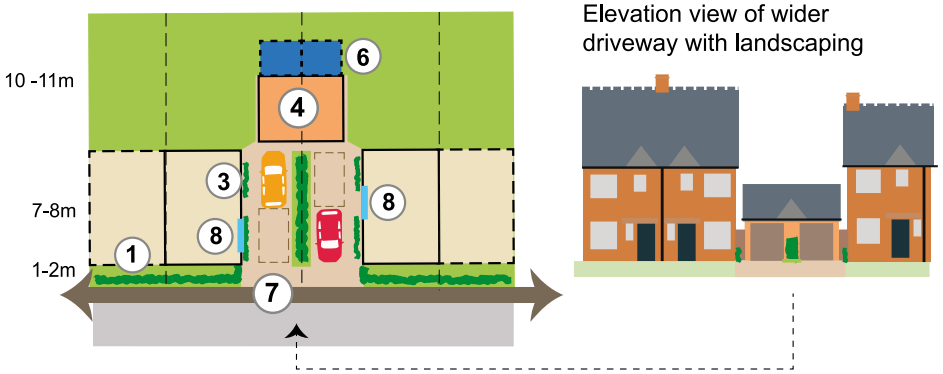


Figure 75 On plot parking arrangements for a variety of dwelling types.

Parking arrangements suitable for all settlement types, either terraced, semi or detached dwellings. Up to 4 bed family accommodation that is space efficient, versatile and can be scaled up of down.

Must

Option A

1. Up to 2m front garden with choice of low wall, railings and/or hedge.
2. Shallow house form up to 10m wide frontage and up to 6m deep. Up to 3 storeys dependant on settlement type and nearby context. Overcroft to provide additional accommodation or (2a) garden terrace.
3. Deeper rear garden with flexible parking accessed underneath an overcroft.
4. Provide shorter/wider rear gardens that back onto longer rear gardens to maintain 20-22m privacy distances.

Option B

5. Larger front garden to respond to local character or bordering open space
6. Flexible parking within the plot behind the building line dependant on number of bedrooms. Different arrangements dictated by length of front and/or rear garden.
7. 1 parking space allowed beyond the building line provided there is a generous landscaped front garden and space for a tree.
8. Shared rear parking suitable for detached and semi-detached dwellings.
9. Provide 3.3 - 3.5m shared access with dedicated on plot parking with optional carport. Secured by gates with active gable ends to dwellings that line the shared driveway.
10. Choice to either have tree lined open space or dwellings to mirror both sides of the street.
11. Option to have defined footway with build outs with street trees. Or shared space street character (dependent on location).

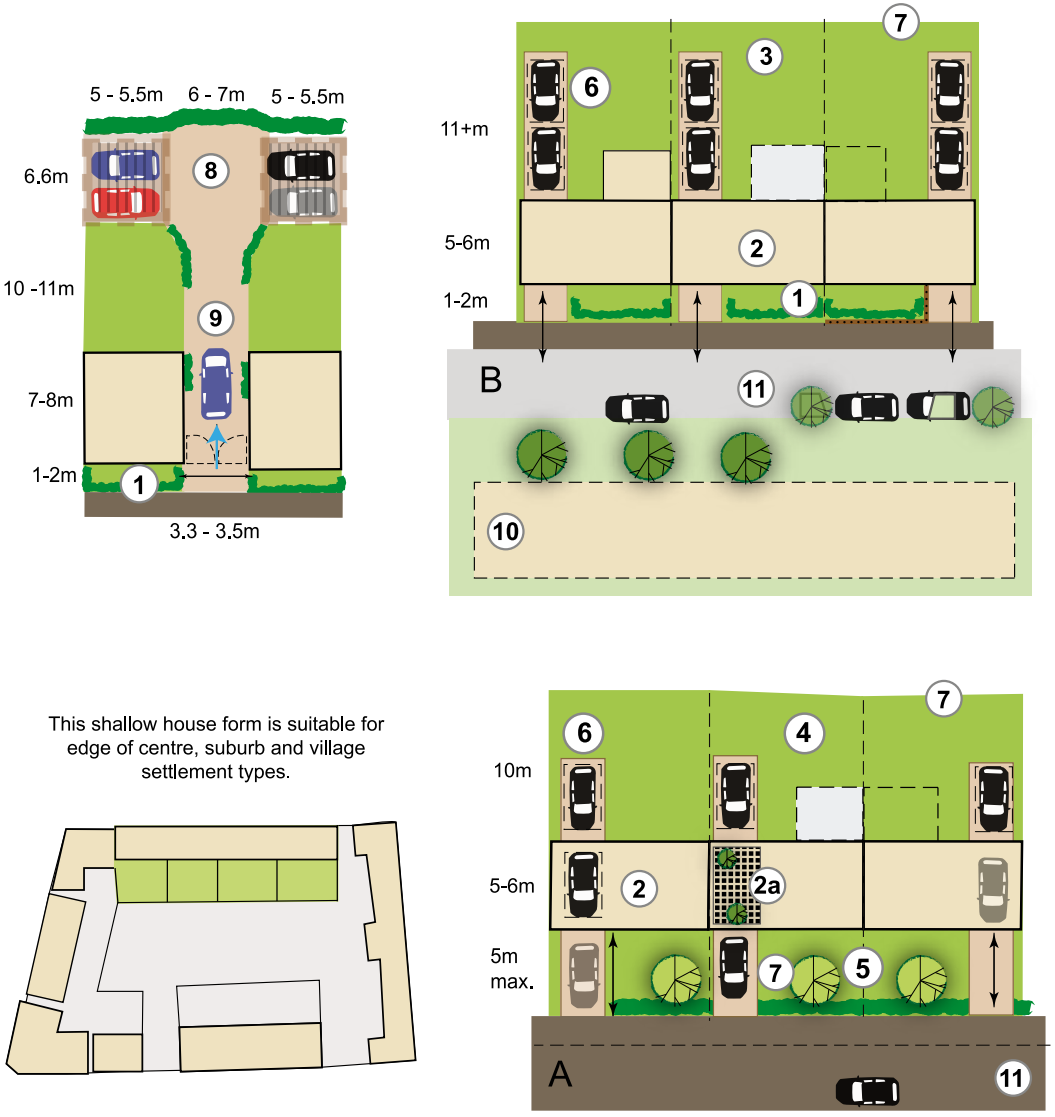


Figure 76 Parking arrangements for larger dwelling types.

These parking types are only suitable for edges of suburb, village and rural settlement types. This parking type is for 5+ bed dwellings that are in less sustainable locations and less requirement for this house type within the district.

Must

1. Provide double garage with space for up to 3 vehicles with landscaping strip between driveways to delineate property boundary and to break up the gap between the dwellings. This arrangement is best repeated rather than mirrored.
2. Provide single garage with tandem parking and additional space on the front. (2a) front garden to provide space for shrubs and tree planting that breaks up vehicles seen from the street. (2b) Alternatively set back dwelling to accommodate parking behind a low wall with hedge. Variations will be dependent on context.
3. Provide high quality boundary treatment with gated access and soft landscaping strip to enclose rear garden.
4. Create space along the side boundary for landscaping strip.
5. Provide low wall, railings with a hedge to define the front garden boundary. In addition tree planting and larger shrubs to screen vehicles from the street
6. Landscaping strip to the side of the dwelling. Provide active edge along the gable ends where the gap between dwellings is over 4.5m.
7. Rear gardens to be varied dependant on overall block widths, back-to-back distances with other surrounding house typologies.
8. Provide high quality paved/gravel driveway (permeable where ground conditions permit) On plot side parking for up to 3 bed dwelling. (2 parking spaces max.) with or without garage to enclose and terminate the view down the driveway. (Alternate on plot parking and dwelling to reduce gaps for the street).
9. Provide additional storage to include rear cycle store.
10. House type 90 degrees to the street that contributes to a varied building line as found in village settlement type. High quality boundary treatment to public realm. Orientate for south or west facing garden.

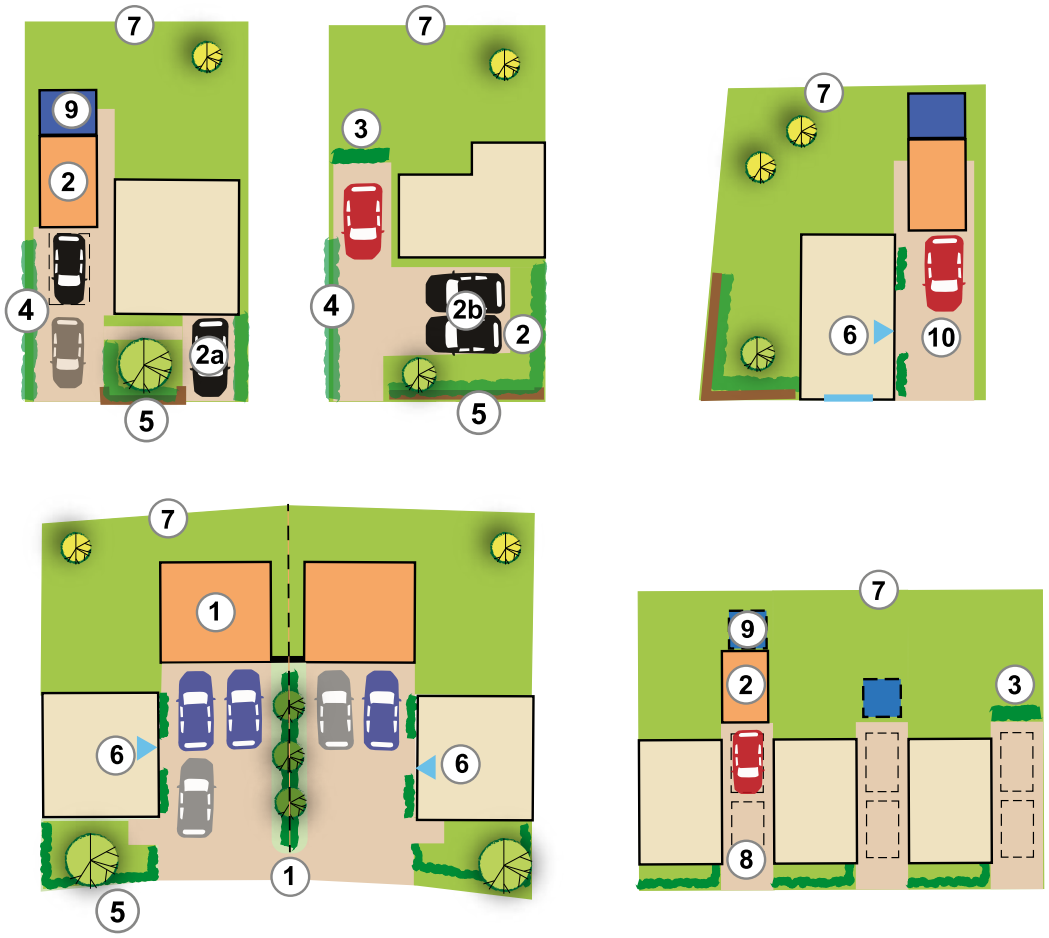


Figure 77 Parking arrangements for large detached dwellings.

