DESIGN CODE DOCUMENT

DRUIDS HEATH

REVISION B /OCTOBER-2025

CONTENTS

DOCUMENT REVISIONS

REVISION B / OCTOBER-2025

REV.	DATE	NOTES
-	FEB 2025	PLANNING SUBMISSION
A	22.07.2025	Dimensions added to illustrative sections on pages 37-41, and reference included to BCC Highways Developers Guide, following comments from Transportation Development.
B	02.10.2025	Update to code 6.13.2 in relation to retaining features (on page 56) and additional information on back-to-back distances (on page 58). Changes reflected in Summary Table (on page 72).

1. INTRODUCTION

1.1 Project Introduction

1.2 Outline Planning Application Structure

1.3 Purpose and how to use the Codes

1. INTRODUCTION

1.1. Project Introduction

The Design Code has been prepared by BM3 Architecture Ltd with specialist consultants contributing as appropriate on behalf of Birmingham City Council ('the Applicant') to control the redevelopment of the Outline Planning Application for Druids Heath. Birmingham City Council (BCC) have identified the Druids Heath Estate to undergo comprehensive regeneration, and have undergone consultation with the community.

Located in the Druids Heath and Monyhull Ward, south Birmingham, the estate is bound by the A435, Monyhull, Bells Farm, and Bromsgrove District Council, referred to throughout as the "site". The site measures an approximate area of 76 hectares. Three parcels of land are excluded from the application boundary, these include the Pennyacre area, the Oaks Primary School and Manningford Court.

The brief calls for the delivery of a mixed use scheme with the provision of housing, set within a coherent masterplan, that addresses the current issues of the estate such as alleyways, accessibility, unsurveilled spaces, and connectivity.

All buildings on the site are proposed for demolition, with exception of the Druids Heath Surgery, with additional housing re-provided to meet the current housing standards and demands.

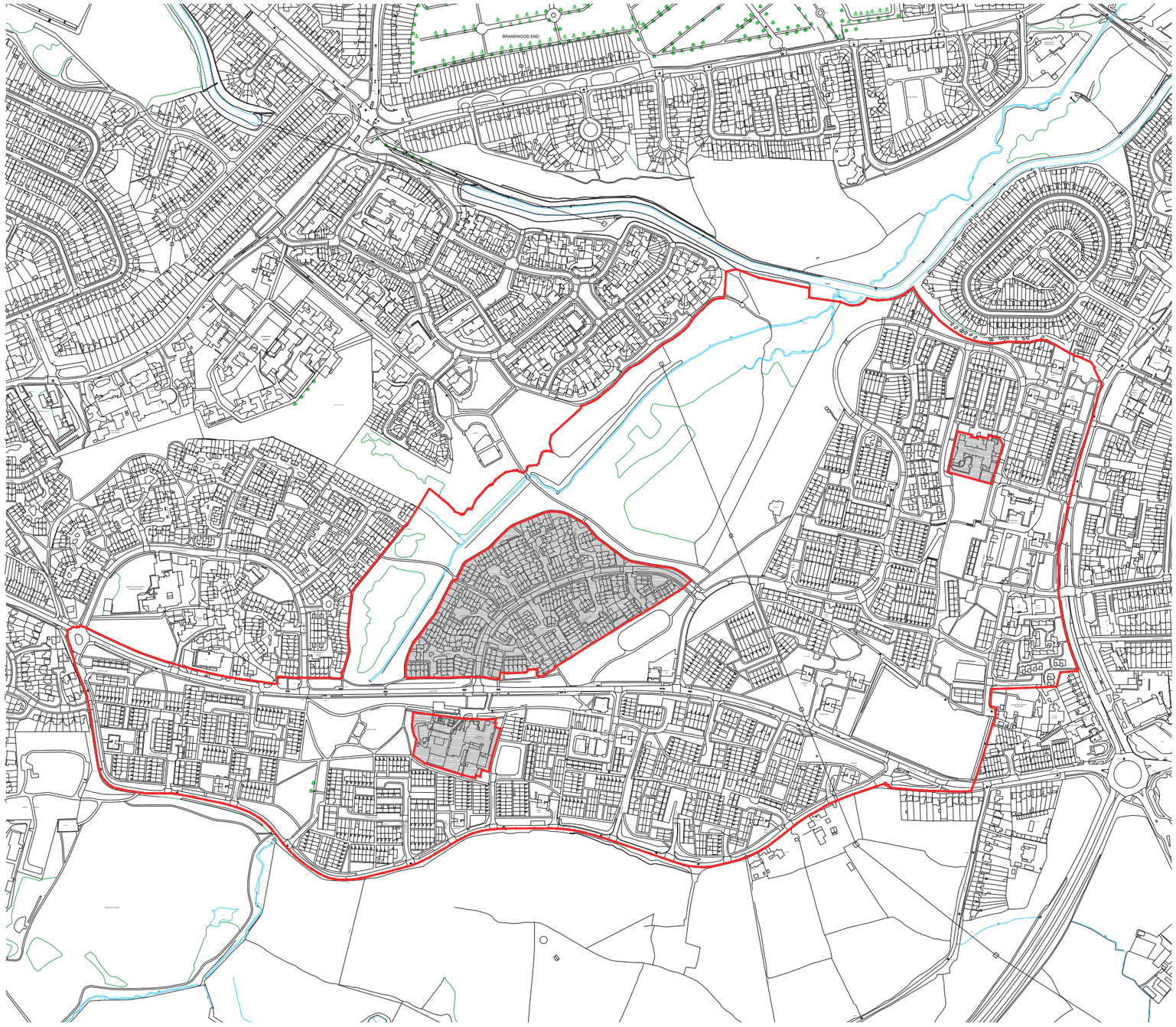
A landscape-led masterplan with high quality housing is proposed, which will deliver a mix of housing tenures, commercial and community uses, quality open spaces and public realm set within a coherent masterplan.

The delivery of the scheme will be divided into several phases and delivered over a period of 20 years.

An Outline Planning Application (OPA) is proposed for the site, with all matters reserved.

Key

- Planning Application Boundary
- Areas Excluded from Application



Existing Site Plan of the Druids Heath Estate

1.2. Outline Planning Application Structure

Design Code within wider OPA documents

The Design Code forms part of a suite of documents that have been submitted as part of this Outline Planning Application (OPA) and as such should be read in conjunction with these.

The diagram opposite explains the structure of the OPA submission documents and how they sit within the approval process.

Parameter Plans

The Parameter Plans provide a set of requirements that the detailed design of the outline proposals must respect and respond to when Reserved Matters Applications (RMAs) are brought forward in the future.

Design Code

The Design Code establishes a set of rules and guidelines for the development to ensure the delivery of a coherent and high quality neighbourhood, applicable to buildings, infrastructure, public realm and the landscape design.

Development Specification Document

The Development Specification Document (DSD) alongside the Parameter Plans and Design Code form the three fundamental design control documents. The DSD establishes the linkage between the environmental information provided under the Environmental Impact Assessment (EIA) process and the flexibility provided under the description of the project to enable evolution of the scheme.

Design and Access Statement

The Design and Access Statement (DAS) provides the design rationale for the proposed development, by way of both written description and illustrative material, to support the OPA.

Application Boundaries

The application boundary, illustrated on the previous page, sets out the extent of the site. Within the OPA, this is further broken down in to development zones. This breakdown allows flexibility for RMAs and phased delivery.

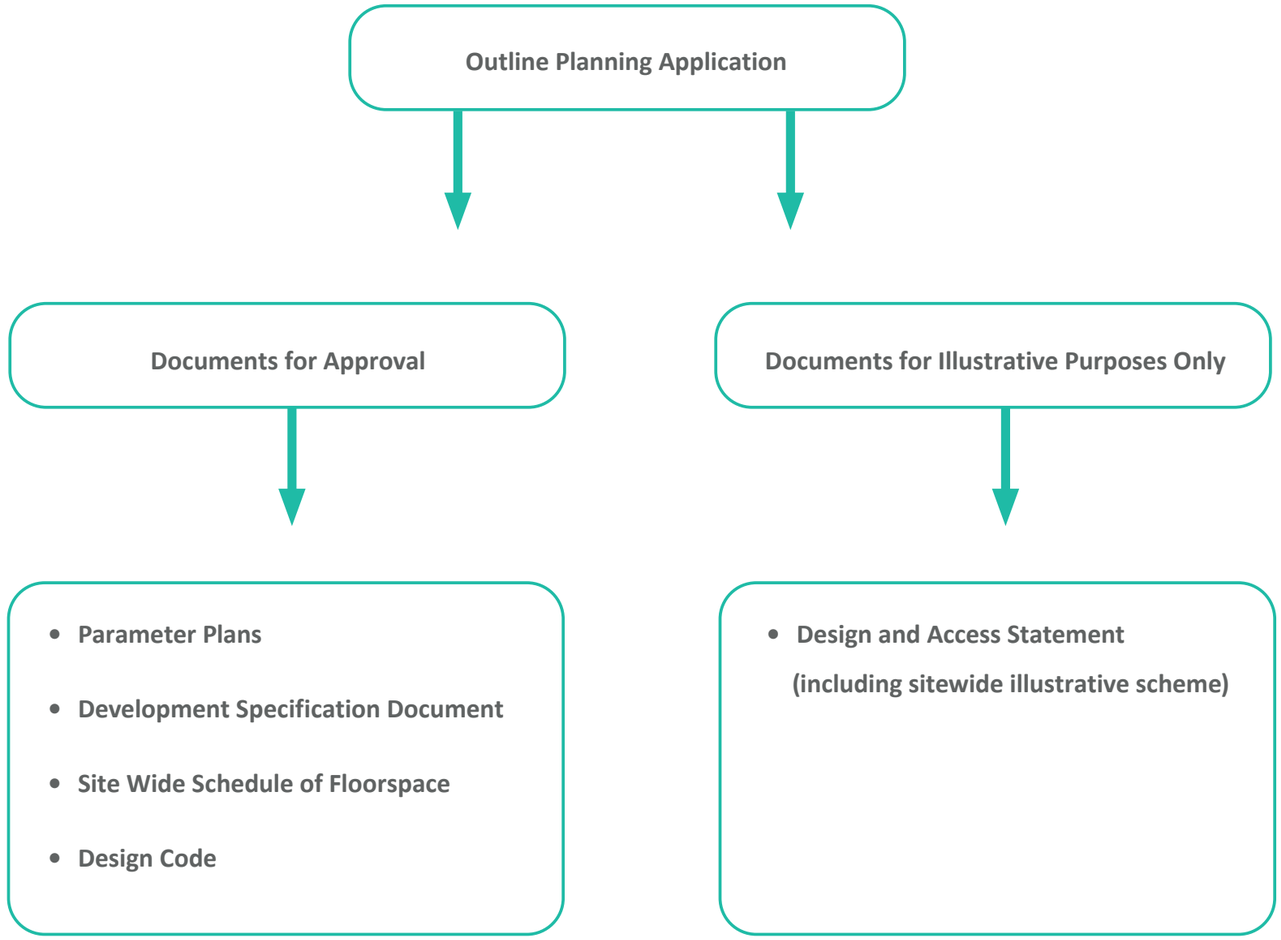


Diagram explaining structure of planning application documents

1.2 Outline Planning Application Structure Cont.

Indicative Phasing

The Druids Heath OPA does not apply for consent for phasing, however an indicative phasing plan has been developed to test how the scheme could be brought forward.

Illustrative Proposals

The Druids Heath OPA does not apply for consent for specific massing forms and detailed elements, but the DAS suggests how the parameters could be developed within future RMAs.

Development Zones

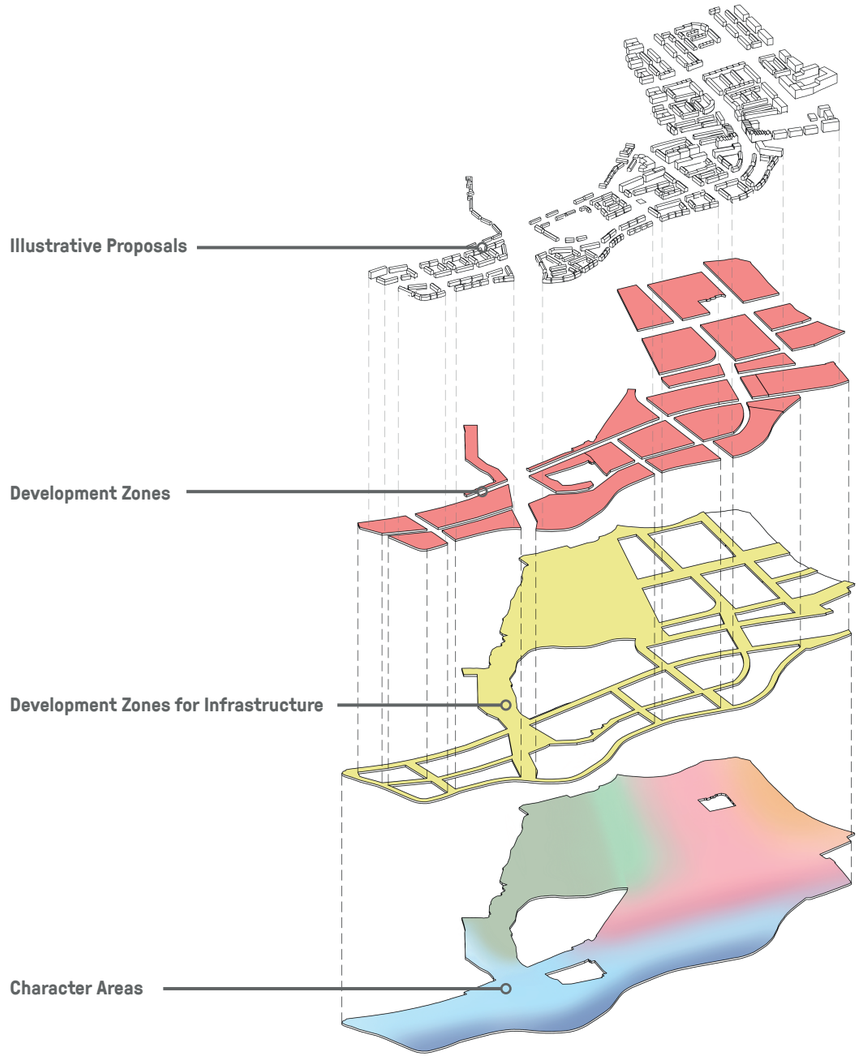
Parameter Plans for Development Zones (DZs) are submitted for approval and set out the maximum extents of built form that any future RMA must conform with.

Development Zones for Infrastructure

Parameter Plans for Development Zones for Infrastructure (DZIs) are submitted for approval and identify the principal routes and public realm that must be provided within the Druids Heath OPA.

Character Areas

Seven character areas are proposed as a means of design guidelines for creating varied identity across the Druids Heath OPA. These character areas are not submitted for approval, but illustrate how the development zones can straddle different character areas.



Exploded axo identifying key components

1.3. Purpose and how to use the Codes

This Design Code document is split into a number of sections. An 'Introduction' chapter provides an introduction to the project, the application site, and guidance on how to use the Design Code. 'The Site' expands further on the existing condition of the site, notably the topography. The 'Vision' chapter sets out the vision objectives for Druids Heath, which are enshrined within the Parameter Plans and the Design Code itself. The 'Parameter Plans' and 'Character Areas' are then set out, followed by the 'Design Code' that covers public realm, built form, and sustainability. The 'Delivery' of the scheme is then touched on, followed by a 'Summary Table' at the end. This table clearly sets out the mandatory codes, which detailed designs within RMAs need to demonstrate compliance with.

Purpose Of The Design Code

The purpose of this Design Code is to provide a framework of design for future RMAs. It is not intended to be overly prescriptive, but provide clear guidance and design aspiration whilst allowing variety and richness within future RMAs.

Overall, the Design Code aims to:

– Achieve the 4 Vision Objectives set out in the 'Vision' chapter;

– Communicate the importance of a comprehensive approach to the site;

– Define the horizontal boundaries within which buildings, and key infrastructure and landscape should be located;

– Define the vertical boundaries for height and mass;

– Establish minimum design requirements, allowing for a diverse range of responses whilst retaining a common language of place;

Application And Use Of The Design Code

The design requirements within this Design Code fall into two main categories: Mandatory or Recommended. These are communicated by the use of wording described below.

MANDATORY CODE

Wording used: **Must**

This Design Code document provides a series of mandatory codes that set out design requirements that shape the application of the Parameter Plans and, as such, are intended to be for design approval as part of the OPA. Mandatory codes sit within a box and are clearly labelled with a reference number. They are also set out in the 'Summary Table' in chapter 8. They must be adhered to in the submission of future RMAs, to ensure particular aspects of the development are maintained.