Rear parking courts

Rear parking typically takes the form of small, well-overlooked parking courts or mews-style areas located behind street-facing homes, accessed via a short driveway or lane. Rear parking courts are best used as part of a mix of parking typologies and are better suitable to terraced and apartment dwelling types.

Must

1. Be a minimum row of 4 terraced dwellings in higher density locations. Use of tunnel back access is explained on pages 155-156.
2. Be a maximum of 8 parking spaces per court for suburb and village settlement types. Larger parking courts to be clustered/ compartmentalised in larger town centre higher density blocks. Anything above 8 parking spaces will be dealt with on a case-by-case basis. (2a) coach house parking with accommodation above. Entrance directly onto the street. (2b) Car barn option of covered parking.
3. Provide access to properties from the parking court via the rear garden. For apartments secure dual communal entrance that provides access to the street and rear parking court.
4. Include trees or other planting in the rear parking areas for shade, biodiversity contribution to the entire perimeter block and overall quality of the private parking space.
5. Provide bin collection point in accessible locations from dwellings to the kerb.

Should

6. Driveways or the entrances into rear parking to be secured by gates and should be considered in the context of an overall strategy for community safety and pedestrian permeability
7. Provide active gable end and upper floor active frontage from the coach house.

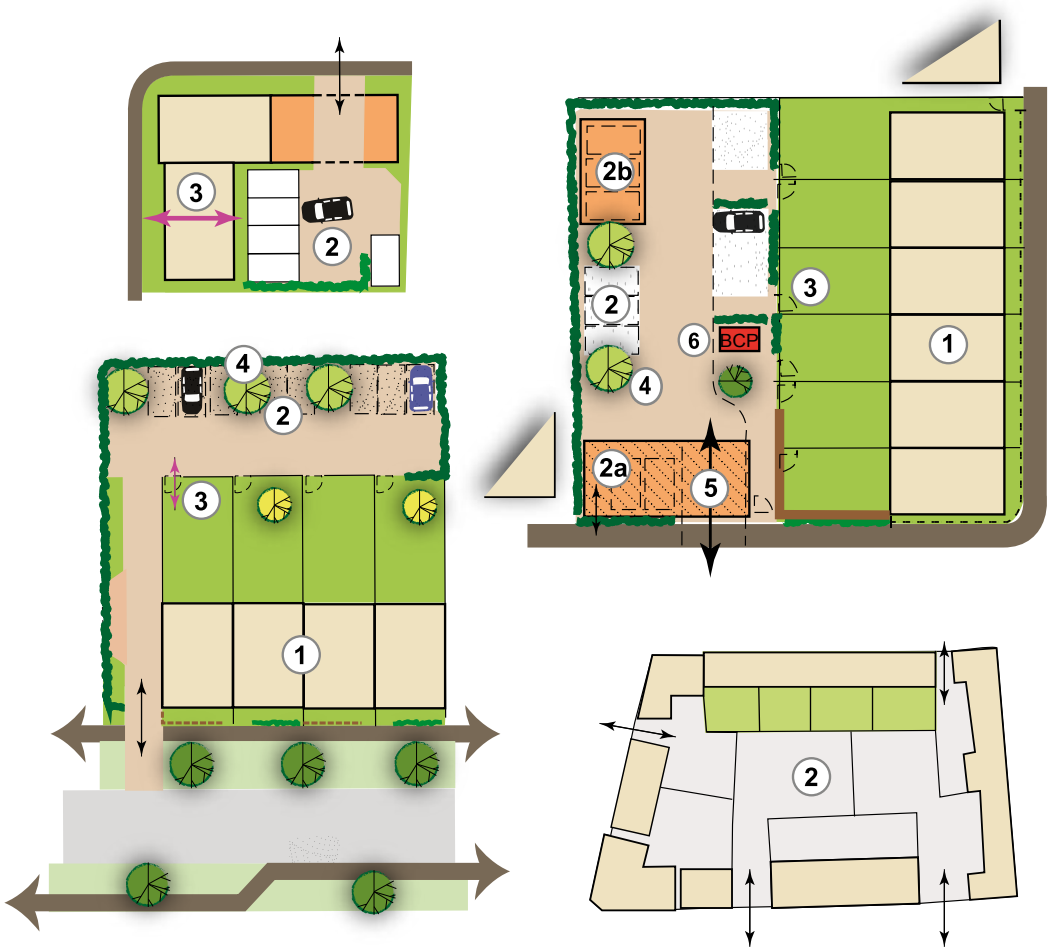


Figure 78 Choice of corner and rear parking court arrangements

Mews, coach house, car barn and car ports

Mews streets provide an effective way to accommodate parking within perimeter blocks while maintaining active, attractive frontages. By placing parking within small courts, car barns or beneath coach houses, they reduce the visual impact of driveways and help achieve gentle density. When well-designed and landscaped, mews parking enhances character while keeping the main street free from car dominance.

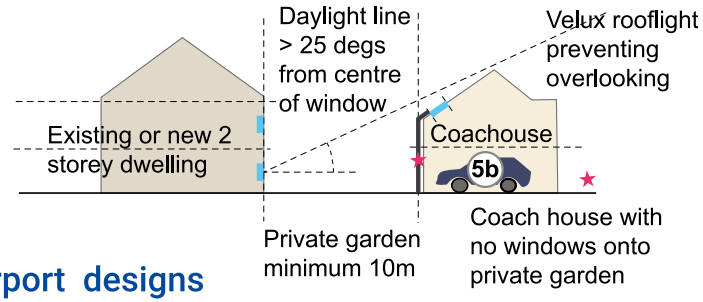
These building types are appropriate for all settlement typologies.

Must

1. Provide a hedge lined or railing boundary where development fronts onto open space. Front garden to be a minimum 2m.
2. Shared space street with coloured and/or paved surfacing. Contrasting paving for on street parking bays
3. Incidental resident and /or visitor parking to control haphazard parking and ensure 10 mph design principles.
4. Provide shallow double fronted houses for optimum ground floor active frontage and surveillance of the street.
5. Provide shared car barns and parking courts with the option of upper apartment/studio flat.
   - **(5a)** Car barn either contemporary or rural style with parking up to 4 vehicles per barn. To have free span or post supports. (6.6m intervals) must have mid support, roof articulation such as false dormer, decorative ridge tiles.
   - **(5b)** Coach house style building with unallocated ground floor parking as part of a wider development with 1 bed unit above.
   - **(5c)** Coach house with central access to rear parking court. Option to access parking bays on either side. All undercroft parking to be allocated with permitted development rights removed to protect that parking space for the lifetime of the building.
6. Provide overcroft structure with or without upper accommodation. or freestanding car port Carport double 6.6m wide, minimum ground to eaves 2.2m Timber and/or brick car port - part enclosed.
7. Provide decorative side garden brick wall at 1.8m high with landscaping strip in front for shrubs and climbing plants
8. Plant street tree and/or rain gardens to minimise impact of on street parking, water runoff and maintain appropriate street enclosure.
9. Must have shorter front garden to ensure parked vehicles are behind the building line.
10. Coach house with optional small side or rear garden amenity with central or side access directly on the street.
11. Multi-functional storage either underneath the stairs or in the rear garden.

Numbers relate to figure 79.

Picture C5 Mews development Russells Square Broadway.

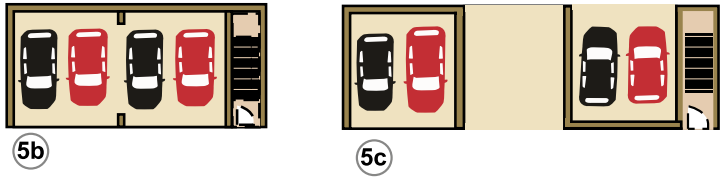


Carport designs

Wychavon Rooftop Housing joint project - Laurels Avenue, Offenham.
Elevations showing carports. Source: Zebra Architects

Car barn designs

Coach house designs



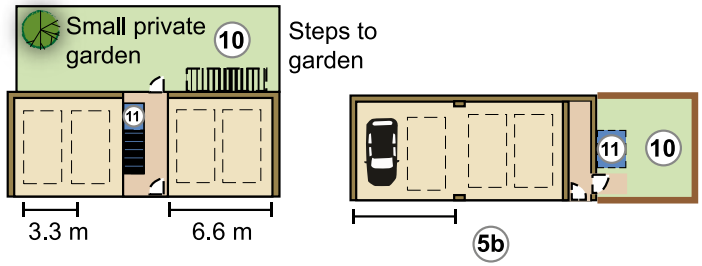


Figure 79 Coach house, car barn and carport examples for a mews block.

On street parking

On-street parking refers to parking spaces provided directly on the street, typically in the form of parallel, perpendicular or where appropriate, 45-degree (echelon) bays.

In well-designed layouts, on-street parking supports active frontages and walkability by keeping private driveways to a minimum, provides opportunities for gardens inside perimeter blocks and avoiding car-dominated plots.

Should

- Be used for homes where only 1 parking space is required or where a second parking space can be provided elsewhere.
- Be parallel for narrower streets, perpendicular for two-way traffic streets and on wider streets and echelon for one way traffic streets.
- Be broken up by street trees every 4 spaces or fewer.

Peripheral parking - parking square/multi deck

Peripheral parking is provided at the edge of a development or a block. When well-designed, it offers convenient access to unallocated parking for residents and visitors to an area or for a specific use, while preserving the visual character and walkability of the area.

Peripheral parking areas are used for larger parking areas in town centres, mobility hubs, non-residential uses and public transport interchanges.

Must

1. Have a central space for a mix of tree planting, shrubs with integrated EV charging points. Opportunity to plant larger specimen trees as natural landmark features and tree planting to shade for vehicles. (Coloured trees denote mix of tree species).
2. Be perpendicular for two way or (2a) echelon parking dependant of street width and direction of traffic.
3. Provide change in surface for pedestrian crossing points.
4. Provide dedicated rear court parking for corner apartment development.
5. Dwellings without on plot parking to use either a choice of rear court parking or spaces allocated through residential parking permit within peripheral parking zones and/or on street parking.
6. Minimise dogleg rear garden access.
7. Provide tunnel back access to rear gardens.
8. Provide active frontages onto the street and parking areas (denoted by red line).
9. Require all side garden boundaries be built of high-quality brick with decorative coping details. Brick piers for longer wall lengths.

Front parking

Front parking refers to parking spaces located in front of a dwelling, usually between the building line and the street.

Must

Option A

10 Frontage parking close to dwellings, maximum of 4 in row, interspersed with hedging, trees and rain gardens. Paved parking bays with gaps lined up with dwelling entrances. Carriageway to be 6m to allow for manoeuvring of vehicles out of parking spaces. This option is suitable for higher density settlement types. Limit stretches of front parking on local streets in suburb and village settlements.

Option B

11 Alternative echelon and perpendicular parking on carriageway width of 5.5m. Option to include build outs for traffic calming. Alternatively visitor parking demarked by paving or grasscrete.

12 Opportunity for larger tree species set in generous grassed verge.

13 Build out with change in surface for crossing points.

14 Up to 2m front garden with choice of hedge, low wall, railing boundary treatments suited for settlement type.

15 Provide tunnel back access to rear gardens to maintain strong terraced enclosure and building line.

16 Option to narrow the carriageway to a shared surface, with more varied building lines, and deeper front gardens that accommodate private a tree. Parking located on opposite side of the carriageway. Suitable for blocks on development edges fronting open spaces.

Figure 80 Illustrations of frontage and on street parking.

Parking canopies

Should

- Provide car parking canopies for shade, shelter from the weather, ideally with solar panels or green roof. Constructed of durable UV resistant materials.
- Provide integrated EV charging points.
- Ensure safe clearance and adequate lighting to support safety for the user.
- Incorporate landscaping around canopy bases to soften harder edges.

Cycle parking

Provision of adequate cycle parking is a key driver in encouraging active travel and wherever possible secure cycle parking must be as easily accessible as car parking. Ensure that it is Easy, Accessible, Sociable and Timely (EAST).

Must

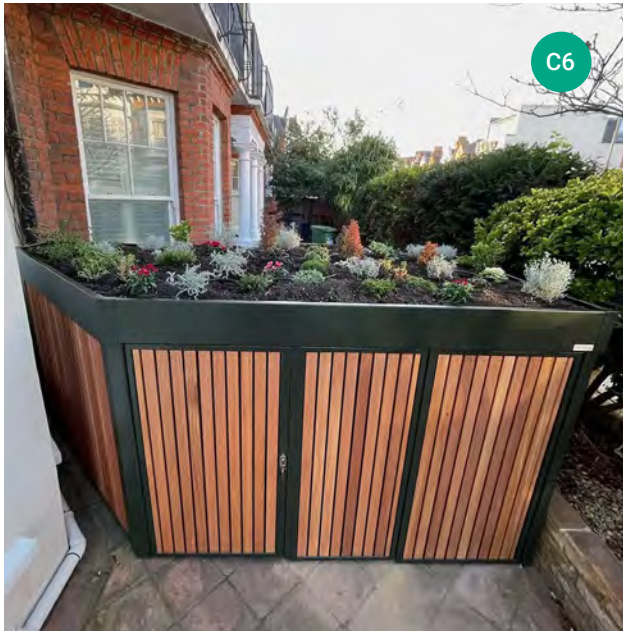
- Provide bicycle storage either in front gardens, back garden, and secure rear parking. (Minimum cycle parking provision is outlined in the WCCSDG).
- Provide bike storage indoors either by vertical or horizontal wall mounts in hallways, garages and sheds. Bike specific metal sheds are more secure and are police approved compared to wooden sheds.
- Provide quick access to encourage daily use and incentivise commuter cycling.
- Locate public bike parking as close to amenities as possible, well overlooked and ensure a clear 2m minimum pavement width is maintained.
- Located in a well-lit, overlooked area with “natural surveillance” to deter thieves.
- Short-term parking (e.g. for shops) to be within 15–25 metres of the entrance; long-term (e.g. workplaces) within 50 metres.
- Provide sheltered or covered parking for stays longer than two hours. Include for electric mobility aids in long stay parking zones.

Should

- Provide electric outlets or electric charging points for e-bikes for communal bike storage associated with public or commercial buildings.

Further details on cycle provision requirements can be found in the WCC SDG and LTN 1/20 Cycle Infrastructure Design and Guidance.

Picture C6 Atlanticbike.co.uk bike storage with green roof.



- **A** Provide active frontages onto open spaces with interconnected footways. Create a stronger landscape and SuDS (swales) transition to a rural edge. Trees must be planted within the designated open spaces and communal spaces rather than front gardens.
- **B** Provide joined up footpath connections to existing networks and prepare for future desire lines. Line up streets to create views to open spaces near beyond the site.
- **C** Private drives serving up to 6 dwellings, visitor parking as needed with small turning area at the head of the drive. Front gardens defined by choice of hedge, rain garden, soft planting, low wall/fencing as appropriate to settlement typology.
- **D** Corner apartment/maisonette block (5 dwellings) with rear courtyard parking and private communal garden space. Communal front gardens provide tree planting.
- **E** Development road/secondary street type must have a minimum 2-metre-wide grass verge. With street trees within 3m wide verge.
- **F** Variety of parking solutions should be applied across the development from on plot, rear parking court, overcroft, car port structures with garages within the rear garden. Incidental on street parking for visitors/overspill.
- **G** Mews/cul-de-sac street must be short linear with dwellings overlooking the street and public spaces. Double driveways must be enclosed by car ports and/or garages or as a minimum be terminated with high quality wall/ fencing with soft planting.
- **H** Trees must be planted in a generous front garden space. (Suitable species/growth habit for location on page 163-168).
- **I** Larger rear gardens should have fruit tree planted toward the rear boundary. Rear parking court should have a tree(s)soft planting to provide an attractive environment and over time screen between rear gardens within the overall block.
- **J** Coach houses to provide ground floor unallocated parking with first floor accommodation that encloses the block providing active and passive surveillance of the rear parking court and public spaces. (See Coach house details).
- **K** Ensure entrance to rear parking courts are gated and a passing area to ensure unobstructed access.
- **L** Provide pull in area to ensure unobstructed access.

Figure 81 Illustrated layout that demonstrates the use of street and parking types.

Garden boundaries

Front and rear garden boundary's role is to define clearly between public and private spaces and secure private amenity spaces for its residents. Where garden boundaries are visible from the public environment, they must be high quality and contribute positively to streets and public spaces.

Front gardens

Front gardens play a crucial role in the street scene by shaping the visual, social, environmental character of a street. A well-designed front garden contributes to a cohesive and attractive public realm. In Wychavon the size of front gardens vary therefore development:

Treatments/materials by settlement type

Front garden materials and treatments vary between different settlement typologies and location within the district where a local stone helps define the identity of a place.

All typologies include brick or local stone walls, railings, hedge, low wall and hedge, low wall and railing.

Town centres, edge of town centres and some village centres typologies there will often be no front boundary treatments, with buildings being at the back of pavement or edge of carriageway.

Suburbs, villages and rural typologies – additionally include picket fencing and hedges.

Villages and rural additionally include post and rail fencing and estate railings.

Must

- Front garden boundaries to be a maximum 1m high where they abut public space.
- Provide a front garden that is consistent with local historic context.
- Complement and soften the architectural lines of buildings.

Picture C7 Examples of front gardens.

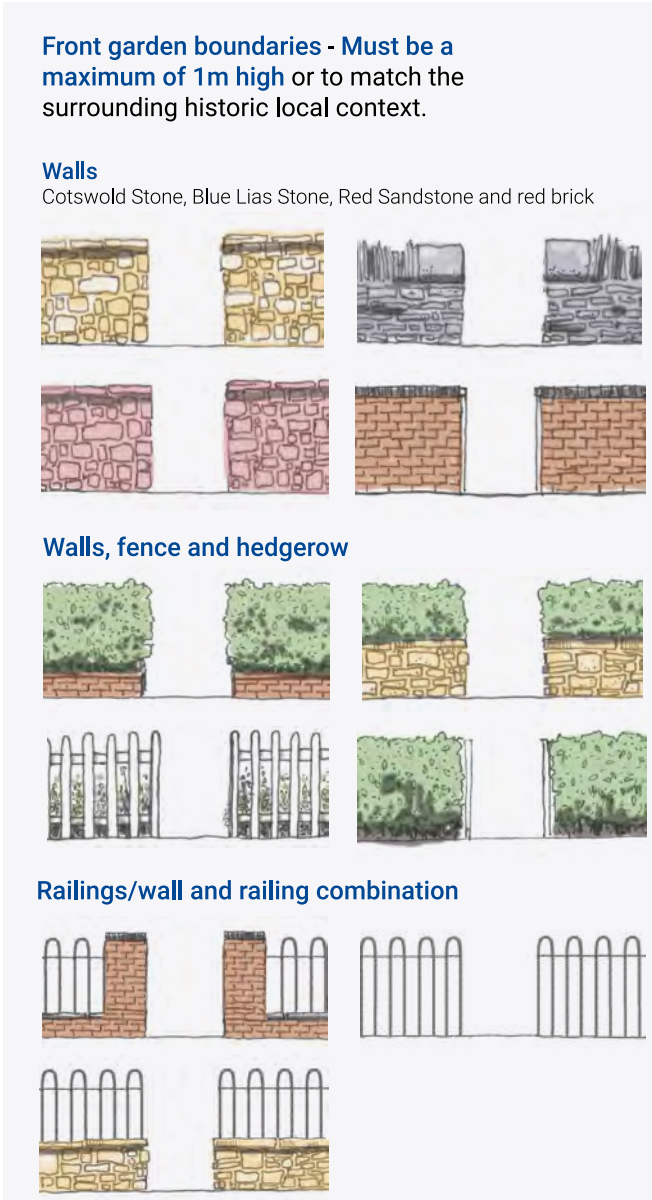


Figure 82 Types of front garden boundaries.

Rear and side garden boundaries

These boundaries serve an important function to provide privacy and security of rear gardens space.