RECOMMENDED GUIDELINE

Wording used: **Should**

This document also sets out, for illustrative purposes, recommended guidelines that provide an approach that will influence aspects of design in future RMAs. These are not mandatory and so may be deviated from if there is a different design approach that is justified in a future application.

Wording used: **Could**

This will be used in guidance whereby suggestions are set out that are encouraged to be explored as part of the design process.

In some scenarios, a list of recommended guidelines is provided, outlining options that may be most suitable at RMA stage. Some options may be specifically relevant to particular development zones.

Consequently, recommended guidelines are provided for illustrative purposes only and are not for approval.

Examples Of Codes

Mandatory Design Codes will be denoted within this document through the use of a code '**X.X.X**' and a sentence or paragraph, outlined with a box for clarity.

1.3.1 Mandatory Code

2. THE SITE

2. THE SITE

2.1. The Site

The Druids Heath Estate is a purpose-built municipal housing estate in Birmingham, located approximately six miles south of the city centre. The application site comprises both Druids Heath East (north of Bells Lane), Druids Heath South (south of Bells Lane), and the Village Green. Primarily residential, the estate comprises a variety of housing types—including bungalows, houses, and tower blocks—along with open spaces and community facilities, such as a hall, library, youth centre, and doctors surgery. Designed according to the Radburn model, the estate features homes that back onto streets, creating a confusing layout with limited pedestrian safety and restricted car access.

Although the estate has an abundance of open space, many areas are underutilised due to poor visibility and a lack of defined purpose. The site's significant level changes make neighbourhood connectivity difficult, presenting a key challenge for future development. Bells Lane further divides the estate, acting as a barrier between Druids Heath East and Druids Heath South, contributing to the area's overall lack of cohesion.

Aerial image of the Site

2.2. Topography

Topography

The site at Druids Heath features significant changes in elevation, presenting both challenges and opportunities for future development.

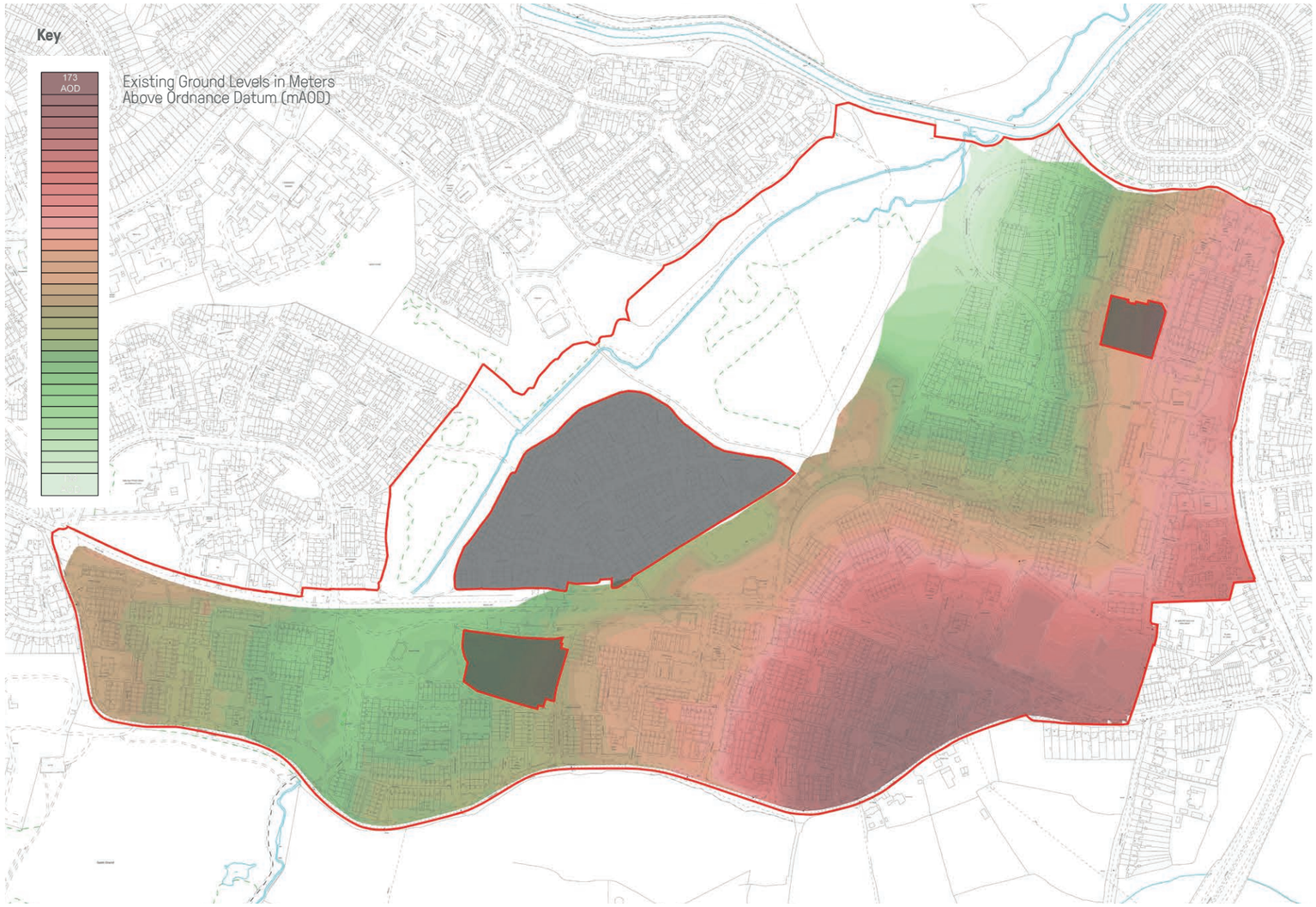
The way these level changes are addressed will greatly influence the quality of the place—both visually and in terms of usability. The site's distinctive topography is considered a unique asset, offering the potential to create a development with a strong and distinctive identity. However, it also presents one of the most significant design challenges. Thoughtful and innovative design solutions are essential to ensure the development is not only visually striking but also inclusive, accessible, and functional for all users.

The Design Code addresses topography throughout its chapters, aiming to mitigate any potential negative impacts of development while maximising the benefits of the site's natural features.

Key principles of the Druids Heath OPA influenced by the topography include:

- **Maintaining existing road alignments:** Retaining the current road layout, where possible, helps ensure access to development parcels is feasible and minimises disruption to established connections.
- **Using landscape corridors to manage challenging levels:** Strategic placement of landscape corridors addresses the most complex level changes, providing solutions that integrate seamlessly with the site while enhancing its natural character.

This approach balances practicality with design ambition, creating a cohesive and sustainable response to the site's unique topography.



Contour plan of existing levels

3. VISION

3. VISION

3.1. Community Priorities

The project team has engaged with the community on the plans for Druids Heath to ensure a masterplan is developed that responds to the communities aspirations. The engagement undertaken with the community has led to the development of seven priorities that set the foundation for the principles of design development. These are set out below and are fundamental in terms of delivering the vision and successful regeneration on the estate.

Community Centre

Create a new local centre for Druids Heath, with enhanced facilities for residents, including new community spaces, retail units and employment opportunities.

Safety and Surveillance

Introduce houses that provide natural surveillance, to deter antisocial behavior and improve the sense of safety throughout the estate's streets and public spaces.

High Quality Homes

Introduce a range of modern high quality, efficient homes for the residents of Druids Heath.

Green Spaces

Enhance Druids Heath's natural assets and green spaces by improving the management of the Village Green and Chinn Brook corridor, while incorporating more trees and planting throughout the estate's streets.

Active Travel

Design streets and public spaces to prioritise pedestrians and cyclists, fostering a walkable, wheel and cycle friendly environment.

Sports and Leisure

Expand and improve outdoor sports, recreation, and leisure facilities for all across Druids Heath. Preserve key areas like The Dell and Village Green, while creating smaller spaces across the estate to serve the community.

Legibility

Establish a more legible street pattern that is easy to navigate and get around.

3.2. The Vision

The vision for Druids Heath builds on the appreciation for green infrastructure. A bold network of green spaces integrates the natural topography and enhances existing assets. This approach aims to create a well-connected, accessible neighbourhood that fosters sustainable travel and encourages active, healthy lifestyles. High-quality homes providing natural surveillance, alongside new community and commercial opportunities, will ensure a safe, welcoming environment.

Diagram illustrating the vision

3.3. Vision Objectives

The Druids Heath OPA has four vision objectives. These aim to set out a clear framework for development across the entire masterplan as well as support and secure the community priorities in coming forward.

Vision Objectives:

1. **A safe, sustainable neighbourhood with new and improved homes**
2. **A continuous 'greenway loop' and gateways providing high quality open spaces, active travel routes and improved connectivity**
3. **Establishing a new local centre, with community, sport and retail buildings and spaces, connecting Druids Heath East and Druids Heath South**
4. **Enhancing the Village Green and Chinn Brook corridor**

Plan identifying the vision objectives

VISION OBJECTIVE #1
A safe, sustainable neighbourhood with new and improved homes

The redevelopment proposals for Druids Heath will provide high quality, energy-efficient homes within a healthy, sustainable community. A new attractive environment, thoughtfully designed to harmonise with the estate's natural topography, will be created and include an affordable mix of housing types, tenures and sizes that will cater to residents of all ages.

New homes, spaces and streets will be designed to enhance safety and reduce antisocial behaviour by improving the relationship between private and public spaces, offering better natural surveillance.

Community and commercial buildings and attractive new public realm spaces, will support a vibrant neighbourhood environment and contribute to local biodiversity.

Precedent Image: Park and active travel routes overlooked by dwellings

Precedent Image: Dwellings with doorstep play space. Agar Grove - Mae

Aerial sketch of Illustrative Scheme

VISION OBJECTIVE #2

Connectivity through a continuous ‘greenway loop’ and gateways, providing high quality open spaces and active travel routes

The Greenway Loop is a key aspiration of the Druids Heath proposals, to transform and redistribute the currently fragmented green spaces into a continuous, well-connected route. Additional greenways and two new east-west linear parks will establish welcoming gateways into the development, enhancing accessibility and connectivity. This framework forms a legible layout that will be easy to navigate and get around.

Well-defined pedestrian and cycling routes will create a more permeable neighbourhood, encouraging active travel, increasing footfall, and improving security.

Community gathering spaces and recreational areas along the greenways will offer accessible play areas and foster social interaction. A key node along the loop will be where Bells Lane is envisioned as a high street and the new local centre of the development. Dell View Linear Park will offer direct views of the Dell, Village Green and historic Monyhull building, with the aspiration to create a major green park with SuDS, play areas, and recreational spaces. Oaks Walk Linear Park is set to become a vibrant route, connecting the Maypole shops with the development and passing landmarks including the new Later Living development, St Jude’s Primary School, a sports pitch, community hub, and local centre, leading to a new play destination at the Dell.

All routes have been carefully designed to strengthen connections between existing and proposed facilities, including schools, the surgery, and park spaces.

Key

1. Greenway Loop
2. Greenway (gateway)
3. Dell View Linear Park (gateway)
4. Oaks Walk Linear Park (gateway)

Plan identifying the Greenway Loop and green gateways

CGI of Dell View Linear Park from the Dell

VISION OBJECTIVE #3

Establishing a new local centre, with community, sport and retail buildings and spaces, connecting Druids Heath East and Druids Heath South

Community engagement identified a disconnect between Druids Heath East and Druids Heath South. To address this, a section of Bells Lane will become a vibrant high street, serving as the central hub of the neighbourhood. This new local centre intends to feature a range of commercial uses, community spaces and employment opportunities, creating a lively and active focal point that strengthens the connection between the two areas. Alongside the community amenities, there is an opportunity to introduce a new sports pitch and facility, where it is envisaged sports and education programmes will be offered.

Diverse buildings and uses, brought together around a unique public realm, will characterise the new local centre. It will be the most vibrant of the new character areas, with ground floor uses concentrated on the central square and along a stretch of Bells Lane. Taller buildings will provide a sense of enclosure, offer increased natural surveillance and define this area as the heart of the development.

Aerial sketch of the new local centre

Precedent Image: Community provision for local residents

Precedent Image: Apartments above shops add to local centre character, safety and vitality. Magna Square, Egham - AHMM

VISION OBJECTIVE #4
Enhancing the Village Green and Chinn Brook corridor

The Village Green, Chinn Brook, and surrounding open spaces form a north-south blue-green corridor through the site.

The Village Green is a significant asset for Druids Heath, a unique space preserved by the community through a local action group that secured its protected status. The proposals for Druids Heath aim to honour that legacy by safeguarding and enhancing the natural environment, while improving accessibility through better defined walking routes to ensure the space remains a cherished public amenity.

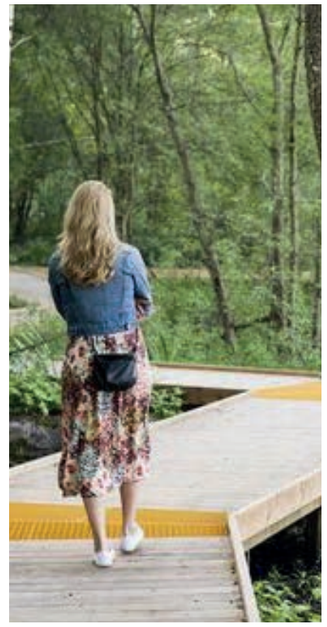
In Druids Heath East, the Chinn Brook flows through the Village Green, though dense vegetation currently conceals much of its path. An opportunity to reveal the brook in selected areas and improve bridge points will make it more visible and accessible while maintaining its tranquil and secluded setting.

In Druids Heath South, the brook is currently culverted, but there is an aspiration to open this stretch, creating a new focal point for the area. The goal is to transform this part of the corridor into a naturalised, rewilded space, enhancing its ecological and recreational value.

There are also longer term aspirations to improve connections across the Stratford-upon-Avon canal to the north.

Photograph of the existing Chinn Brook

Precedent Image: Bridge point



Precedent Image: Woodland walkway

CGI of the Chinn Brook opened up in Druids Heath South

4. PARAMETER PLANS

4.1 PP01 Application Boundary

4.2 PP02 Demolition

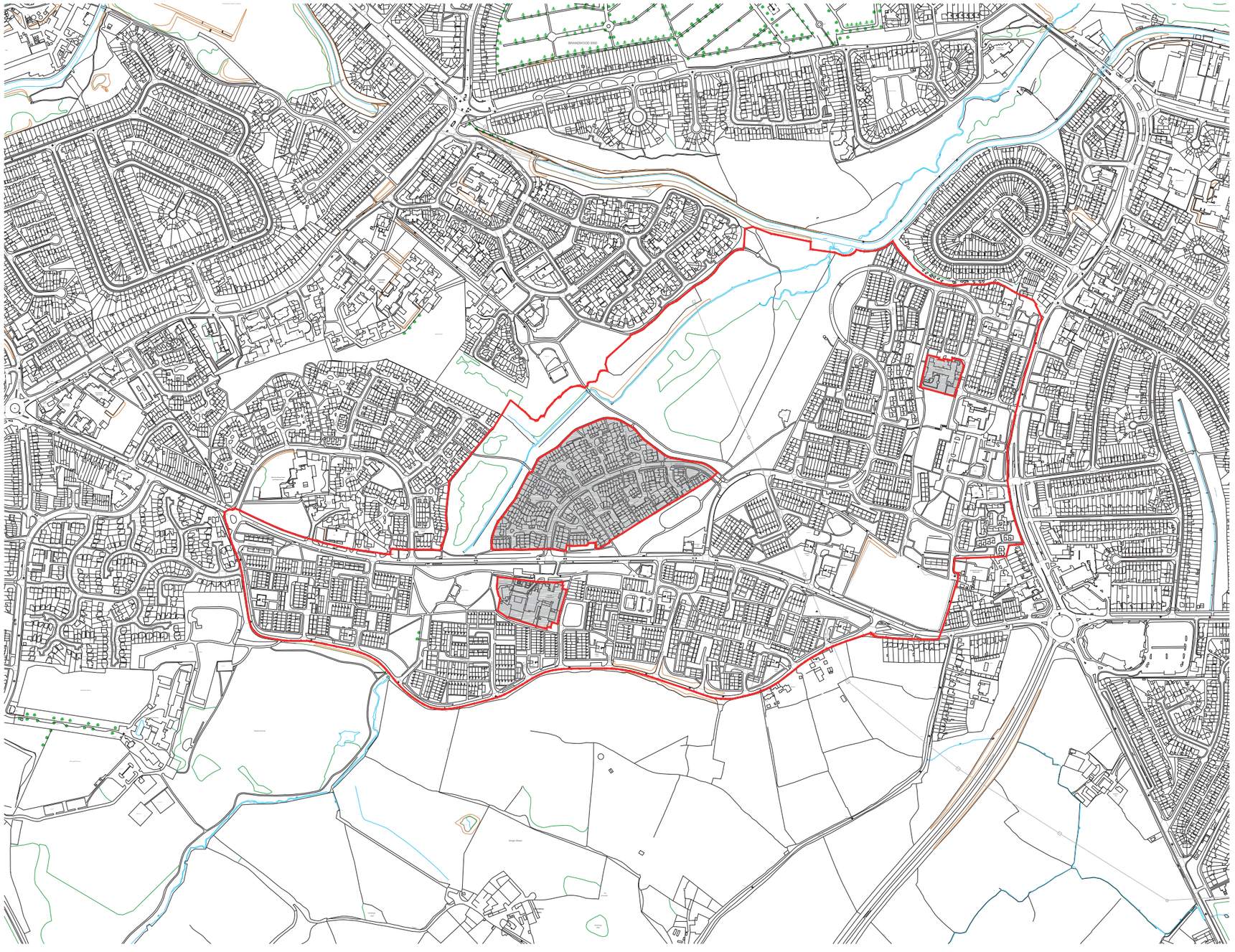
4.3 PP03 Access, Streets & Spaces

4.4 PP04 Development Zone Boundaries

4.5 PP05 Proposed Heights

4. PARAMETER PLANS

4.1. PP01 Application Boundary



Key

Application Boundary (76Ha)

Areas Excluded from Application

Notes
- Copyright in this drawing remains the property of BM3 Architecture Limited.
- Do not scale this drawing. "unless for the purposes of verifying or determining any Planning Application".
- Contractors and consultants are to advise BM3 Architecture Limited of any discrepancies.