Treatments/materials by settlement type:

Must

- **Town centres** use brick or local stone walls with some wall and hedge combinations.
- **Edge-of-town, suburban, village and rural areas** use planting, local stone or brick walls, hedges, estate railings or timber post and estate rail fencing. Where there is a strong local character, boundary materials and styles to match local traditions (e.g. Cotswold stone, Blue Lias, Bromsgrove red stone) to maintain the distinctive appearance of the area.

See illustration on page 161 for rear and side garden boundary options.

- Rear and side garden boundaries to be a maximum 2m high where they abut public space. Avoid double lengths of side garden boundaries especially when located on both sides of the street.
- Closeboard timber fencing only to be used as a boundary between back gardens and rear service areas.
- Any proposed use of timber fencing facing the public realm must be of a suitable high-quality finish and will be assessed on a case-by-case basis.
- Rear and side walls to be constructed of appropriate brick or stone with piers with an attractive coping detailing.
- Brick or stone to be the same types as approved for buildings For further information see the Identity chapter on pages 173-185).

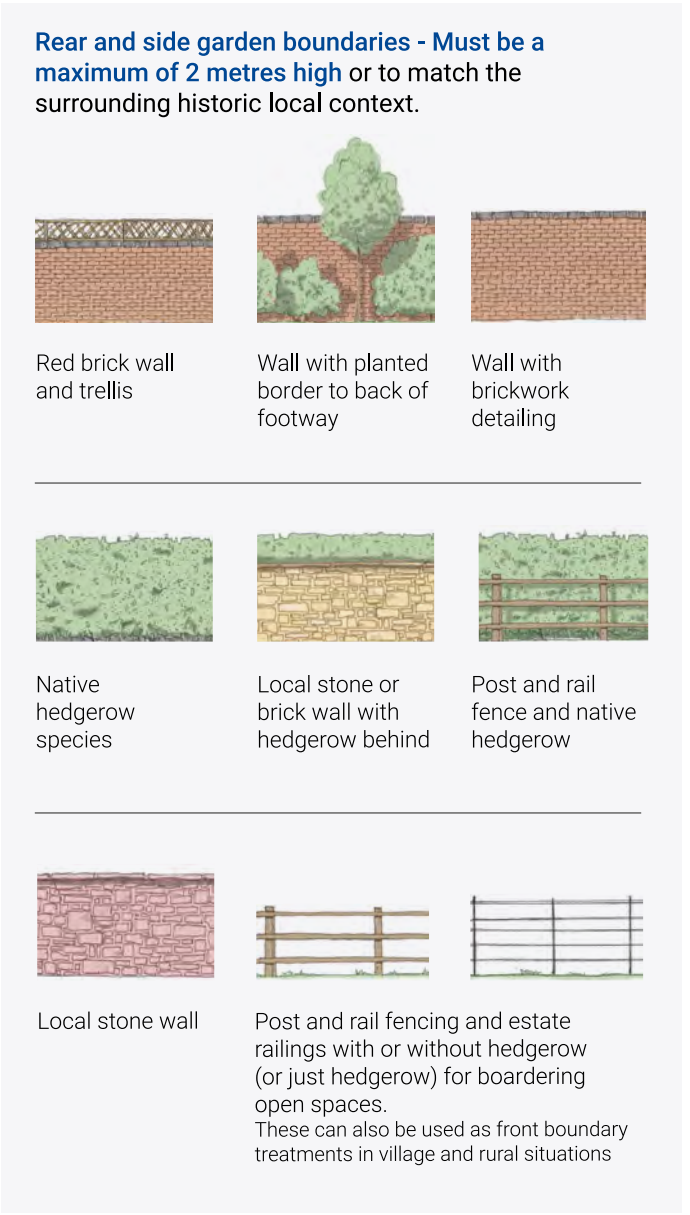
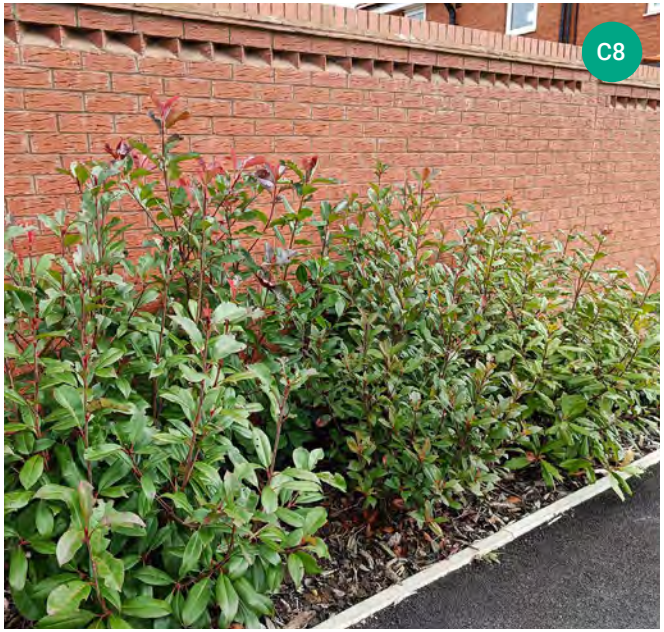


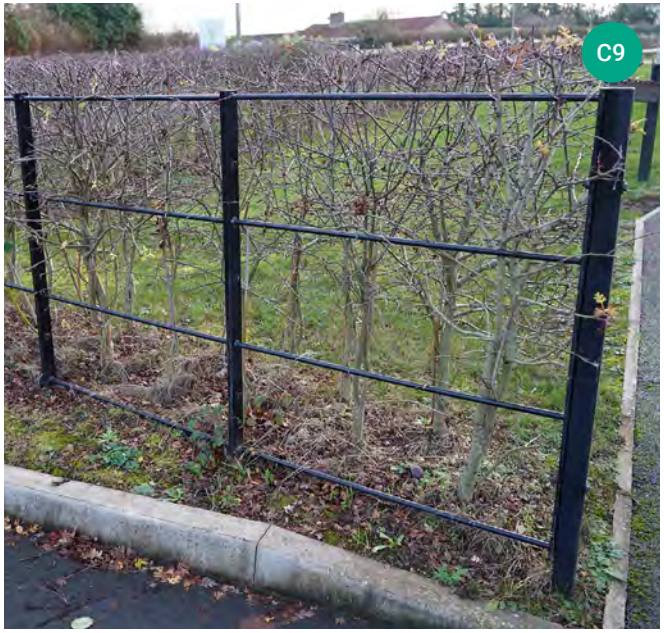
Figure 83 Types of side and rear garden boundaries.

Should

- All side garden walls that face the street to have planting strips minimum width 0.5m up to back of footway or verge.
- Side walls to include opportunity for appropriate tree planting such as espalier.
- As required rear gardens to include wildlife interventions such as hedgehog crossings to ensure continuation of established wildlife corridors.

Examples of boundary treatments found in the district.





Picture C8 New brick wall with decorative brick capping. Landscape strip in front to soften the feature. Pershore.

Picture C9 Estate railing with hedging. Ashton under Hill.

Picture C10 Decorative brick wall with climbers and soft landscaping.Cambridge.

Picture C11 Decorative side garden wall with blue brick banding. Pershore.

Landscape design

Trees, shrubs and hedges

To avoid uniformity in landscape design, increase biodiversity and visual interest, the following principles and considerations for species selection and planting are to be adhered to:

Must

- Species that grow well in the area (may be determined by soils/geology) and which have historically been grown locally (e.g. orchard trees of local Worcestershire heritage varieties) to maintain and enhance the local landscape character.
- Ensure there is adequate space available for the tree/shrub to develop to maturity.
- Select plants for their functional benefits, such as providing shade and cooling through transpiration, managing rainwater, improving air quality and for health and wellbeing.
- Contribute to biodiversity net gain (e.g. fruits or berries).
- Provide species and varieties of appropriate hardiness and characteristics (e.g. thorns or poisonous berries may not be acceptable in some locations such as gardens, play areas and parking bays).
- Locate species appropriate to the planting position - how sunny, shaded or exposed it is and how well drained the soil.
- Avoid planting within any required easements for above or below ground services.
- Any existing vegetation and potential competition for space, light or water.
- Select plants for climate resilience.
- Avoid selecting ultra-competitive plants, which can pose problems regardless of whether they are native or non-native.

Trees in open spaces

Trees for planting in open spaces should be selected for their longevity and biodiversity value and should be appropriate to the local landscape character.

Should

- Create space to plant Oak (Quercus robur) a symbol/signature of the Worcestershire countryside. It provides exceptional biodiversity and a long-lived structural presence that anchors open spaces and reinforces local distinctiveness.

Other appropriate species for planting in open spaces include:

- Field maple (Acer campestre)
- Lime (Tilia cordata)
- Wild cherry (Prunus avium)
- Rowan (Sorbus aucuparia)
- Bird cherry (Prunus padus)
- Crab apple (Malus sylvestris)
- Hornbeam (Carpinus betulus)
- Alder (Alnus glutinosa) – in damp areas

This list is not exhaustive, and other species could be selected and agreed with the LPA

Feature trees

Feature trees provide focal points, identity and seasonal interest within new development, helping to elevate the character of streets, squares and open spaces beyond functional planting. Unlike street trees, which are often constrained by space, feature trees are typically more ornamental, offering distinctive form, colour or texture that creates memorable landmarks and reinforces a sense of place.

By providing visual anchors at key nodes, entrances, vistas or public spaces, they help with wayfinding, placemaking and enhancing spatial hierarchy.

Should

Provide space at key locations within layouts for the planting of more ornamental feature trees.

Examples for planting include:

- Sweetgum (Liquidambar styraciflua)
- Saucer magnolia (Magnolia x soulangeana)
- Common walnut (Juglans regia)
- Tulip tree (Liriodendron tulipfera)
- Whitebeam (Sorbus aria)
- Quercus rubra (Red oak)

Picture C12 Oak feature tree.

Street trees

Street trees help define the structure of streets, providing human scale, visual continuity and a greener, softer urban form that reinforces local distinctiveness. By introducing shade, cooling and shelter, street trees significantly improve the microclimate, making streets more pleasant and usable throughout the year.

Boulevard style tree-lined streets (for example at the gateway to a settlement) generally have a single species for visual impact and design formality. However, consideration should also be given to visual interest and the potential for disease, and so a mix of species is preferable.