Revision

Date	By	Chkd

Project: Druids Heath, Birmingham

Drawing: Parameter Plan, Application Boundary

Client: Birmingham City Council

Scale	Dated	Job No.	Drawing No.	Drawn by	Checked	CIDN Element	Revision
1:2500@A0	FEB 2025	7087/6-0	PP01	CB	NW	PLANNING	-

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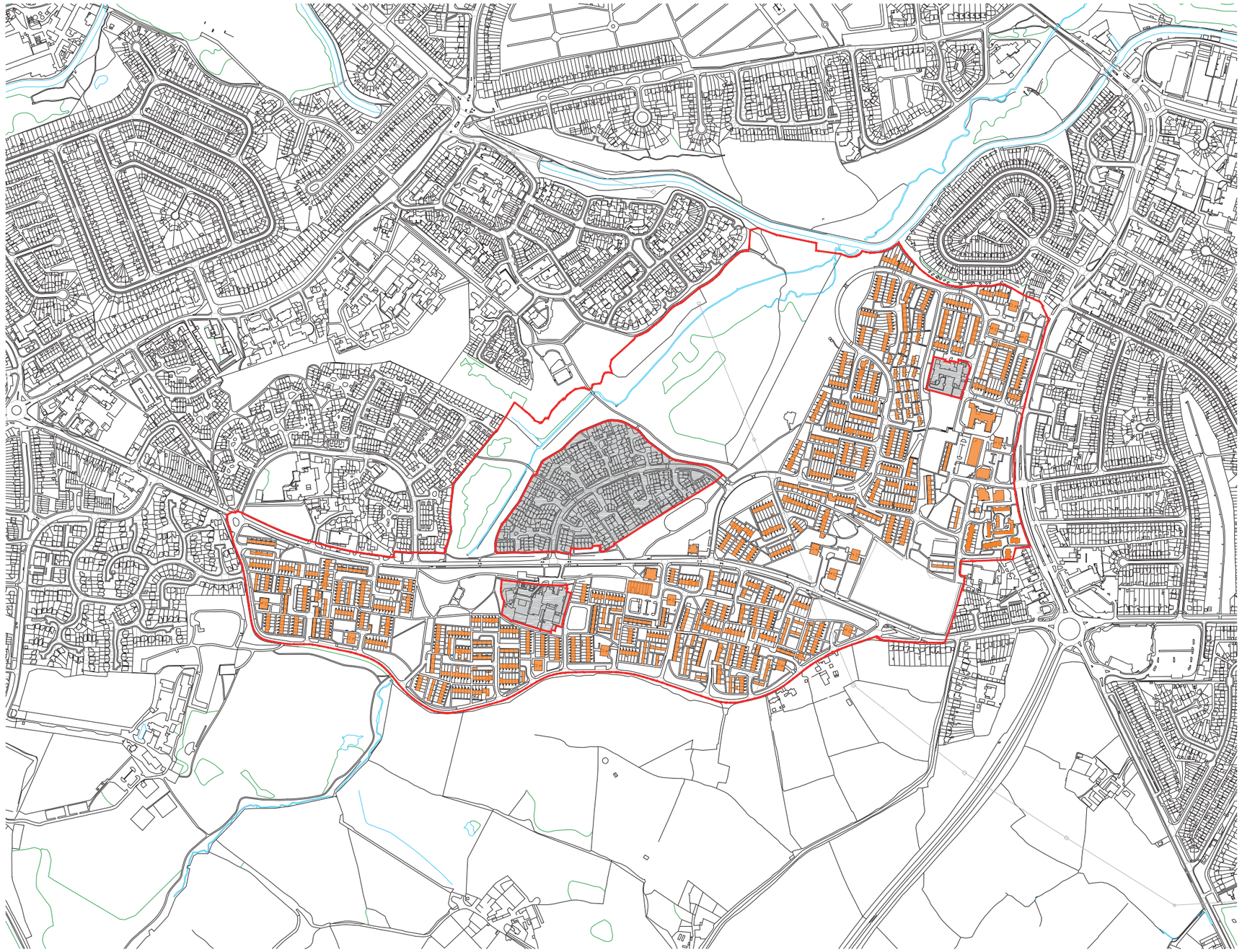
4.2. PP02 Demolition



Key

- Application Boundary
- Areas Excluded from Application
- Building to be Demolished

0m 2 4m 6m 12m 16m 20m

Notes
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- Do not scale this drawing, "unless for the purposes of verifying or determining any Planning Application".
- Contractors and consultants are to advise BM3 Architecture Limited of any discrepancies.

Revision | Date | By | Chkd

Project: Druids Heath Birmingham
Drawing: Parameter Plan Demolition
Client: Birmingham City Council

Scale	Dated	Job No.	Drawing No.	Drawn by	Checked	CDfs Element	Revision
1:2500@A1	FEB 2025	70876-0	PP02	CB	NW	PLANNING	-

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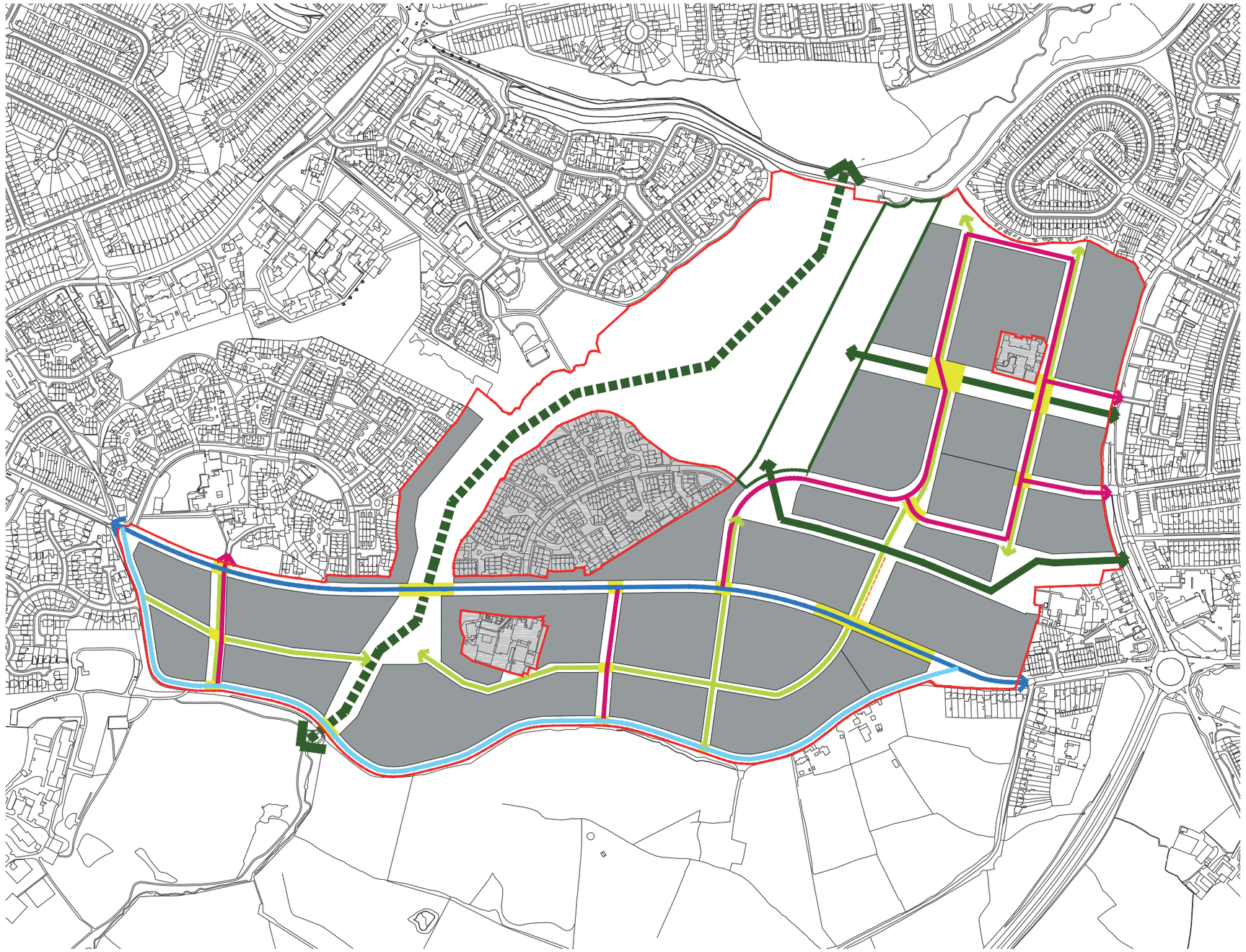
4.3. PP03 Access, Streets & Spaces



Key

- Application Boundary
- Areas Excluded from Application
- Development Zones
- Greenway
- Access for Emergency Vehicles
- Linear Park
- Village Green & Chinn Brook Corridor
- The Dell
- Bells Lane
- Druids Lane
- Primary Streets
- Crossing Points

Note:
Further streets (Neighbourhood Streets) to come forward within DZs

Revision | Date | By | Chkd

Project: Druids Heath, Birmingham
Drawing: Parameter Plan, Access, Streets & Spaces
Client: Birmingham City Council

Scale	Dated	Job No.	Drawing No.	Drawn by	Checked	CIS/b Element	Revision
1:2000@A1	FEB 2025	70876-0	PP03	CB	NW	PLANNING	-

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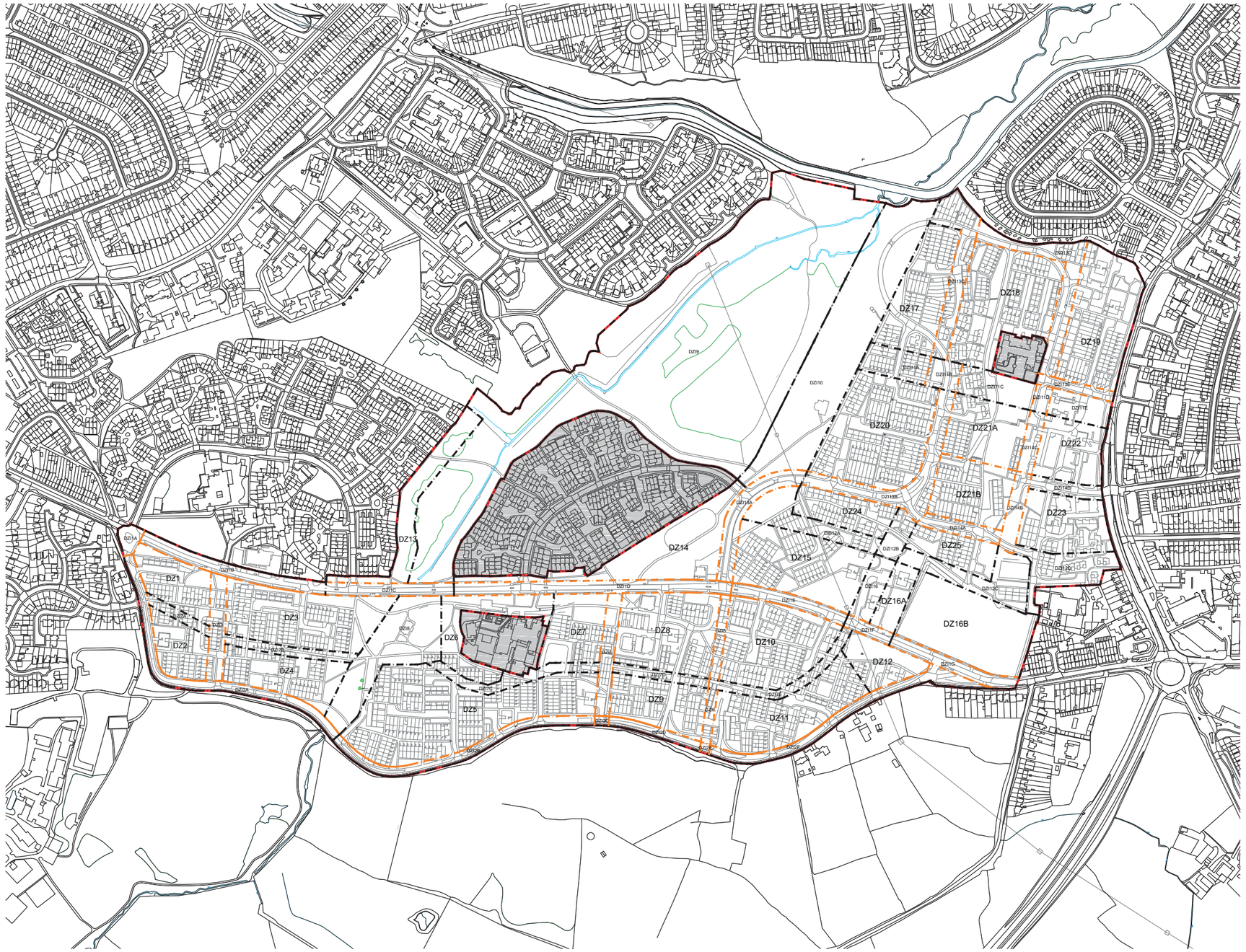
4.4. PP04 Development Zone Boundaries



Key

- Application Boundary
- Areas Excluded from Application
- Development Zone Boundary
- Development Zone Boundary with a limit of deviation of +/- 2m

Note: DZs identify maximum development footprints.