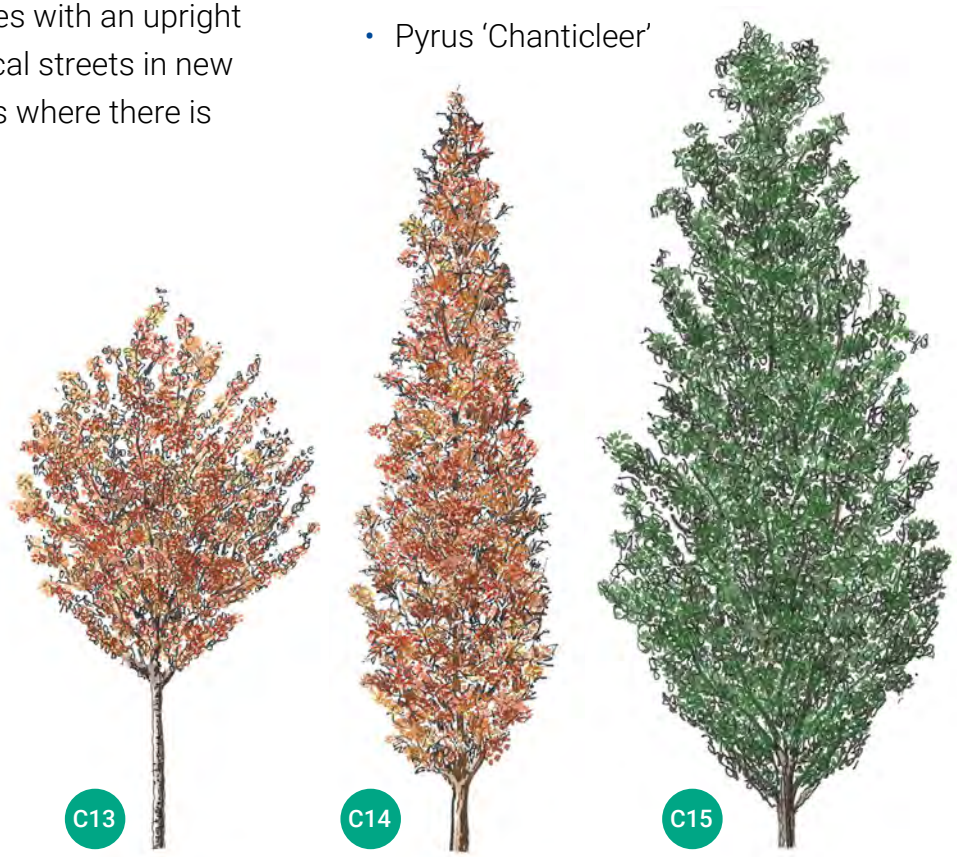
Street trees become more sustainable, protecting both the visual character and environmental function of the street network over time when there is a variety of species, therefore developments:

Must

- Avoid monocultures by selecting a variety of street tree species appropriate for the conditions. These should be arranged either in small groups of species or alternating species along the length of a street. (To be dealt with on a case-by-case basis).
- Plant fastigiate varieties with an upright compact crown for local streets in new housing developments where there is limited space.

Suitable examples include:

- Carpinus betulus ‘Frans Fontaine’
- Quercus palustris ‘Green Pillar’
- Malus tschonoskii
- Betula pendula ‘Fastigiata’
- Crataegus monogyna ‘Stricta’
- Prunus ‘Spire’
- Tilia ‘Greenspire’
- Pyrus ‘Chanticleer’



Picture C13 Malus tschonoskii Quercus
Picture C14 Green Pillar
Picture C15 Carpinus betulus ‘Frans Fontaine’

Must

- Provide adequate growing media in any tree pit and provision for watering (that includes the use of SuDS)
- Select suitable on existing streets, ensure species chosen will not risk damage to the foundations of nearby buildings or utilities. Note: Tree species will be different on new versus existing streets.
- Avoid trees which exude sap near parking areas.

Information on appropriate tree species for planting is available in the following:

Worcestershire County Council's Trees and Woodland in Worcestershire - Biodiversity and Landscape Guidance for their planting and management.

https://bit.ly/4rIYFO1

Trees and Design Action Group

https://bit.ly/4rIZjLr

Worcestershire Orchards

https://bit.ly/4svIa8Y

Shrubs

Shrub planting refers to the use of low to medium-height plants either native or ornamental to provide structure, enclosure, screening and seasonal interest within a landscape.

Should

- For open spaces swathes of native shrub planting to be included in designs that provide screening of fences, funnelling of views, physical barriers to movement and to promote biodiversity. More formal arrangements to be planted in groups of single species throughout the planting area.
- On plot front garden planting to be more ornamental in both layout and species selection with consideration to biodiversity benefits.

Hedges

Hedges play a vital role in new development by defining boundaries, reinforcing local character, enhancing biodiversity and strengthening the relationship between built form and landscape. As living structures, hedges provide a softer and more ecologically valuable alternative to hard boundaries, offering habitat, food sources and connectivity for wildlife, particularly when native species are used.

Must

- Where housing developments border open countryside, boundary treatments to include the planting of native hedgerows (this could be in conjunction with timber post and rail or post and wire fencing).
- The heights to which hedges in open space are to be maintained and their management to be outlined within a Landscape and Ecological Management Plan.

Should

Hedges to be planted at a size of 450-600mm or 600-900mm in height, in the following arrangement depending on space and requirements:

If some evergreen cover is required for privacy or screening, a small percentage (5% each) of holly (Ilex aquifolium) and native green privet (Ligustrum vulgare) to be included.

Native mixed hedging is also appropriate in more formal situations on plot – to denote front boundaries or between dwellings. Species such as hornbeam (Carpinus betulus), Portuguese laurel (Prunus lusitanica), yew (Taxus baccata), box (Buxus sempervirens) or low lavender hedges are also acceptable for frontage planting. Hedges of more ornamental, non-native species can also be considered in more urban situations.

Native hedges:

spacing as in figure 84.

Native hedges to be predominantly (at least 50%) hawthorn (Crataegus monogyna*) with smaller percentages of the following species below:

- Field maple (Acer campestre)
- Dog rose (Rosa canina*)
- Hazel (Corylus avellana)
- Blackthorn (Prunus spinosa*)
- Dogwood (Cornus sanguinea)
- Guelder rose (Viburnum opulus)

(*If thorns or spines are not acceptable, for example adjacent play areas or parking bays, then these species do not have to be used.

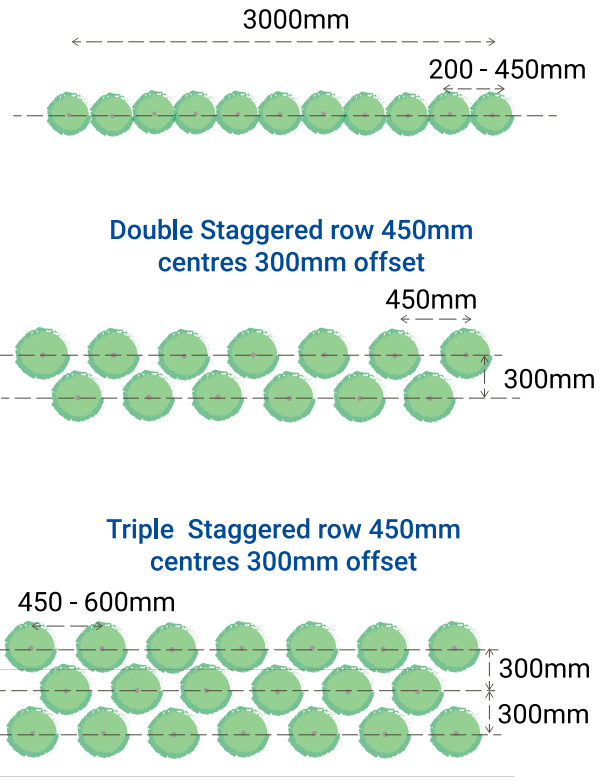


Figure 84 Hedge planting layouts.

Picture C16 Hawthorn (Crataegus monogyna) hedge

Grassland and wildflower meadows

Wildflower meadows and tussocky grasslands are important habitats for pollinators like bees and butterflies, reptiles and amphibians, foraging birds and small mammals like hedgehogs. They can also provide food sources in winter for birds as well as shelter for insects and small mammals. Wildflowers enhance the appearance and biodiversity of an area and are associated with improved mental health and wellbeing.

Picture C17 Wildflower image courtesy of Worcestershire County Council.

Must

- Ensure soil and ground conditions are appropriate for establishment for wildflower meadows as they can be difficult to create and maintain in the long term.
- Provide a species mix suitable for the location and have a suitable management plan in place to maintain the habitat. Include locally relevant native wildflowers of local provenance alongside amenity grass in communal green spaces.
- Plant wildflower seed mix along the base of native hedgerow planting within open space areas to strengthen habitat potential.

Should

- Plant rapidly establishing species amongst locally agreed species mixes such as: Common knapweed, bird's foot trefoil, selfheal, Oxeye daisy, and red clover can establish rapidly and provide immediate benefits for people and pollinators. Yellow rattle can also help with initial meadow creation by competing with grass species that might otherwise compete with the wildflowers.
- Include wildflower roadside verges where possible, following guidance within Worcestershire County Council's Streetscape Design Guide.

https://bit.ly/4ssmJ9a

Sustainable Drainage Systems (SuDS)

Worcestershire County Council, as the Lead Local Flood Authority (LLFA) requires all development to provide Sustainable Drainage Systems (SuDS) for the management of surface water.

Integrated SuDS features provides a sustainable, multi-functional and innovative placemaking opportunity within new development therefore they:

Must

- Follow the details the process and requirements in the Worcestershire SuDS Design and Evaluation Guide to ensure a successful SuDS scheme is achieved.

  https://bit.ly/4sXxhg8
- Enhance landscape character, visual interest, health and wellbeing and contribute to habitat creation and delivery of Biodiversity Net Gain (BNG) and Local Nature Recovery Strategy (LNRS) goals.
- Incorporate a site-wide combination of integrated SuDS techniques that work with the landscape design, site topography, built form and the ground conditions of the site in preference to a 'one-size-fits-all solution' such as a large, deep attenuation basin. They must also be designed to facilitate 'whole life' maintenance.
- For this reason, applicants to conduct detailed site-wide soil investigation and testing, at the outset, to identify what SuDS techniques would be appropriate for the site. If site investigation indicates it is possible, then infiltration methods are the LLFA's preferred method for disposal of surface water.
- Choose a drainage system that will achieve maximum sustainability for the site and that is compliant with the latest National standards for sustainable drainage systems (SuDS) on the GOV.UK website.

  https://bit.ly/3O6o8TK

Should

- Provide a minimum of 3 metre easements around all SuDS features and a minimum 8 metre easement around any watercourses for maintenance access. This will also help protect and enhance the aesthetic and biodiversity functions within and around the feature.
- Beneficial for applicants to seek specialist ecological advice to ensure that habitat planted elements of a scheme are in the right place and of appropriate species.