Revision | Date | By | Chkd

Project: Druids Heath, Birmingham
Drawing: Parameter Plan, Development Zone Boundaries (Maximum Development Footprints)
Client: Birmingham City Council

Scale	Dated	Job No.	Drawing No.	Drawn by	Checked	CDS Element	Revision
1:2000@A3	FEB 2025	70876-0	PP04	CB	NW	PLANNING	-

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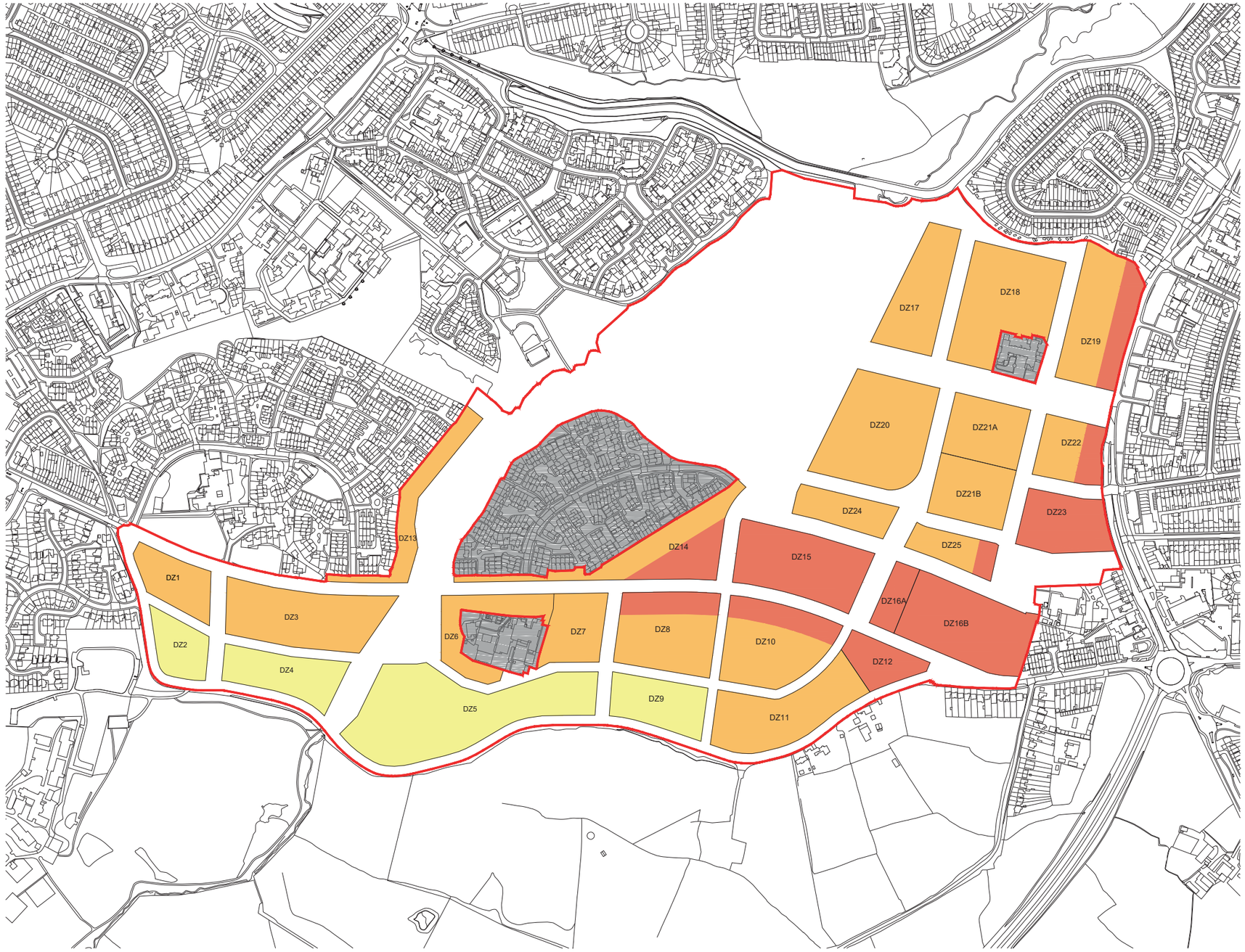
4.5. PP05 Maximum Heights



Key

- Application Boundary
- Areas Excluded from Application
- Development Zone Boundary
- Up to 3 storeys (Building Height Max. 13m)
- Up to 4 storeys (Building Height Max. 16m)
- Up to 10 storeys (Building Height Max. 32m)

Note:

- Heights indicated are maximum figures to the highest point of the roof structure (excluding chimneys and renewable energy equipment, etc).
- Typical commercial storey height = 4m
- Typical residential storey height = 3m
- Maximum building height to be identified from finished ground level.

Revision | Date | By | Chkd

Project: Druids Heath, Birmingham
Drawing: Parameter Plan, Maximum Heights
Client: Birmingham City Council

Scale	Dated	Job No.	Drawing No.	Drawn by	Checked	CDfb Element	Revision
1:2000@A1	FEB 2025	70876-0	PP05	CB	NW	PLANNING	-

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5. CHARACTER AREAS

5. CHARACTER AREAS

5.1. Surrounding Character Study

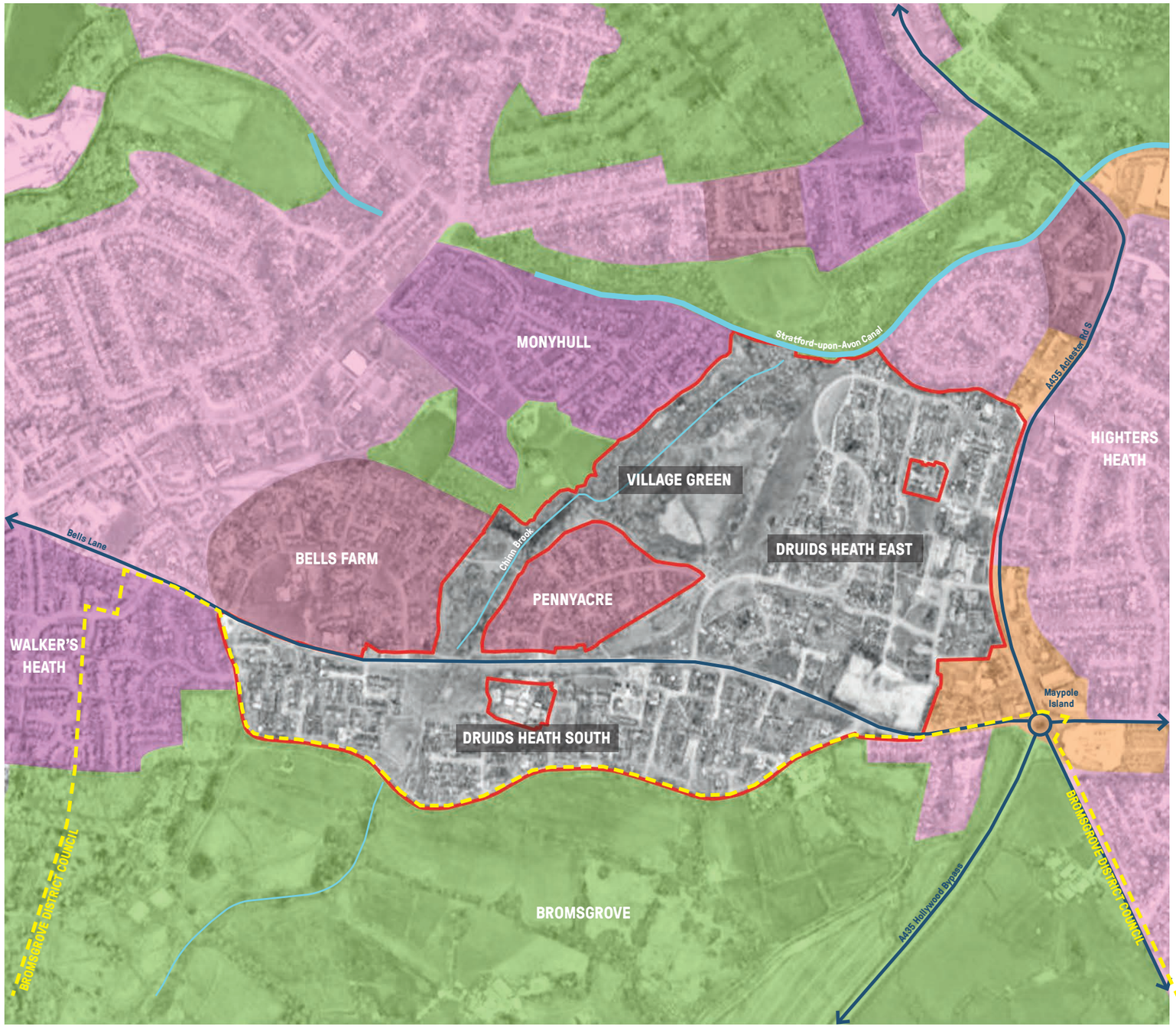
The site is situated in a predominantly residential area, with 1960s housing to the west that follows a similar Radburn layout as those found within the site itself. The surrounding area is characterised by a mix of mostly 1930s homes, along with some more recent housing developments.

To the east, the site is bound by the A435, a key route that provides convenient access to surrounding areas and into Birmingham. Several amenities are located along this road, particularly near Maypole Island, often considered a gateway to Birmingham.

A key feature of Druids Heath, and a defining edge to the west of the site, is the Village Green. Together with the Chinn Brook, this forms the north-south blue-green corridor through the site. This corridor extends northward across the Stratford-upon-Avon Canal and southward into Green Belt land within the Bromsgrove District Council, adding a rural character to the site's southern boundary.

Key

- Residential Neighbourhood (1930s)
- Residential Neighbourhood (1960s)
- Residential Neighbourhood (2000s)
- Mixed residential and public facilities
- Green Spaces
- Bromsgrove District Council



Plan identifying surrounding characters

5.2. New Character Areas

The illustrative masterplan consists of seven distinct character areas as shown in the diagram. The character areas intend to create varied identity within the development, which will help to improve legibility and a sense of place and encourage residents to take ownership of their neighbourhood, whilst also promoting, as a principle, a degree of consistency to the architectural language of their component buildings.

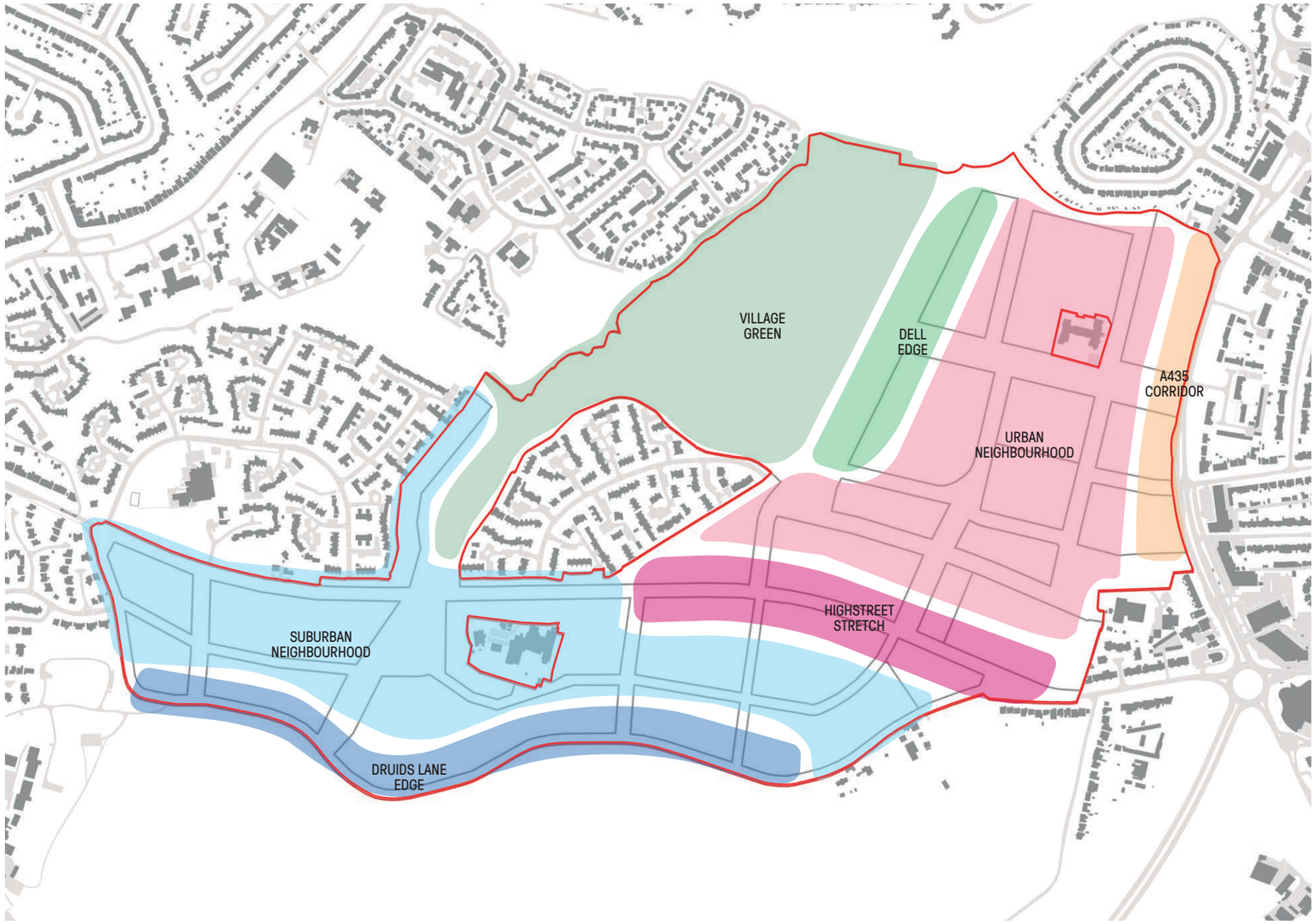
The boundaries of these character areas have been established to respond to the specific site context and natural desire lines.

The plan illustrates how the character areas straddle different development zones.

The following pages provide a description of each area and their respective characters. Additional information can be found in the Design and Access Statement.

Key

- Druids Lane Edge
- Suburban Neighbourhood
- High Street Stretch
- Urban Neighbourhood
- A435 Corridor
- Dell Edge
- Village Green



Plan identifying new character areas and development zones

Druids Lane Edge

Druids Lane Edge will create a beautiful new residential edge to the site, with the character of development reflecting the quiet tranquil locale of the Green Belt location beyond.

A key challenge in this character area will be ensuring suitable access to development parcels with the level changes and existing vegetation within verges along Druids Lane.

The natural curvature of Druids Lane lends itself to a more informal building line, that creates a soft edge to the development. Lower density allows for detached, semi-detached and link dwellings to come forward, to reflect the more rural character. Development parcels may require small private drives and/or rear parking courts.

Enhancement opportunities to the Chinn Brook corridor here will create a revived gateway into the development from the south. The Druids Lane Edge area will further enrich existing vegetation by introducing green links that extend the green infrastructure network throughout the Suburban Neighbourhood character area and wider development. These improvements will create opportunities for additional habitats, pedestrian pathways, and key activity spaces.

Location plan of Druids Lane Edge

Illustrative sketch view of Druids Lane Edge

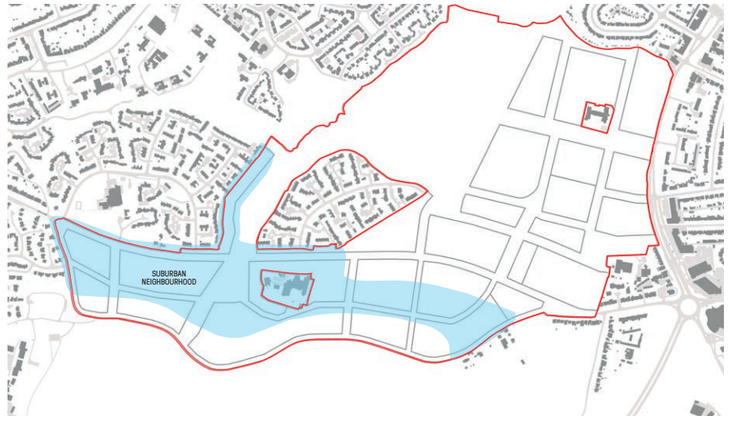
Suburban Neighbourhood

The Suburban Neighbourhood complements the quieter and more intimate condition to the south of the Site with medium density residential development and a more rural character to the public realm.

A key challenge in this character area will be to improve the character of Bells Lane and create a suitable transition between the lower heights of Druids Lane Edge to the increased heights along the High Street Stretch of Bells Lane.

Bells Lane will continue to provide the main vehicular connection through the wider site, albeit upgraded with the aspiration for tree planting, to reduce the spatial definition of the street, and introduction of raised table crossings, transforming the character and in turn slowing traffic speeds. The provision of a cycle lane will also add to the sustainable modes of transport along the route. Medium density housing typologies, such as semi-detached, link dwellings and short terraces, no more than 4 storeys in height, intend to contribute to this suburban feel.

Key landscape features in the Suburban Neighbourhood include the Greenway Loop and Chinn Brook Corridor. The Loop will offer continuous paths linking key areas, with play spaces and community gardens, and feature native tree avenues and SuDS to enhance the visual and ecological value. Localised seating will provide respite stops and take advantage of key vistas. De-culverting the Chinn Brook will create new habitats and a play area in the park.



Location plan of Suburban Neighbourhood

Illustrative sketch view of Suburban Neighbourhood

High Street Stretch

The High Street Stretch forms a recognised centre to the development, connecting Druids Heath East and Druids Heath South. The identity of the High Street is defined by taller buildings with commercial ground floor uses spilling out on to a new public square and improved crossing point to Bells Lane.

A key challenge in this character area will be the treatment of Bells Lane to establish a safe crossing and continuation of the greenway loop, and ultimately an improved connection between Druids Heath East and Druids Heath South. Consideration of vehicular and pedestrian spaces will be important. Additionally, integrating a variety of ground-floor uses will be essential to create a vibrant destination, activate the space, and establish it as a recognised local centre.

Taller buildings will define this area and help recognise it as a centre to the development. They will provide a sense of enclosure and also offer increased natural surveillance.

Bells Lane will boast an avenue of native trees planted within verges, separating pedestrians from the road and creating a sense of grandeur to the local centre.

Location pkan of High Street Stretch

Illustrative sketch view of High Street Stretch

Urban Neighbourhood

This area makes up the main development area of Druids Heath East. Two new east-west gateways, in the form of linear parks, and a regular grid of streets create a legible layout for the high-density residential neighbourhood.

A key challenge in this character area will be addressing the site's significant topographical changes, with the steepest level changes across this area of the site. The OPA supports higher-density residential development in this area, however, this also brings increased parking demands, and so thoughtful design and innovative layouts will be required to achieve the desired outcome effectively.

Development Zones in this area are organised around the public realm in a formal, orthogonal arrangement, reinforcing an urban character. High-density housing typologies including terraces, townhouses and stacked maisonettes contribute to this urban feel, further supported by boundary treatments and formal public realm design. The Design Code provides examples of how the built environment should adapt to the varying topography as well as suggestions to increase density.

The Urban Neighbourhood offers a diverse landscape with pocket parks, rain gardens, and key gateways as main access points. Tree-lined avenues frame westward views, creating a cohesive look and improving legibility, while reinforcing the area's sense of place.

Location plan of Urban Neighbourhood

Illustrative sketch view of Urban Neighbourhood

A435 Corridor

The A435 Corridor occupies the eastern edge of the Site, along the A435 Road - a major route and gateway in to Birmingham. Development here provides a strong frontage to the road. Gateways, and glimpses, in to the development are created through the newly formed east-west linear parks.

A key challenge in this character area will be creating a prominent facade that suitably interfaces with the area beyond the application site.

The linear parks will incorporate existing mature trees together with further tree planting along these routes. Westward views will be framed by trees and built form, creating attractive and welcoming entrances to the development from the A435.

This location offers convenient access to nearby bus routes and amenities. There is potential for the development to introduce ground-floor commercial spaces, enhancing the existing offer along the A435 and towards the Maypole Island.

Location plan of A435 Corridor

Illustrative sketch view of A435 Corridor

Dell Edge

The Dell Edge is situated adjacent to the Dell and Village Green. The Dell Edge will be instrumental in ensuring a residential setting is created that knits new living spaces sensitively to the Dell and Village Green, whilst ensuring east-west permeability and offering views through.

A key challenge in this character area will be achieving a strong relationship between the development and proposed landscape on the Dell. Sensitive design and surveillance of this space is critical. Also, careful consideration of how the proposals sit within the topography.

Apartments, typically 4 storeys in height, are considerate to the surrounding whilst maximising potential views. Where development meets the Dell, a pedestrian edge is desired with parking provided behind and the block structure seeking opportunity to draw landscape through. Landscape courtyards within the development blur the edge of the park space and add to the sense of greenery and openness.

The Dell itself will be transformed in to an attractive play destination with meandering paths providing access points from the development parcels to the east and the Village Green to the west. Retaining a formal character, paths and key play areas and spaces will be delineated by lengths of neat hedges, distinct surface colours and materials. To the north of the Dell and close to the Stratford-upon-Avon Canal, an attenuation basin is proposed which will function as both a SuDS and an ecological feature.

Location plan of Dell Edge

Illustrative sketch view of Dell Edge

6. DESIGN CODE

6. DESIGN CODE

6.1. Site-wide Movement & Routes

The delivery of a successful scheme for the development relies on the delivery of well-connected routes with different roles and characters, which will be essential in creating legible and cohesive spaces.

The areas coloured on the plan (in grey tone and coloured contours) are denoted as Development Zones for Infrastructure (DZIs) and comprise principal streets and public realm spaces. These DZIs have been formulated to ensure improved connectivity, and gateways, are created through the largely impenetrable existing site and to ensure a more legible layout is formed. They will maximise the opportunity for residents to walk and cycle, to achieve the vision for improved connectivity within a more legible, safe and sustainable development.

The site's varying levels introduce an additional layer of complexity in ensuring accessibility throughout. The principal streets (Bells Lane, Druids Lane and Primary Streets) form some of the key connections and provide the main vehicular routes throughout the site. They are generally aligned with existing routes and/or positioned on relatively level ground to maintain ease of movement. Meanwhile, the Greenways, Linear Parks, the Village Green & Chinn Brook Corridor, and The Dell, provide pedestrian connections and public realm spaces. These landscape routes are strategically designed to navigate and address the more challenging changes in elevation, providing seamless connections across the site.

Key

- Bells Lane
- Druids Lane
- Primary Street
- Access for Emergency Vehicles Only
- Greenway
- Linear Park
- Village Green & Chinn Brook Corridor
- The Dell
- Crossing Point

Plan identifying access, streets and spaces

6.2. Bells Lane

Bells Lane

A number of DZIs set out the parameters for Bells Lane. Bells Lane is a primary public transport route and vehicular route used to connect wider than the site. This principal route will continue to make provision for the predominant through traffic in the area. The existing total width of 20m will be retained, with a deviation of +/- 2m acceptable and a new arrangement intended to offer safer and sustainable methods of travel, with lower traffic speeds and a route more appropriate to the scale and character of the new development.

6.2.1 Key components of Bells Lane **must** include:

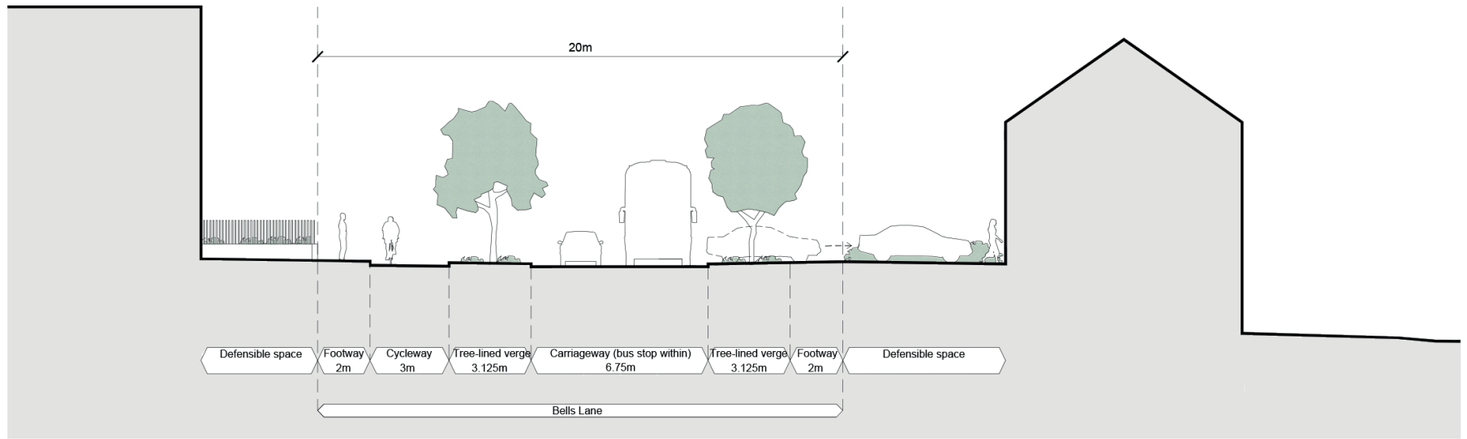
- Carriageway width suitable for bus route, with localised narrowing where possible to promote slower vehicle movements.
- Considered locations for bus stops.
- Integrated cycle lane, to promote active travel.
- Avenue of street trees, to reduce the spatial definition of the street.
- Measures to avoid parking on verges.
- Traffic calming (in line with transport assessments), to reduce speeds.
- Crossing points. See **6.10.**

Visual connectivity **should** be achieved to the Village Green & Chinn Brook Corridor, with a break in the tree line. Trees along Bells Lane **could** be of a flowering species to create seasonal interest.

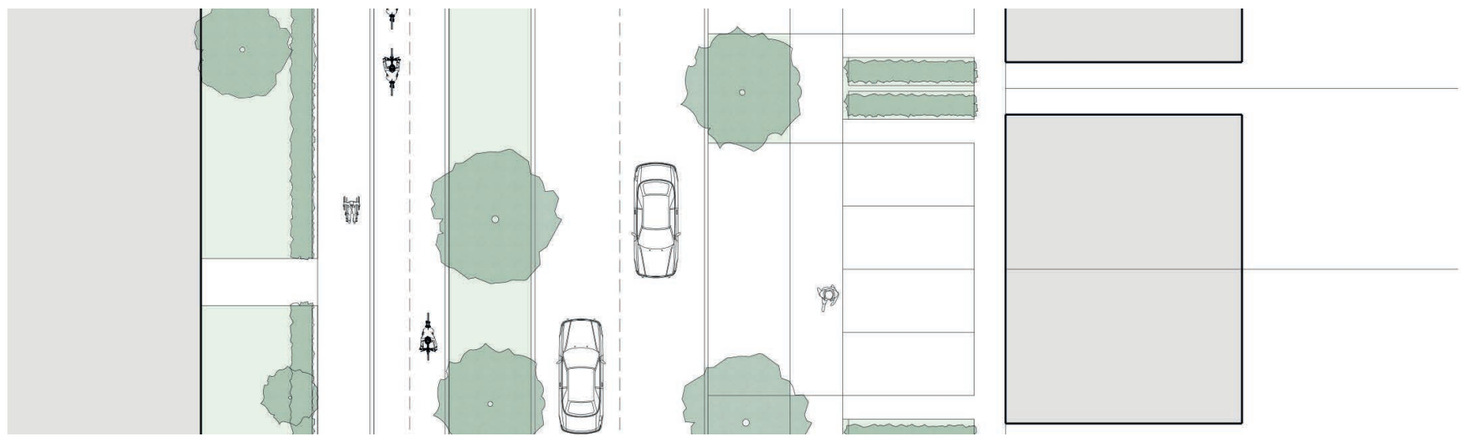
Illustrative arrangements are provided, taking into account BCC guidance. Refer to the BCC Highways Developers Guide, for further information.

Reference Plan

Edges / Interface with development: The OPA provides flexibility for the building line and built form within the parameters of the DZs, however, along the majority of Bells Lane it is anticipated that the edges of development will align with the broader context, featuring front gardens and parking within defensible spaces in front of dwellings. Boundary treatments **should** be designed to clearly separate the public route of Bells Lane from the private spaces within the DZs. Note, sections of DZs along Bells Lane feature level changes; the illustrative section below demonstrates a split-level dwelling accommodating this variation.



Illustrative section through Bells Lane



Illustrative plan of Bells Lane

6.2 Bells Lane Cont.

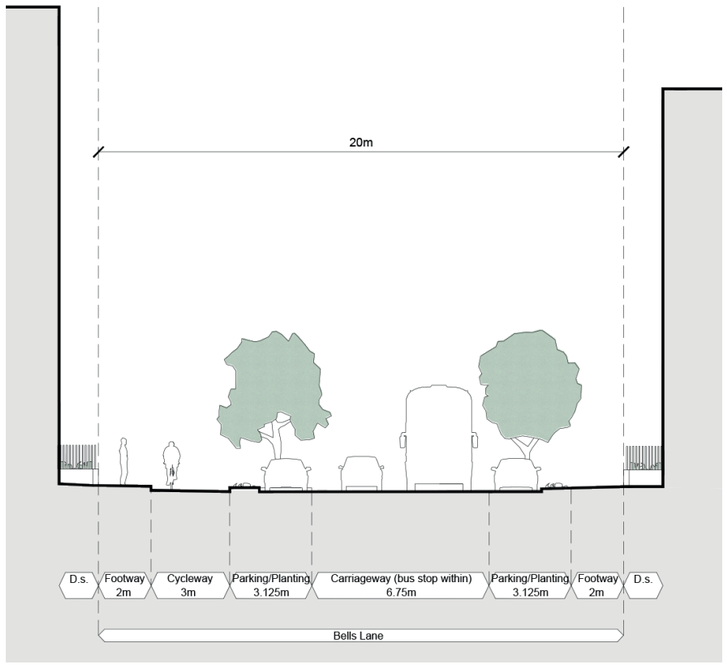
A section of Bells Lane allows for taller development, helping to establish a critical mass around the new local centre. The street design along this stretch **should** prioritise the local centre as a key node on the greenway loop, accommodating increased footfall, promoting pedestrian-focused spaces nearby, and visitor parking.

Direct plot parking **should** be avoided where apartments are anticipated to come forward, notably within DZ1E, DZ1F & DZ1G, with the incorporation of on-street parking to be considered.

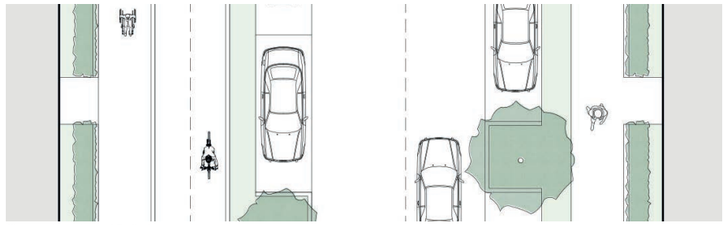
Clear visual connectivity to the local centre **should** be ensured with breaks in the tree line and on-street parking.

Edges / Interface with development: Higher-density development, in the form of apartments, is anticipated around the location of the new local centre. Communal apartment entrances, with parking located to the rear, allow for minimal setbacks of defensible space, helping to define and enclose the street to reinforce its character. A robust boundary treatment (e.g. brick walls and/or railings) **should** separate these spaces from the main route, ensuring clear boundaries and privacy. Where non-residential ground floor uses come forward, the footway **could** extend into the defensible space, facilitating spill-out of these uses.

Reference Plan



Illustrative section through Bells Lane



Illustrative plan of Bells Lane

Precedent Image: Marleigh, Cambridge

Precedent Image: Eddington, Cambridge

Precedent Image: Eddington, Cambridge

6.3. Druids Lane

Druids Lane

Druids Lane is an existing route that marks the boundary between Birmingham and Bromsgrove to the south, with existing trees and nearby fields lending a rural character to the site's edge. A number of DZIs set out its parameters. The intention is to enhance its character by preserving and improving the vegetated verges north of the lane, alongside upgrades to the carriageway and footway. The route's width will remain at 15 meters, with a deviation of +/- 2m acceptable. Several of the verges along Druids Lane are situated on sloped terrain. To ensure accessibility, the footway will align with the higher ground level adjacent to the DZs.

6.3.1 Key components of Druids Lane **must** include:

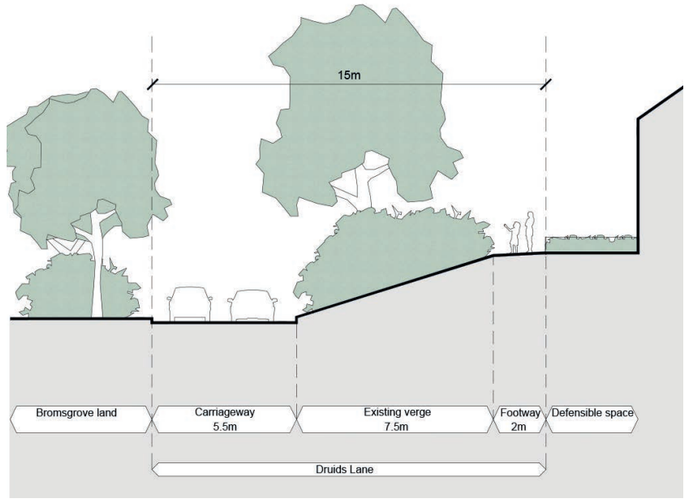
- Protection and enhancement of verges north of Druids Lane.
- Retention, where possible, of existing vegetation (including mature trees and hedgerows) within verges.
- New trees that supplement existing trees.
- Footway at level of adjacent DZs, for accessibility.
- Measures to avoid parking on verges. Parking is not permitted on Druids Lane.

Trees along Druids Lane **should** be of native species.

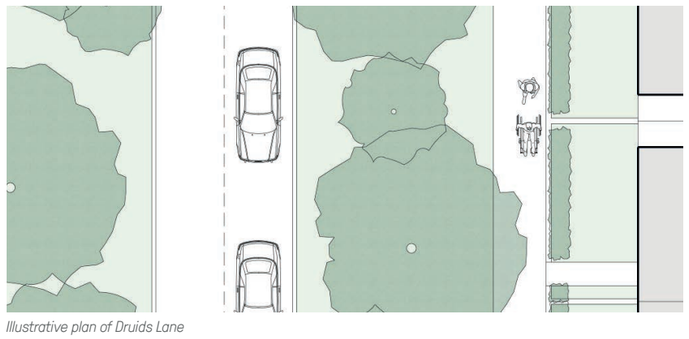
Illustrative arrangements are provided, taking into account BCC guidance. Refer to the BCC Highways Developers Guide, for further information.