Sustainability achievement	Sustainable drainage technique	Flood reduction	Pollution reduction	Wildlife, BNG and Landscape benefit
High	Green/blue roofs and living walls	✓	✓	✓
High	Infiltration: Infiltration trenches and basins soakaways (standard or crate system)	✓	✓	✓
High	Habitat planted filter strips, swales and rain gardens	✓	✓	✓
High	Basins and ponds: • Wetlands • Habitat planted balancing ponds • Habitat planted detention basins • Habitat planted retention basins • Habitat planted conveyance swales	✓	✓	✓
Medium	Permeable paving and filter Drains: • Gravelled areas • Permeable paving	✓	✓	N/A
Low	Tanks and piped systems • Crated attenuation • Tanks • Oversized pipes	✓	N/A	N/A

Figure 85 SuDS techniques table indicates the effectiveness of various SuDS in achieving sustainability

These techniques fulfil the engineering function of flood reduction in Wychavon. Infiltration techniques such as trenches, basins and soakaways help to prevent pollutants spreading beyond their immediate location but lack any wider wildlife or BNG potential.

Should

- Use a combination of SuDS techniques designed to manage water quantity, quality, amenity, and biodiversity simultaneously for the most effective, multi-beneficial outcome.
- Use habitat planted techniques, whether infiltration or retention based, use planting to further filter and break down any pollutants. Conveyance systems to employ a series of interlinked planted basins, swales or filter strips. Habitat planted techniques provide wildlife/BNG as visually attractive landscaping features both within the built form and the wider open space. Provide in addition to the list in the table, green roofs, blue roofs and living walls for wildlife/BNG and landscaping benefit within the built form of new developments.

Examples of existing SuDS in Wychavon district.

Picture C18 Traditional roadside verge with ditch across the district. Worcester Six - Habitat planted retention basin/pond.

Picture C19 Norton roadside swale and planted GI buffer. Swinesherd provides function and visual interest along watercourse habitat.

Picture C20 Rain garden Houlton, Warwickshire.

Picture C21 Sheffield – Habitat planted rain gardens and SuDS trees, softening and adding colour and visual interest within an urban setting.

Identity

The identity of a settlement, a community or a rural area is often defined by a wide range of factors. This identity is often intrinsically linked to those important, but sometimes subtle differences in built form which are often overlooked in modern housing developments.

This section sets out why built form differences matter, describing how Wychavon's settlements have evolved and how this history produces recognisable variations in scale, form and architectural expression.

- Rural villages and hamlets often grew around agricultural buildings and rural industry, resulting in farmhouses, 1–1.5 storey cottages, terraces and modest dwellings, many of which have been altered incrementally over time.
- Town centres such as Evesham, Droitwich and Pershore developed from commercial and industrial origins, producing tightly packed, tall buildings, long thin plots, Georgian and Victorian architecture, and denser streetscapes.
- Suburbs combine 20th-century development with earlier historic structures, creating a mixed architectural character.

These settlement scale patterns found in Wychavon directly determine the architectural features, materials and detailing that give each place its distinct identity. The variation in built form, height, massing, age, function and historical development results in corresponding differences in windows, doors, porches, chimneys, roof forms and material palettes.

The settlement scale characteristics outlined in the context and strategic sections form the foundation for the detailed architectural guidance that follows. This section provides specific requirements for building detailing and together, these components ensure that new development not only reflects the unique identity of each settlement, but also reinforces the subtle architectural qualities that define Wychavon's character.

The following range of images on page 174 show vernacular buildings that add to Wychavon's local character and demonstrate commonalities such as:

- Predominant clay plain tiles.
- Local stone walls and rooftiles, other roofing materials such as slate.
- Long straw thatch.
- Stone or brick building plinths.
- Buildings incorporating a range of different materials.
- Mix of vernacular architectural styles and materials within a terrace form.
- Vernacular and historic architectural detailing, particularly Flemish bond brickwork on main elevations, often incorporating contrasting bricks for chequerboard effect.
- Variety of ridge and eaves heights. Low eaves heights are a prevalent local vernacular feature.
- Chimney stacks that are simple and decorative in style.
- Vernacular Georgian facades with reduction of window size as they move up a building's facade known as diminution.
- Upper storey windows mostly tight to the eaves with dormers or with space between the window header and eaves line.

The following images capture the varied building styles.

Timber framed buildings

Timber framed buildings are particularly prevalent in Worcestershire, more than in other parts of the country. This is principally because it was historically one of the available vernacular building materials in the area. As such these structures are an important part of local identity within Wychavon and help to give an area its sense of place.

Often this is in the form of square framed or close studded, post and beam construction. Well-designed contemporary architecture could also draw upon this local vernacular in a contemporary style.

Applications must

- Assess the character of the local area prior to designing any proposals and where timber frames are prevalent include them in the character assessment.
- Work to include timber framed structures which use traditional or contemporary carpentry techniques within the proposal to create high quality architecture which draws upon the local vernacular.
- Traditional timber frames and applied timber in Wychavon.

Picture C22 Draw upon local timber framed buildings in a modern way.

Picture C23 Newly constructed timber framed house.

Picture C24 Photos courtesy of Green Oak Carpentry www.greenoakcarpentry.co.uk

Picture C25 Sources for modern contemporary timber frame house designs. Photos courtesy of Carpenter Oak, photographers George Fielding (first image) and Rory Gardiner (second image).

Local Inspirational design

New development in Wychavon may be designed in either a traditional or a contemporary architectural style, provided the chosen approach responds positively to the local context and reinforces the district's sense of place.

Must

- For a traditional approach to draw upon the characteristic forms, materials and detailing found in the surrounding settlement.
- For a contemporary approach is equally acceptable where it demonstrates a clear understanding of local character and reinterprets these qualities in a modern, high-quality and coherent way.
- In all cases, proposals to show how the design regardless of style respects local distinctiveness, uses appropriate materials, and contributes positively to the wider built environment.
- Modern interpretation of traditional massing using flat, mono pitch roofs.

Across all images:

- Simple building forms (rectangular, pitched roofs, flat roof, Dutch barn of varied rhythm) echo traditional settlement patterns.
- Contemporary articulation added through materials and detailing, not form complexity.
- Strong consistency in window proportions giving coherence across the scheme.
- Timber cladding applied both vertical and horizontal.

Picture C26 Modern barn approach.
Picture C27 Contemporary apartments.
Picture C28 Modern rural dwellings.
Picture C29 New dwelling with mix of traditional detailing with energy efficiency.
Picture C30 Dutch barn conversion appears modern.
Picture C31 Conversion of agricultural buildings.

Inspiration further afield

While Wychavon's own settlements provide the primary reference point for local distinctiveness, high-quality design should also draw inspiration from exemplary schemes elsewhere in the UK and beyond.

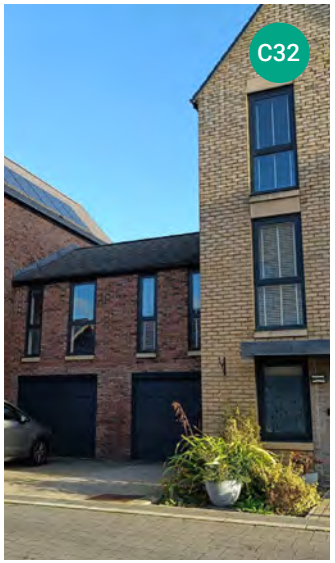
Developments that successfully reinterpret vernacular forms, materials or spatial patterns in innovative ways can offer valuable lessons, provided these ideas are adapted sensitively to Wychavon's landscape, settlement pattern and architectural character.

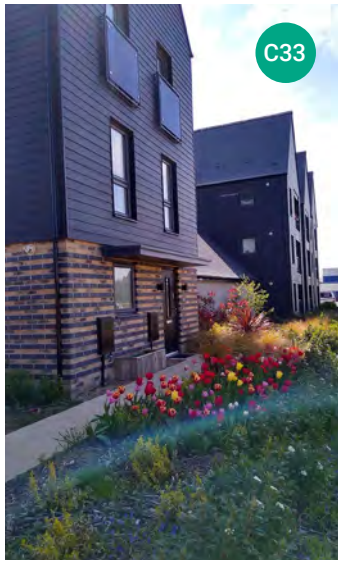
Key design qualities

Tall, narrow plot layouts emphasising vertical proportions.

- Up to three-storey homes used with varied roof heights to avoid monotony.
- Integrated garages/car barns positioned to reduce street-scene dominance.
- Courtyard arrangements enabling higher density with active, social streets.
- Standing-seam metal cladding creating unified contemporary forms.
- Asymmetrical or steep roof pitches for distinctive, context-aware silhouettes.
- Deep window reveals, flush glazing, and minimalist detailing.
- Consistent brick palette with variation through bonds and patterns.
- Projecting window surrounds adding depth and articulation.
- Landscape-led streets with regular trees, planting, and softened parking.

Picture C32 Trumpington Cambridgeshire.
Picture C33 Northstowe Cambridgeshire.
Picture C34 Houlton Warwickshire.
Picture C35 Nansledan, Cornwall.





Roof form and roofing materials

The roofs of buildings are often a key part of establishing sense of place. Often there are specific roofing materials used in an area or roofing material which have historically created a sense of place which are still prevalent today. Furthermore, roofs are often one of the most visible parts of a building when approaching a site or when visible between and over other structures. These natural roofing materials such as stone, clay plain tiles and thatch are often indicative of where in Wychavon you are. All of these are still in use within Wychavon in modern developments.

Must

- Demonstrate a clear understanding of local roof forms, variations and roofing materials.
- Demonstrate how these important components have been used within a proposal.
- Roofing materials to be durable, locally appropriate, and consistent with the surrounding context, helping new development sit comfortably within its landscape and townscape setting.
- Use natural materials not composite materials in key locations such as dwellings and structures facing the public realm, existing roads, key buildings or locations visible in the setting of heritage assets.
- Limit the use of manmade materials such as concrete roof tiles, composite stone and slates to less visible locations.
- Many tiles are single or double camber tiles to add interest).