Reference Plan

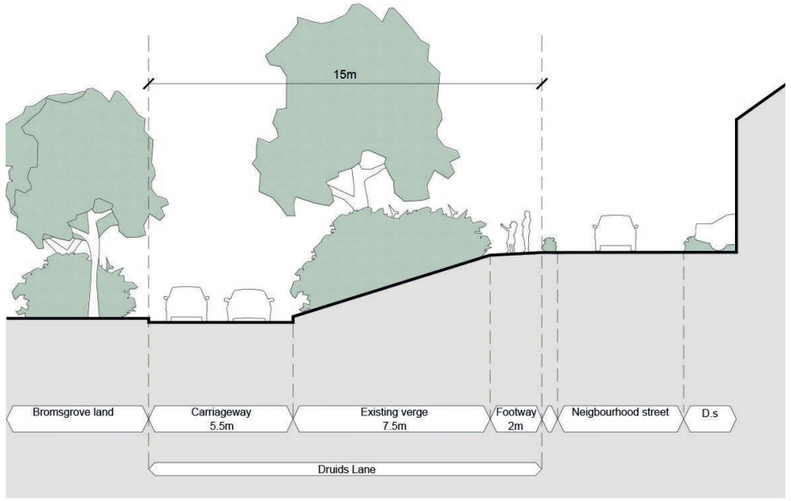
Edges / Interface with development: The OPA provides flexibility for the building line and built form within the parameters of the DZs. The two configurations below illustrate how the interface of new development **could** interact with Druids Lane: one features dwellings fronting directly onto the footway (with parking located to the rear), while the other introduces a neighbourhood street that provides direct street access. Boundary treatments **should** reflect the character area determined at RMA stage.



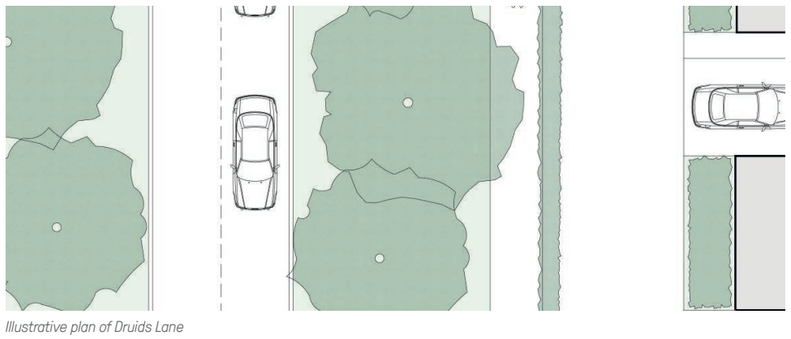
Illustrative section through Druids Lane



Illustrative plan of Druids Lane



Illustrative section through Druids Lane



Illustrative plan of Druids Lane

6.4. Primary Streets

Primary Streets

A number of DZIs set out the parameters for the Primary Streets. The vehicular traffic on these roads is predominantly serving the residential neighbourhood and associated services, some of which also provide a local bus route.

The long winding route of the Primary Streets in Druids Heath East (Manningford Road, Baverstock Road and Idmiston Croft) is intentional to manage topography and so that the road is not used as a rat-run between Bells Lane and A435 Alcester Road South. The Primary Streets in Druids Heath South, have been introduced along existing desire lines (creating connections and access to Walkers Heath Park, Bells Farm and Druids Heath Surgery), utilising existing junctions off Druids Lane and positioned so not to overcrowd existing junctions on Bells Lane (Bells Lane - Manningford Road).

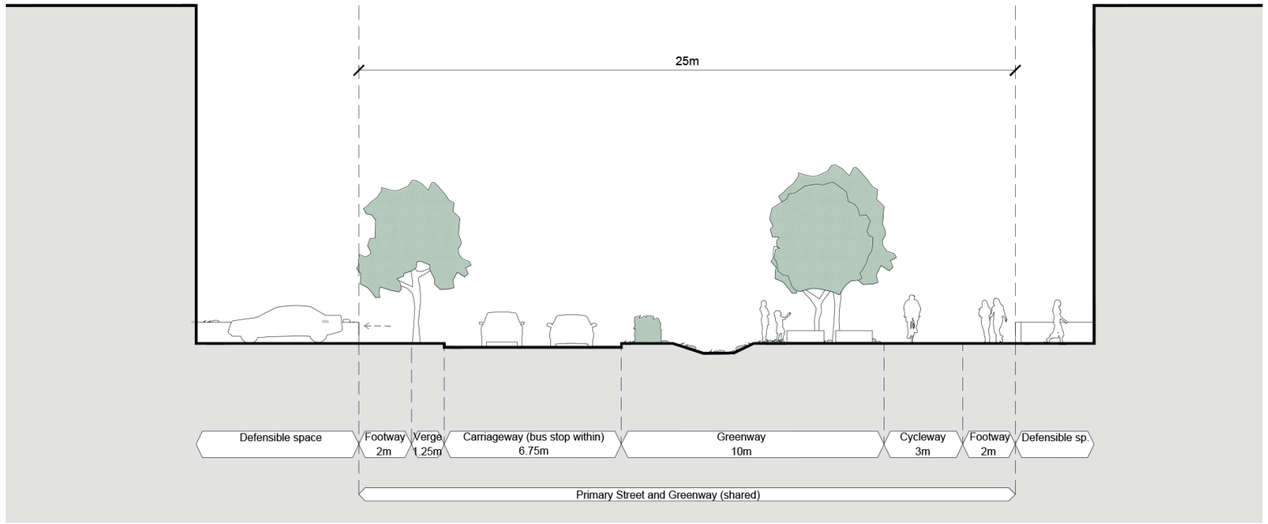
A number of the Primary Streets run alongside a Greenway. While accommodating two-way traffic and potential bus routes, the parallel Greenway offers safer, more sustainable travel options, integrates sustainable drainage systems, and provides opportunities for incidental play. See later pages for details on Greenways.

DZIs that comprise Primary Streets and Greenways are an overall width of 25m, with a limit of deviation of +/- 2m acceptable. DZIs with Primary Streets only can vary in width up to 22m, to accommodate level changes and allow various parking arrangements, with a limit of deviation of +/-2m acceptable.

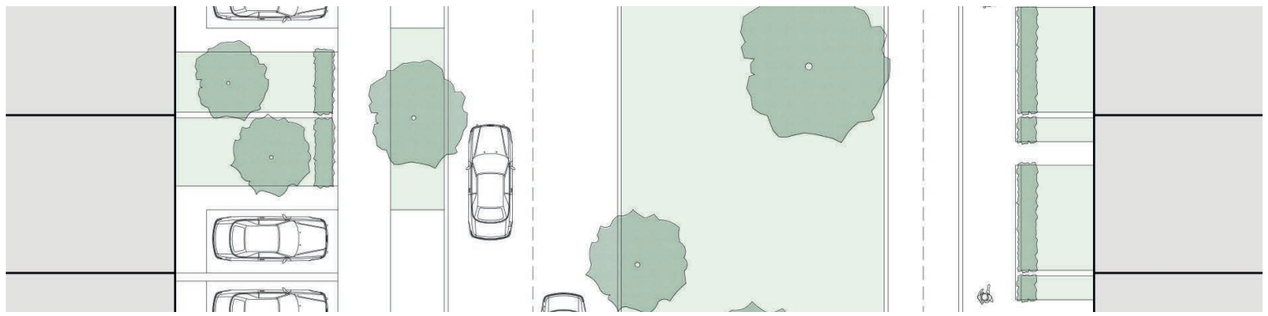
Reference Plan

6.4.1 Key components of Primary Streets **must** include:

- Carriageway width suitable for bus route, with localised narrowing where possible, to Manningford Road.
- Where shared with a Greenway, a Greenway of minimum width of 10m.
- Where not shared with a Greenway, a tree lined verge.
- Integrated cycle lane, to Manningford Road.



Illustrative section through Primary Street and Greenway



Illustrative plan of Primary Street and Greenway

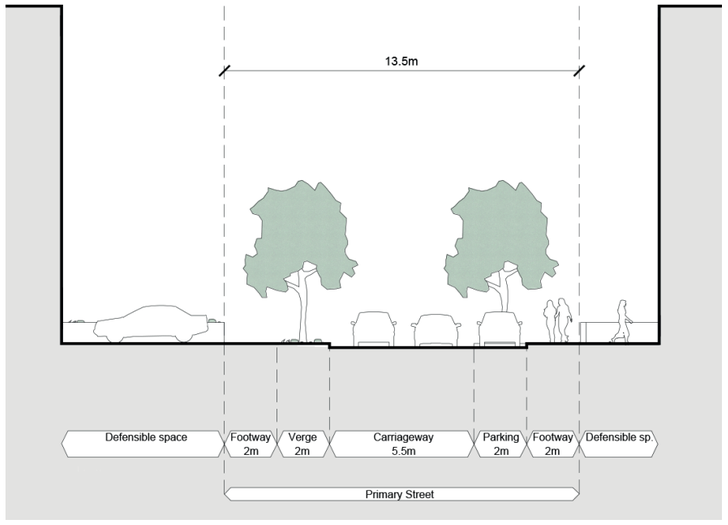
Trees along Primary Streets **should** align with the character area in regard to scope, scale, and aesthetic.

All parking options are acceptable in principle, except direct access to on plot parking via Greenways, as individual driveways would break up the landscape. On-street parking **could** be proposed adjacent to the Greenway. Both on-street and on-plot **could** be provided adjacent to the carriageway.

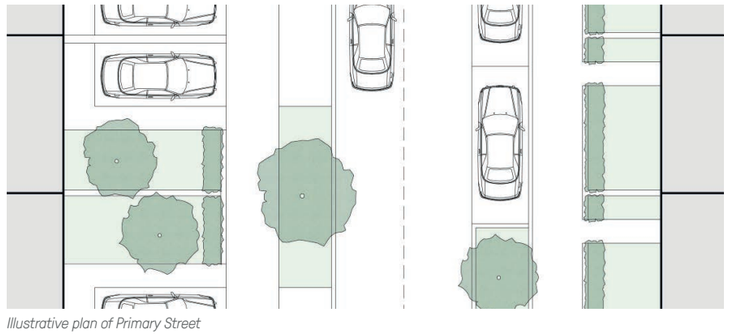
Illustrative arrangements are provided, taking into account BCC guidance. Refer to the BCC Highways Developers Guide, for further information.

6.4 Primary Streets Cont.

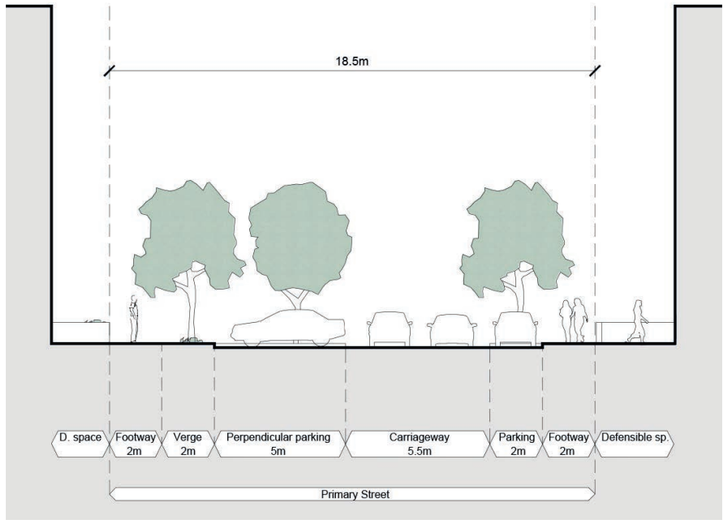
Edges / Interface with development: The interface of Primary Streets with DZs depends on the character area established. Where a more urban character is proposed, a regular building line and shallow setbacks (increasing slightly where levels require and parking at the front is provided) would be appropriate. A robust boundary treatment (e.g. brick walls and/or railings) **should** separate the public edges of the street from the private edges within DZs. Where a more suburban character is established, slightly larger setbacks with softer boundary treatments (e.g. hedgerows and/or low railings) **should** be considered.



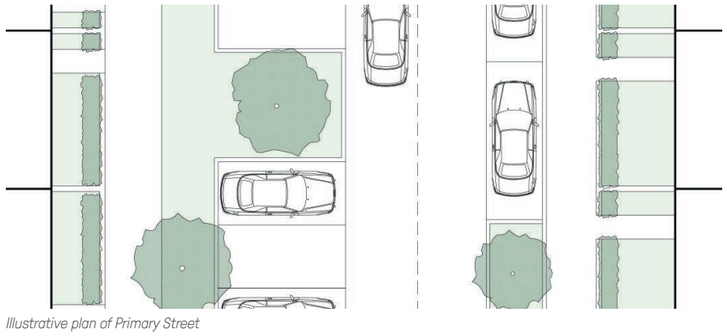
Illustrative section through Primary Street



Illustrative plan of Primary Street



Illustrative section through Primary Street



Illustrative plan of Primary Street

Precedent Image: Eddington, Cambridge

Precedent Image: Marleigh, Cambridge

Precedent Image: Barton Park, Oxford

6.5. Neighbourhood Streets

Neighbourhood Streets are not illustrated on PP03 Access, Streets and Spaces or the site-wide movement on page 36 as they are anticipated to come forward within DZs, to provide further access to development parcels. These streets play a secondary role to the principal streets and **should** be designed to be clearly identifiable as lower-order streets. Their locations are not fixed, and are presented as indicative in the illustrative masterplan, allowing for flexibility in how development parcels come forward in the future.

The design of Neigbourhood Streets will be dealt with through RMAs, and the components and treatment of Neighbourhood Streets will vary depending on the character area, built typology and associated parking requirements, as well as the topography of the specific area of the site. However, the following guidelines apply:

- Lanes and private drives **should** be considered to accommodate short stretches of steeper level changes.
- Pedestrian streets **should** be employed where levels do not allow a vehicular route through, but the continuation of a pedestrian route is desired.
- Where shared surface streets are employed, they **should** have a clear border that separates pedestrians from vehicles.

Edges / Interface with development

The edges to some neighbourhood streets may be more informal. These streets **could** feature notional privacy spaces (e.g. planting beds or paving zones) as subtle transitions between public and private spaces. This treatment fosters a sense of openness, promotes community interaction, and aligns with the relaxed character typically associated with lower-order streets.

Site-wide guidelines for streets

- Hard landscape, soft landscape and street furniture **should** be robust and easy to maintain.
- Street furniture **should** be located in such a way as to minimise the cluttering of pavements and maintain a clear zone for comfortable pedestrian movement.
- Play in the public realm **must** be designed to avoid conflict with traffic.

Precedent Image: Pedestrian street. Abode at Great Kneighton, Cambridge - Proctor and Matthews Architects

Precedent Image: Home zone. Abode at Great Kneighton, Cambridge - Proctor and Matthews Architects

Precedent Image: Shared surface street. Horsted Park, Chatham - Proctor and Matthews Architects

Precedent Image: Notional privacy space

Precedent Image: Dujardin Mews - Karakusevic Carson Architects

Precedent Image: Block paved street facing landscaped edge. Barton Park, Oxford

6.6. Greenways

The Greenways are critical to the vision, serving as safe pedestrian spaces that enhance connectivity across the site while providing amenity and doorstep access to green space. A number of DZIs set out the parameters for Greenways throughout the site.

6.6.1 Greenways **must** be continuous throughout all phases of development, with pedestrian and cycle routes incorporated in the design of each DZI, to ensure continuous permeability through all phases of the OPA.

Nodal points are planned along the greenway to provide opportunities for incidental play, recreational spaces, and to enhance wayfinding and placemaking. One of the key vision objectives for Druids Heath is the creation of a new local centre. To support this, a vibrant central square is proposed, serving as the heart of the development. The square will offer a flexible space for events and include spill-out areas for the proposed commercial uses that will bring activity and energy to the space. Strategically located at a key nodal point within DZI16, the square will serve as a focal point, attracting visitors from Druids Heath East, South, and surrounding areas.

Greenways alongside Primary Streets will have a minimum width of 10m and are generally level. However, in certain instances (e.g. DZI13C), the greenway may need to accommodate level changes. Greenways within DZIs that are exclusively for pedestrians will have a minimum width of 15m. This width increases to 35m in DZI16 and DZI12B, where the local centre allows for a more expansive and accessible public realm.

Reference Plan

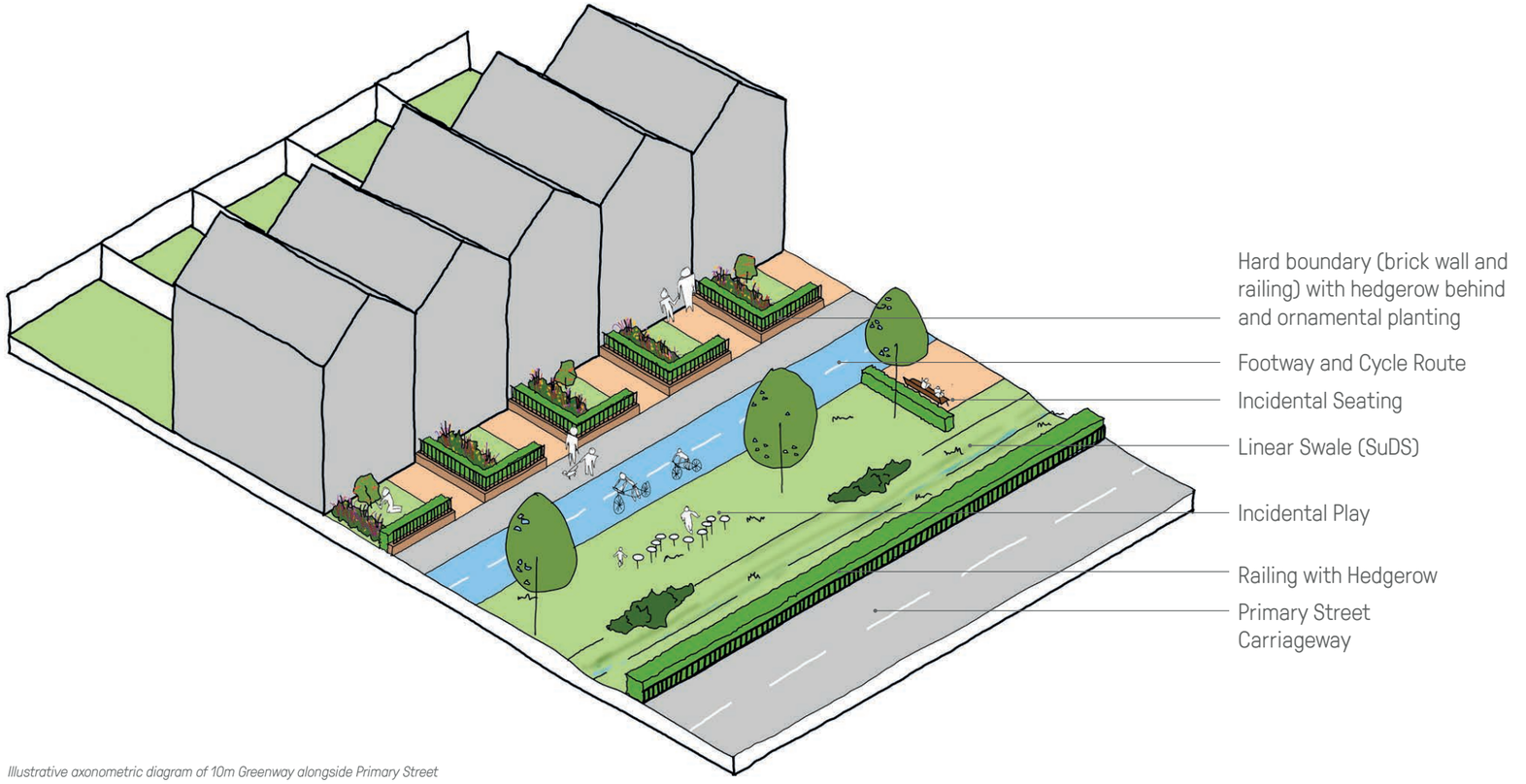
6.6.2 Key components of Greenways **must** include:

- A hard-paved, large and multi-use space within DZI16.
- Incidental local amenity spaces.
- Crossing points and clear nodes at intersections with Linear Parks and Streets.
- Where alongside a Primary Street carriageway, a boundary either clipped hedges and/or railings for safety and visual amenity.
- Habitat-creation, with provision of native tree planting, native scrub, native hedgerows and wildflower meadows suitable to the character area established.

Local amenity **should** be provided through the provision of niches and seating areas for meeting points and relaxation, recreational routes and pathways and incidental play. These **should** be multi-purpose, versatile spaces, for a range of ages.

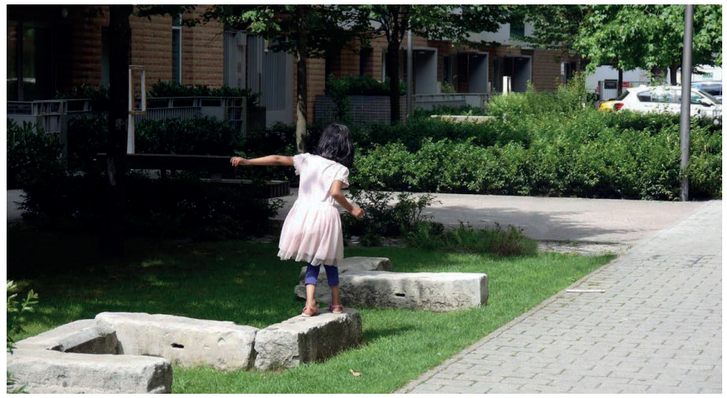
These Greenways are likely to traverse several character areas. They **should** adapt in character to suit their surroundings. See the DAS for illustrative proposals and established character areas.

SuDS features **should** be considered and reflect the character area of the space developed.



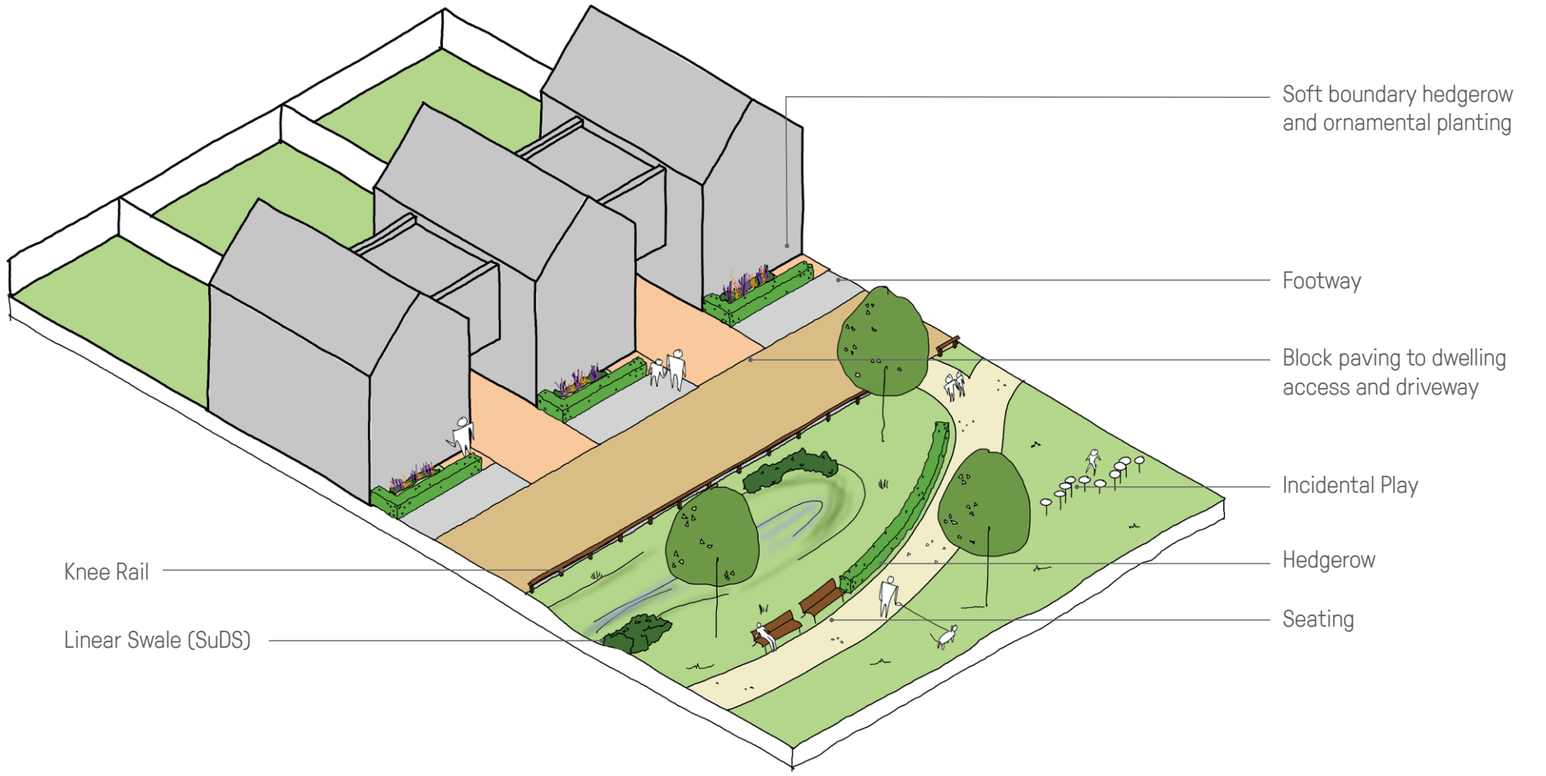
Illustrative axonometric diagram of 10m Greenway alongside Primary Street

6.6 Greenways Cont.



Precedent Image

Precedent Image: Agar Grove, London - Mae Architects

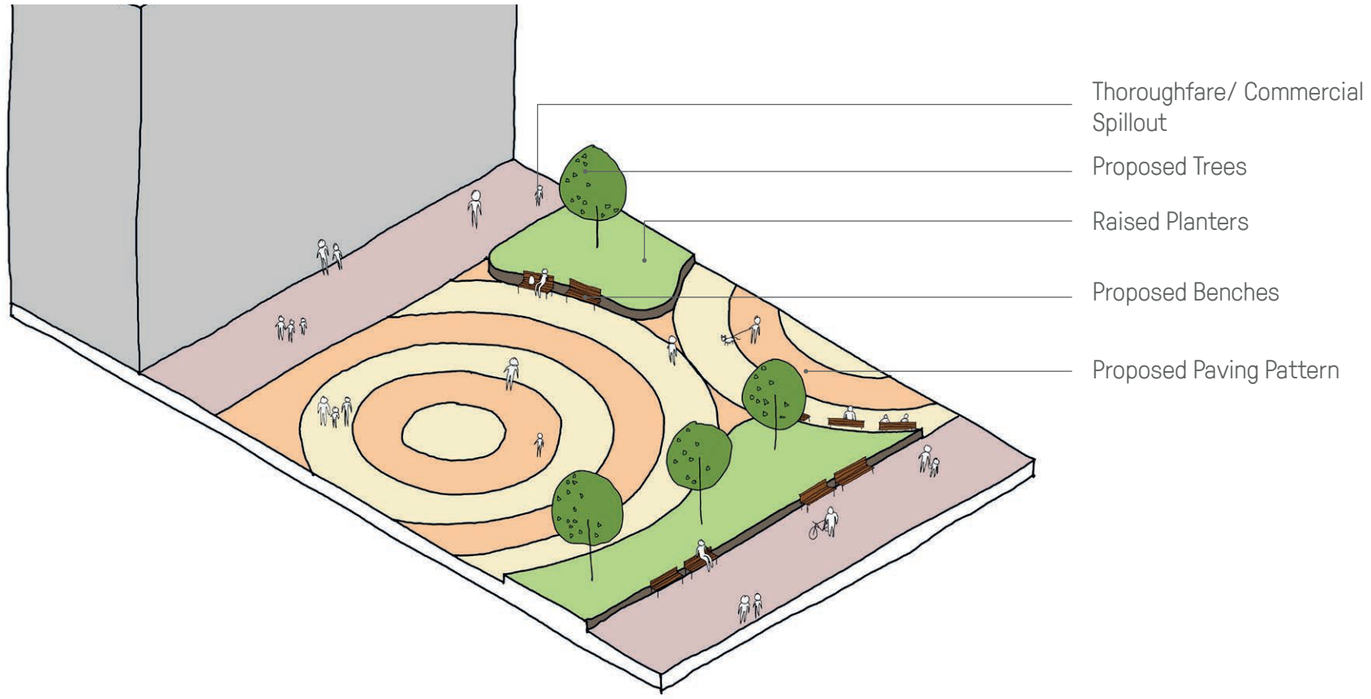


Illustrative axonometric diagram of 15m Greenway

Precedent Image: Trumpington, Cambridge

Precedent Image: Marleigh, Cambridge

6.6 Greenways Cont.



Axonometric diagram of 35m Greenway forming a public sqaure

Precedent Image: Houlton, Rugby - JTP

Precedent Image

Precedent Image: Magna Square, Egham - AHMM

6.7. Linear Parks

Two Linear Parks are proposed, running east-west through Druids Heath East, to create inviting and attractive gateways in to the development. Both navigate significant level changes, in alternating directions. **Dell View Linear Park** is located furthest north of the site, while **Oaks Walk Linear Park** is situated further south.

6.7.1 Key components of Linear Parks **must** include:

- Public paths with due regard to the levels for all users.
- A range of uses and features, such as seating, meeting places and relaxation spaces.
- A holistic approach to designing spaces informed by the topography.
- Considered positioning of tree planting, so not to obstruct key views.
- Crossing points and clear nodes at intersections with Primary Streets and Greenways.

SuDs **should** be incorporated, and coordinate with landscape design, through the use of swales and rain gardens that contribute aesthetically, and provide habitat for biodiversity.

Play and recreational spaces **should** respond thoughtfully to density and location within the development and exploit level differences.

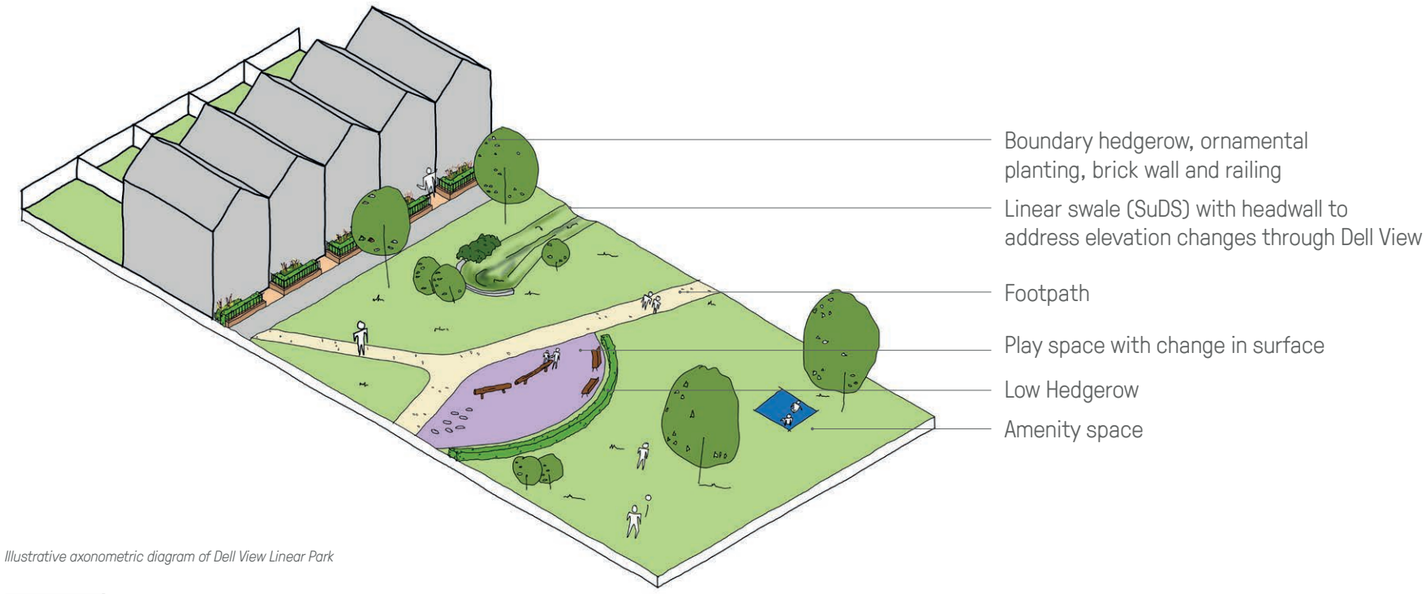
Planting **should** be varied and designed to delight users of the space, as well as provide a source of foraging and nectar for various species of wildlife.

A clear wayfinding strategy of finger-posts and landmarks **should** be introduced.