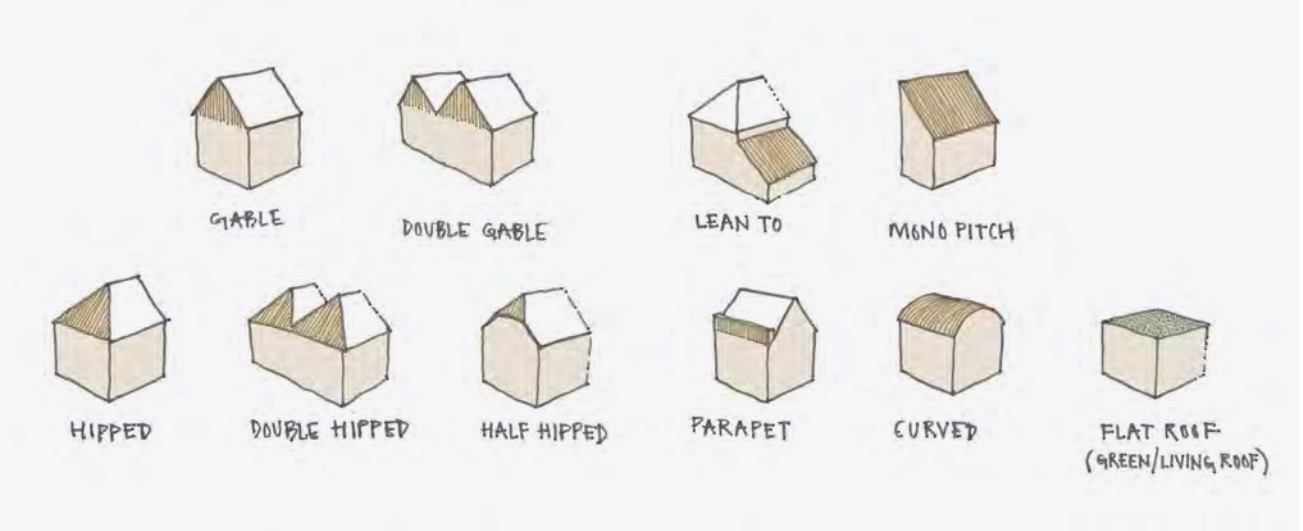


Figure 86 Roof types found in the district.

Dormer windows

Single storey properties with attics and one and a half storey properties are some of the most common house types in villages across Wychavon. Because of this the use of dormer windows is a key practical, architectural and aesthetic consideration for new development.

Whilst there are many types of dormers used, some of the more common dormer types include gabled dormers, gabled wall dormers, and eyebrow dormers in thatched cottages.

Architectural proposals **must**

- Assess the local vernacular to inform design proposals. If the immediate surrounding dwellings are generic, proposals should look to the nearest settlements which add to the sense of local distinctiveness.
- Avoid the use of fiberglass dormers on principle elevations and in locations visible from the public realm.
- Utilise materials which are in keeping with the local character.

Picture C36 An eyebrow dormer under a thatched roof.
Picture C37 Gabled dormer clad in lead on clay tile roof.
Picture C38 A wall dormer constructed of Cotswold Limestone.

Picture C39 Gabled dormer clad in lead on clay tile roof.
Picture C40 Brick built gabled wall dormer with projecting eaves.
Picture C41 Contemporary dormers of aluminium construction with slim cheeks and roofs reflecting local historic context.

Porches and canopies

Open and enclosed porches and canopies are a common feature on houses across Wychavon. They are often covered with the vernacular roofing materials and add greatly to the appearance of a property.

Proposals **must**

- Assess the type of porches along with other architectural features in a detailed character assessment.

Proposals **should**

- Utilise these as architectural features in locations where they form part of the local vernacular.
- Avoid the use of fibreglass porches.

Picture C42 A double porch canopy covered with clay plain tiles Overbury.
Picture C43 New timber frame porch with traditional details.
Picture C44 Monopitch lead covered porch with metal tie detail.
Picture C45 Shallow brick porch at Elmley Castle.
Picture C46 Enclosed porch covering a bay window and doorway.
Picture C47 A small duel-pitch porch canopy of timber construction.

Windows and door casements

PVCu windows are a relatively recent addition to many houses and historic areas. Historic England guidance notes state that these are not considered acceptable in historic buildings or conservation areas. Wychavon is fortunate to retain many historic buildings with timber sash windows, metal casement windows or windows of both timber and metal construction. Details such as these are an important part architectural detailing which will enable the scheme to successfully draw upon the local vernacular and ensure that it is in keeping.

Planning applications **must**

- Demonstrate that they have considered the architectural details such as windows and doors found in surrounding buildings which add to a buildings sense of place.
- Show how they have incorporated these design elements into their proposal.
- Avoid installing PVCu windows in developments in or close to conservation areas and designated heritage assets.
- Demonstrate that proposed fenestrations are of a high quality and are in keeping with the local vernacular in order that they can add to an areas sense of place.

Picture C48 Aluminimum framed windows - Pershore Library.

Picture C49 Crittall metal framed windows for traditional and contemporary look (left). Vertical sliding sash window (right).

Picture C50 Bay window with top hung sliding sashes.

Picture C51 PVCu modern flush casements, vertical and horizontal joint lines (not diagonal).

Chimneys

Chimney stacks are a common sight across the country and a prominent feature on residential buildings in Wychavon. The size and design of these stacks vary substantially. The age, architectural style of the building and location of the chimney stacks are often key factors in deciding the size and design.

Building a chimney stack into the design can often be an opportunity to add architectural detail and design elements to a property. Chimney stacks make a positive contribution to both traditional and contemporary design. They can also help to break up long ridge lines and add interest to a roof form.

Planning applications **must**

- Consider the design of chimneys in the local area and work to include them in housing schemes.

Picture C52 A diversity of chimney styles illustrates their importance in shaping Wychavon's identity, offering vertical punctuation and visual interest across rooftops.

Building materials

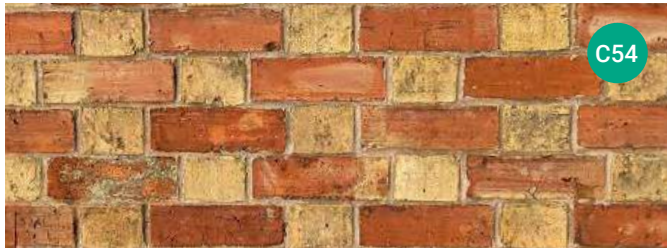
Construction materials vary significantly across Wychavon and play an important part in establish local character and distinctiveness. In some areas like the Vale of Evesham Blue Lias stone is prevalent. In others a rich yellow Cotswold stone. Timber framed buildings as previously stated, are also far more common in Wychavon than in some other parts of the country.

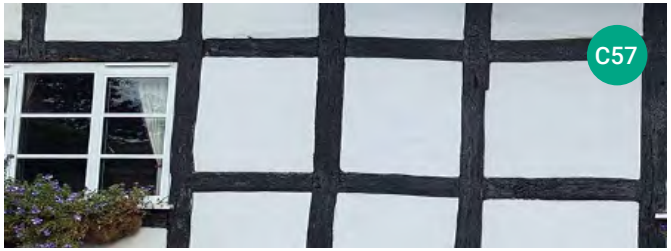
Planning applications **must**

- Identify a materials palette for walls, roofs, boundary treatments architectural detailing private and public spaces which is based on the unique vernacular of the surrounding area.
- Where possible draw on both historic elements of a settlement, pre-industrial revolution as well as post. This will enable a palette to be established which is in keeping with the local vernacular.
- Use materials which are indicative of the local area.

- Draw upon the local character when designing material, finishes, colours and architectural details.
- Avoid composite materials in key locations such as dwellings and structures facing the public realm or visible in the setting of heritage assets.

Examples below show the types of building materials used in the district; with standout settlements such as Broadway, and Overbury that have their historic core constructed from natural Cotswold Stone.





Picture C53 Cotswold stone is common in Broadway and across the Broadway edge. Limestone is also used in areas such as Evesham centre as a decorative element in conjunction with Blue Lias to create a checkerboard effect. Image Broadway.

Picture C54 Brick laid in Flemish bond using two types of brick to make a chequerboard pattern.

Picture C55 Blue Lias stone found in the Vale of Evesham creates a distinct character from other areas of Wychavon (image from Pebworth). Often Blue Lias is used in conjunction with a local limestone, which can be more suited to architectural elements such as quins, lintels, sills, etc.

Picture C56 Red brick laid in English bond is a common sight across Wychavon, particularly in the Wychavon's three main towns Pershore, Evesham and Droitwich and 19th century architecture. This is often used in conjunction with other materials such as stone or timber.

Picture C57 Timber framing is a vernacular building material which is a common site in towns and villages across Wychavon and adds greatly to their sense of place and local character.(image Pershore).

Picture C58 Bromsgrove sandstones; a historic building stone with reddish colouration seen in villages in the north of Wychavon. They add to the buildings character and help to make a development blend in with the surrounding historic character.

Picture C59 Feather-edge timber cladding used in rural and agricultural areas. often in conjunction with other materials. Versatile material that can used in a sustainable, contemporary way whilst retaining rural character.

Paving and surfacing materials

Paving and surfacing materials to draw on the distinctive character of Wychavon and its natural stone, brick, tones and textures, so that new development feels rooted in its local context. However, this must not constrain well-designed contemporary approaches. Modern, innovative materials and creative detailing are encouraged where they complement the surrounding vernacular, meet accessibility, SuDS requirements and enhance place quality.

Overarching must

- Use materials that reflect the local vernacular across urban and rural contexts, prioritising natural materials in prominent locations.
- Meet Equality Act and Part M accessibility requirements for all public-facing routes.

The following requirements are set out by street type.

Primary and secondary streets/ high streets

Must

- In conservation and historically sensitive areas, use high-quality, robust surfaces such as natural stone flags/blocks or quality brick/stone setts that meet accessibility standards.

Should

- Base material choices on local character.
- Reference materials from surrounding settlements.
- Use material to emphasise crossings to reinforce pedestrian priority.

Local residential streets and mews/ shared space

Should

- Use permeable surfaces (e.g. permeable blocks, bound/permeable gravel) to reduce runoff and support SuDS.

Private drives, courtyards and parking courts

Should

- Use permeable paving (e.g. permeable block, gravel, reinforced grass) and incorporate planting strips to manage surface runoff.
- Break up large hardstanding areas with tree/planting bays (e.g. at least every four spaces).

Picture C60 Example of high quality shared space in Houlton.

Detailing and performance

Must

- Specify durable solutions that are allow for long-term maintenance and aligned with LLFA and National SuDS Standards.
- Use textures and formats that aid legibility (e.g. consistent joints, avoiding visually confusing patterns).

Should

- Select materials with tree species in mind to reduce staining and ensure adequate aeration/irrigation.

The following photos to the right are from Houlton, Trumpington and Pershore showing high quality surfacing materials.








Closing note

This Detailed Design Code provides a clear, measurable and locally distinctive framework for delivering high-quality, sustainable and characterful places across Wychavon.

Its purpose is not only to set expectations, but to ensure that new development reinforces the district's settlement patterns, landscapes and built traditions in a meaningful and consistent way the code should be used as a working tool throughout the planning, design and delivery process, guiding applicants, communities and decision-makers in shaping development that enhances Wychavon's unique sense of place and stands the test of time. It supports innovation where appropriate, while ensuring that design quality, local distinctiveness and long-term stewardship remain at the heart of all proposals.

07 Annexes

Annex 1

Public engagement

This appendix records how engagement shaped the Wychavon Design Code and the headline changes made in response.

The code now follows a clear end-to-end design process, is firmly grounded in national and local policy and best practice, is rooted in the character of Worcestershire, and is clearer, more concise and specific. It is focused without being overly-prescriptive and given its district-wide scope includes stronger guidance on understanding context and on the design process itself.

Consultation and engagement

Preparation of the Wychavon Design Code followed an iterative process from 2022 to 2026 consistent with the National Model Design Code stages. Early engagement used a district-wide interactive map, enabling participants to comment on pre-selected examples and add location-specific observations about buildings, streets and places. Parallel engagement comprised officer and Member workshops, one-to-one discussions with civic groups, local architects and businesses, and briefings for developers and agents. These activities tested the emerging vision, addressed implementation issues at an early stage, and grounded the draft code in Worcestershire's character and everyday patterns of use.

Statutory and technical engagement proceeded in tandem. SEA/HRA screening material was issued to the statutory consultation bodies. In line with established SPD practice, all material was available online with hard copies at deposit locations to ensure inclusive access.

The four area-based Design Code SPDs were published for a four-week consultation period. Notifications were issued to statutory consultees, Parish and Town Councils, neighbouring authorities, developers, agents, architects, civic societies and residents subscribed to planning updates.

During the consultation period, a multi-stakeholder workshop brought together housebuilders, consultants and civic representatives to test detailed provisions and implementation. Written responses and workshop feedback concentrated on movement and highways adoptability, active travel and cycle parking, green and blue infrastructure and biodiversity, wildlife-sensitive lighting, health and accessibility, education and community facilities, and document usability.

Feedback across all channels identified common priorities:

- Alignment of movement requirements with county guidance and adoptable standards.
- Earlier and stronger treatment of sustainability and health.
- Clearer integration of GI/BNG, SuDS and locally appropriate planting.
- Greater emphasis on placemaking beyond housing.
- Improved structure and navigation, including numbering, cross-references and guidance on using the code alongside a Design and Access Statement.
- Calibrated must/should language to maintain clarity and design quality while allowing innovation and site-specific responses.
- District-wide early engagement using an interactive map and targeted communications.

Changes made in response to consultation

In response to the consultation feedback, the Code has been reordered to follow a logical process of site design - from Context to Interpretation to Strategic and then Detailed coding supported by a short "How to use this Code" section and an interpretation checklist.

The content is now much more grounded in national and local policy and best practice, with an explicit statement that Building Regulations take precedence.

Guidance is rooted in Worcestershire, explaining settlement patterns, street enclosure, landscape character and the role of green/blue infrastructure and heritage in shaping proportionate responses.

As the code applies across the whole district, there is enhanced guidance on the process and on understanding context, including expectations for demonstrating interpretation within Design and Access Statements and for applying requirements proportionately to different places and scales.

Drafting has been tightened to be clear, concise and specific, with consistent numbering and signposting. The code is now focused without being over-prescriptive, with musts and shoulds recalibrated to secure quality while enabling innovation.

In more detail the Code is now:

- Recalibrated to focus on detail appropriate for guidance intended to operate on a district-wide level. There is more guidance on process and context (Interpretation, DAS expectations, and proportionate application across locations and scales).
- Organised to follow a logical process of site design: Code reordered to follow Context → Interpretation → Strategic → Detailed, with a concise "How to use" section and a practical Interpretation checklist.

- Grounded in policy and best practice: Cross-checked against national policy, local plan policies and County guidance; explicit note that Building Regulations take precedence.
- Rooted in Worcestershire: Stronger emphasis on landscape character, settlement patterns, street enclosure and locally appropriate green/blue infrastructure.
- Clear, concise, and specific, with tighter drafting; consistent numbering and cross-references; summary aids and checklists for quick navigation; and
- Focused without being not over-prescriptive.

Who we engaged, and how

Engagement involved residents, parish and town councils, district members, developers and housebuilders, planning and urban design consultants, architects, civic and community groups, Worcestershire County Council technical services and statutory environmental bodies. Feedback informed structural refinements, consolidation of overlapping sections, clearer alignment with county guidance, stronger expectations for active travel and adoptability, and earlier, integrated treatment of sustainability, health and biodiversity. Submission expectations were clarified so outline and reserved matters material is proportionate, targeted and easier to assess.

Consultation documents were provided online and in hard copy at contact centres and libraries; notifications were issued to full consultee lists; and all representations were processed in accordance with GDPR, with only redacted or summarised material published to protect personal data.

How feedback has been used

Post-consultation changes have been incorporated into the design code for adoption alongside the South Worcestershire Development Plan Review.

Consistent application will be supported through member, parish and development management training and short user aids. Focused updates will be brought forward as county guidance and national standards evolve, maintaining a clear, place-based approach.

This section to be updated with details of final 2026 consultation once completed.

Annex 2

Street characteristics survey table

Settlement type - Town Centre

Location	Droitwich	Evesham	Pershore
Building Height	Main streets of the town centre are generally 1.5 to 2 storeys with some 3 storeys with isolated 4 storeys as in the Norbury Theatre building.	Strong 3 storey main street with up to 2.5 at the edges of the town centre.	Strong 3 storey main street with up to 2.5 at the edges of the town centre.
Street width including footways	Town Centre historic core – 7.8 – 8.6m. Other streets up to 17m. Pedestrianised 4.8m.	12.8 - 36m wide range.	12-22.3 High Street 26-37m Broad Street.
Road Width	4 – 5.5m historic streets. 7-10.7m e.g. Ombersley Street.	9 - 9.4m.	5.4 – 9.7m.
Footway width	1.3 -1.6m with some space up to 5.5m.	4.1 – 15.8m Core High Street. 1.8 -2.8m edge of the High St. Pedestrianised Bridge Street 7.8 - 10m	Varied range 1.4m to 6.8m.
Front garden depth	Predominantly back of pavement 0m.	Predominantly back of pavement 0m. Up to 4m at the ends of the High Street.	Predominantly back of pavement 0m Up to 8m at the ends of the High Street.

Settlement type - Edge of centre

Location	Droitwich	Evesham	Pershore
Building heights	2 – 4 storeys.	2 -3 storeys.	2 storeys.
Streets	5.5 – 11m inc footways. 3.3 – 5.4m road. 1.2 – 1.7m footways.	5.8 – 11m inc footways. 3.4 – 7.8m 8.3m Chapel St. 3.4m one way 0.9 – 1.9m with 3.3m.	7.9 - 14.5m inc footways. 4.8 – 6.3m 4m one way. 0.8m – 3.2m.
Front garden depth	Predominantly back of pavement 0m. Up to 6m for more recent development (e.g. Apartments St Andrews Rd).	1.4 – 3.6m Pockets 11m – 16m New Rd/ Masons Ryde	Up to 5 metres along side streets and the edge of the town centre.

Street characteristics survey table

Survey data from QGIS mapping, site visits and photographs.

Settlement type - Suburbs

Location	Droitwich	Evesham	Pershore
Building heights	Up to 2 storeys.	Up to 2 storeys.	Up to 2 storeys.
Streets	5.5 – 11m inc footways. 3.3 – 5.4m road. 1.2 – 1.7m footways.	5.8 – 11m inc footways. 5.8 – 11m inc footways. 3.4 – 7.8m 8.3m Chapel St. 0.9 – 1.9m with 3.3m.	7.9 - 14.5m inc footways. 4.8 – 6.3m 4m one way. 0.8m – 3.2m.
Front garden depth	Predominantly back of pavement 0m. Up to 6m for more recent development (E.g. apartments St Andrews Rd).	1.4 – 3.6m. Pockets 11m – 16m New Rd/ Masons Ryde	Up to 5 metres along side streets and the edge of the town centre.

Street characteristics survey table

Survey data from QGIS mapping, site visits and photographs.

Settlement type - Villages 1-3

Location	Childwickham	Bretforton	Broadway
Building heights	Up to 2 storeys.	Up to 2 storeys.	Up to 2 storeys.
Streets	5.8 - 10.6 inc footways. 4.5 – 6.6m carriageway. 1.3 – 2.1m footways - one side of the carriageway.	5.9 – 10.6m inc footways. New Road 11.8m. 3.4 - 7.3 wider streets with on street parking. 1.6 – 2.7m footways - one side of the carriageway.	7.9 - 14.5m inc footways. 5.5m Broadway main street.
Side / tertiary	N/A	4.2 - 5m	N/A
Verges	1.5 to 6m.	No verges - unclear if some are private.	Feature of village.
Triangular node	12 x 12 x 12m - 72 sq,m.	N/A	N/A
Parking square	N/A	24 x 33.5m.	N/A
Front garden depth	Groups of back of pavement 0m along main street . Up to 11.5m length front gardens.	0 – 10m front garden at the corner - key feature across Wychavon. Pockets 11m – 16m New Rd/ Masons Ryde.	Up to 5 metres along side streets and the edge of the town centre.
Set back lengths crossways	25 - 70m.	N/A	N/A
Enclosure	9.8 - 28m.	3.4 - 24.7m.	16.5 - 29m.

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