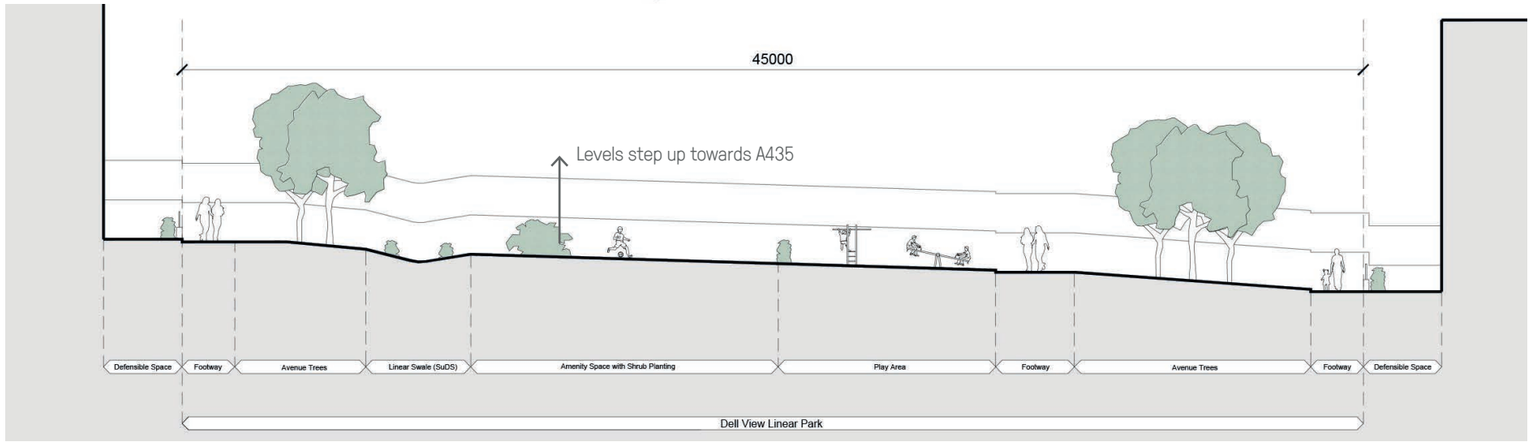
Reference Plan

Dell View Linear Park

Dell View Park serves as a pedestrian gateway connecting the A435 Alcester Road South to the Dell and Village Green. From this gateway, visitors will enjoy sweeping westward views of the Dell, Village Green, and the historic Grade II listed Monyhull Hall as the landscape slopes downward. The vision for Dell View Park is to establish a prominent urban parkland featuring SuDS elements, formal play areas, and recreational spaces, via a welcoming gateway along the A435.



Illustrative axonometric diagram of Dell View Linear Park

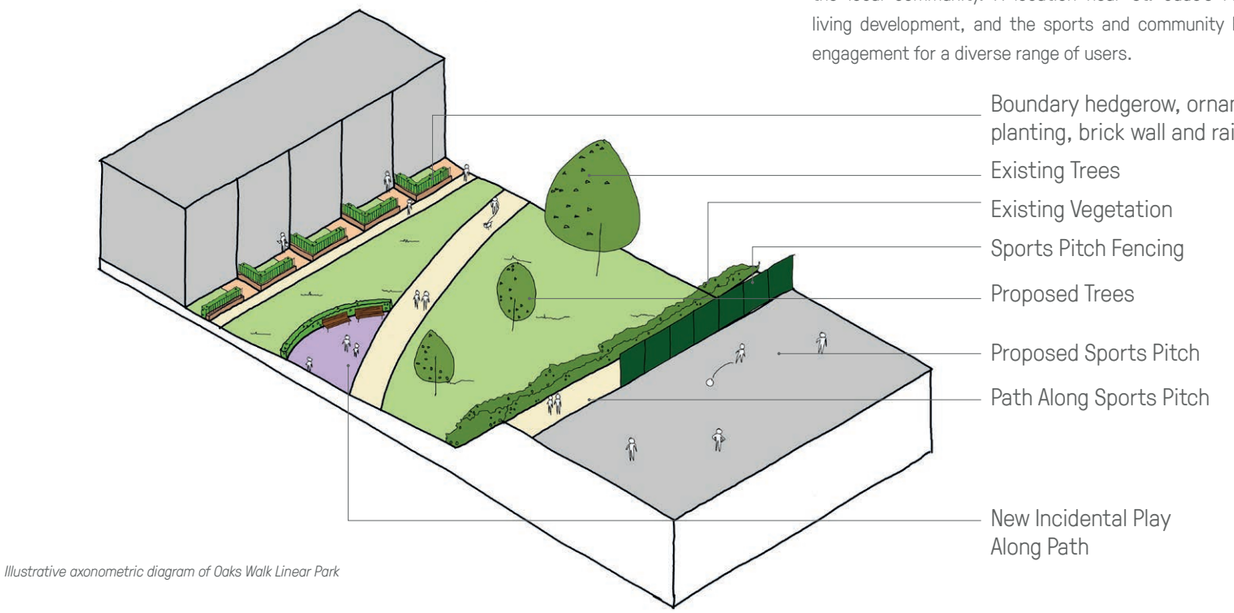


Illustrative section through Dell View Linear Park

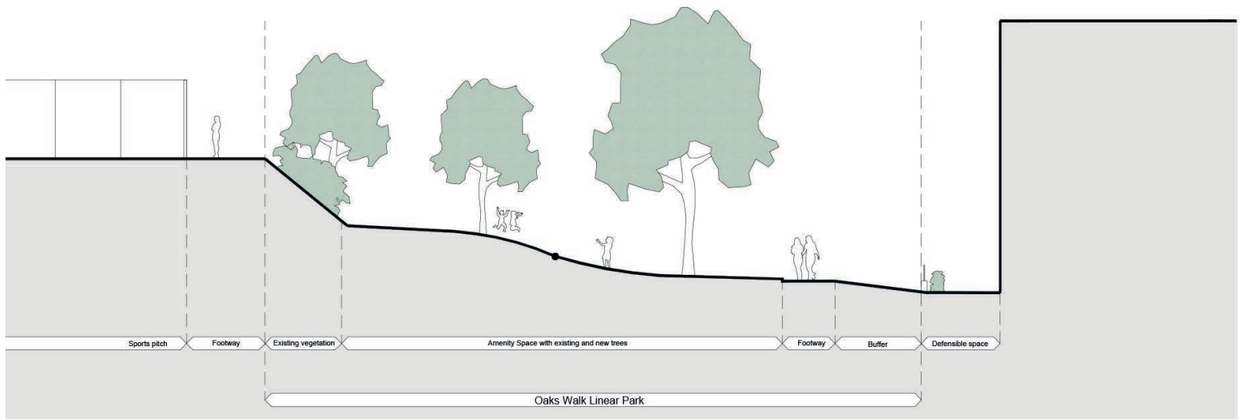
6.7 Linear Parks Cont.

Oaks Walk Linear Park

Oaks Walk Linear Park is set to become a vibrant route, connecting the Maypole shops, anticipated later living development in DZ23, St Jude's Primary School, a sports pitch and community hub in DZ16B, and the new local centre, all the way to the Dell. Winding paths will provide pedestrian routes to work with the topography and provide access for all. The Park will also comprise sustainable drainage features, such as swales and rain gardens, formal play areas, seating, and opportunity for a community orchard and garden near St. Jude's.



Illustrative axonometric diagram of Oaks Walk Linear Park



Illustrative section through Oaks Walk Linear Park

Level differences create unique design opportunities, to be explored. These **should** be used to create amphitheatres and viewpoints towards the Dell and Village Green.

A community orchard and growing garden, sized in accordance with the Open Space Assessment, **should** be considered within Oaks Walk Linear Park. This space **could** offer opportunities for community gardening, outdoor education, and additional benefits to the local community. A location near St. Jude's Primary School, the anticipated later living development, and the sports and community hub would enhance accessibility and engagement for a diverse range of users.

Precedent Image

Precedent Image

Precedent Image

6.8. Village Green & Chinn Brook Corridor

Village Green & Chinn Brook Corridor

The Village Green and Chinn Brook Corridor forms an important existing blue-green corridor. It is an important open space with significant ecology and biodiversity value. Given the vital role the Village Green plays in the community, much of its existing character will be retained and supplemented with improved walkways, way-finding features, as well as areas of habitat enhancement that will bolster biodiversity. In Druids Heath South, a NEAP will be provided as well as exploration of de-culverting the Chinn Brook, to function as a vibrant recreational place for people of all ages with integrated social and play functions. There is also a longer-term aspiration for a footbridge over the Stratford-upon-Avon Canal.

6.8.1 Key components of the Village Green & Chinn Brook Corridor **must** include:

- Retention of much of the existing rural qualities, including planting and trees.
- New surfaced paths, way-finding measures, and seating spaces.
- New areas of habitat creation / Tree and plant species that are native and part of an overall habitat creation and enhancement strategy.
- A NEAP, of an area according to the Open Space Assessment, within DZI8.

All footpaths, wayfinding features and seating **should** be designed with appropriate materials that are inkeeping with the character and consistent throughout the entirety of the Village Green and Chinn Brook Corridor. Way-finding measures **should** include sign posts and information boards.

Reference Plan

De-culverting the Chinn Brook in Druids Heath South **should** be explored. Associated SuDS **could** be designed not only to provide surface water attenuation, but to form biodiverse corridors linking green spaces and habitat areas.

Topography **should** allow for easily accessible and useable amenity space. Levels throughout the Village Green will remain, with topography falling toward the Chinn Brook. Exploration of opening up the Chinn Brook in Druids Heath South **could** incorporate wider, gently sloping banks of varying widths which will increase SuDS effectiveness, create diverse habitat areas and interactivity with the Brook.

Habitat Creation: Throughout the Village Green & Chinn Brook Corridor, there is opportunity for specific types of habitat creation for example wetland habitats that support mammals, amphibians and bird life along the Chinn Brook. This will be led by the Overall Biodiversity Net Gain (BNG) plan. Areas of woodland, scrub and grassland will be enhanced to deliver BNG, providing a range of habitat for invertebrates, birds and mammals.

Tree Planting: Native trees will be planted to complement the existing character and habitats of the Village Green/ Chinn Brook Corridor, with a mixture of small and large species that will provide foraging and habitat opportunity for wildlife whilst remaining in-keeping with the semi-rural character of the spaces.-

Edges / Interface with development: To maintain a soft edge to the landscaped area, no Primary Streets are proposed adjacent to the Village Green & Chinn Brook Corridor. Instead, DZs are anticipated to introduce lower-order Neighbourhood Streets, providing access to development parcels adjacent to Bells Farm and in Druids Heath South.

Precedent Image

Precedent Image: Marleigh, Cambridge

Precedent Image: Houlton, Rugby

Precedent Image

6.9. The Dell

The Dell

The Dell comprises DZI10 and is a large community green space, with an informal and soft character. The topography will largely be retained, with the highest point to the south, offering views across the Village Green. The Dell will feature a new destination play area and large SuDS feature. In addition, seating, recreational spaces, and attractive pedestrian routes will connect to nearby residential development, the Village Green and Linear Parks.

6.9.1 Key components of the Dell **must** include:

- A NEAP, of an area in accordance with the Open Space Assessment.
- SuDS feature, in the form of an attenuation pond, designed in accordance with the drainage strategy, to provide amenity and function.
- Tree planting, and planting generally, appropriate for a large urban park.
- Tree species, a minimum of 70% native species and have clear stems.

The NEAP **should** form a new destination play area, to the south of the Dell, and manage levels here to create an interesting play experience. Amenity spaces and play areas **should** be multi-functional and provide a mixture of facilities aimed at a range of ages. They **should** provide generous areas of seating and large informal performance and recreational spaces to allow communities to gather and socialise. These **should** make use of the topography.

Tree-lined paths, hedgerows, and fencing **should** define key areas within The Dell.

Elevated focal points and meeting places **should** exploit the site topography and take advantage of views across the Village Green.

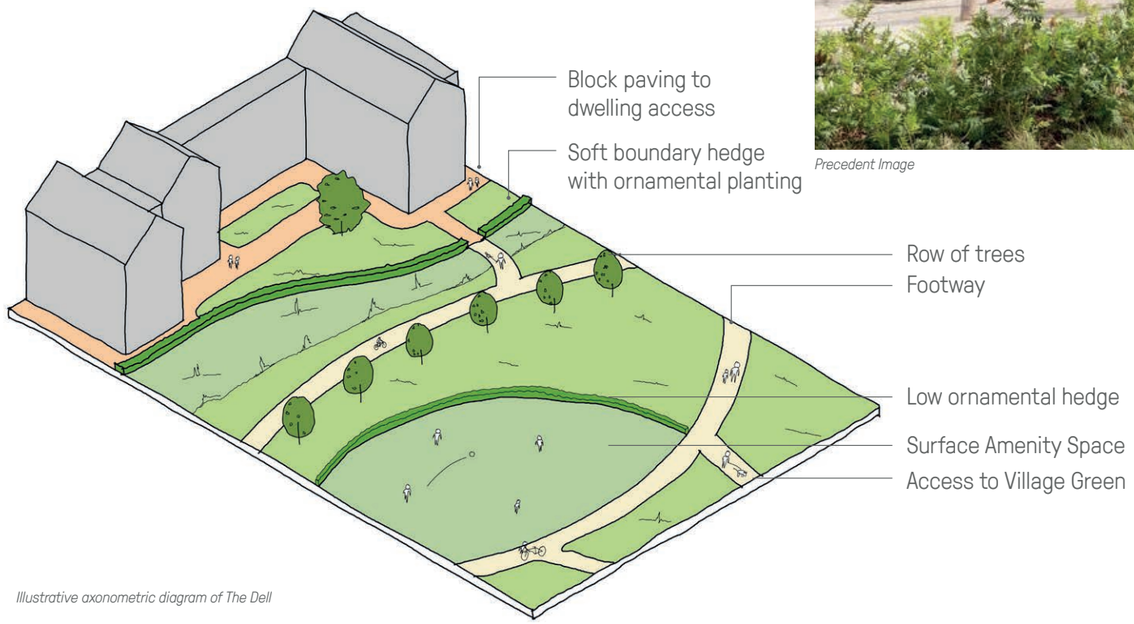
Reference Plan

The attenuation pond **should** be located to the north, within the flood zone, and serve as a natural, interactive feature.

Soft landscape and planting: Ornamental planting appropriate for a large urban park **should** be used to add colour and interest to 'rooms' within the park, including seating and gardens; the play area **could** also including sensory planting, exploring textures and sounds, as well as colour and shapes.

Tree Planting: Trees **should** be a mix of native species and exotic species, selected for their vigour, colour and seasonal interest whilst taking into consideration the framing of key views and delineating the space within which they are being planted.

Edges / Interface with development: Where development meets with The Dell, a pedestrian edge is envisioned. Parking **should** be considered to be discreetly positioned behind buildings, away from the landscaped edge, allowing the block layout design to draw greenery through, with landscaped courtyards enhancing the sense of openness and connection to the park. A low hedgerow **could** form a defensible boundary, which **could** be complemented by low railings and swathes of wildflower meadows along the outer edges, creating both a visual and physical buffer between private and public spaces. This approach ensures that residents can enjoy views of The Dell and Village Green from private / shared gardens while maintaining privacy and security.



Illustrative axonometric diagram of The Dell

Precedent Image

Precedent Image

6.10. Crossing Points

Crossing Points

Crossing points are indicated at vehicular junctions and locations where streets intersect with public realm routes or spaces. They are proposed to prioritise movement for pedestrians and ensure inclusivity for all.

6.10.1 Crossings points **must** be provided at the locations indicated on drawing PP03.

6.10.2 Key components of Crossing Points **must** include:

- A change in character (e.g. surface material and public realm design) so that they are clearly defined.
- Flush surfaces (e.g. raised tables / crossing) between the footway and carriageway, and be marked with appropriate tactile paving.
- High quality and attractive materials to ensure resilience over time and to reduce the visual dominance of carriageways.
- Clear visual connectivity, unobstructed by trees, parked cars or other visual barriers.
- Blended 'Copenhagen' crossings, where at a junction with a side road, to prioritise pedestrian and cycle movement.

Reference Plan

Precedent Image: Newhall, Harlow

Precedent Image: Eddington, Cambridge

Precedent Image: Beechwood Village, Basildon - Pollard Thomas Edwards

Precedent Image: Eddington, Cambridge

Precedent Image: Eddington, Cambridge

Precedent Image: South Gardens, Elephant and Castle

6.11. Parking

The exact location, amount and type of parking will be determined at the RMA stage. However, as car parking impacts both the visual quality and functionality of a place, specific codes, guidelines and parking arrangements are outlined.

6.11.1 Parking **must** be conveniently located, overlooked, well-lit, secure and clearly identifiable.

6.11.2 Parking **must** be unobtrusive and integrated into streets, blocks and/or plots.

Trees and soft landscaping **should** be proposed to soften the visual impact of parked cars.

6.11.3 Adequate space for EV charging points and cables **must** be demonstrated using detailed plans. When off-plot, they **must** be designed to avoid physical obstruction or visible clutter.

6.11.4 Layout and street designs **must** illustrate that they will not result in negative effects of parking, such as parking across footways, on landscape areas, across means of access, or hindering the flow of vehicles especially emergency and servicing vehicles or conflicts with cyclists and pedestrians.

Mitigation measures **could** include double height kerbs, TROs and boundary treatment.

6.11.5 All parking options a-g (see page 51-52) are acceptable in principle, except:

- On plot parking **must** not be employed off Druids Lane, the A435, via Greenways or at crossing points along Bells Lane.
- Integral garages and car ports that dominate the ground floor **must** not be repetitively employed along key frontages such as Linear Parks, Greenways and principal streets.
- At the side of dwelling parking **must** not be employed at corners or street junctions.
- At the front of dwelling parking **must** not be employed in long-runs of continuous frontage parking.

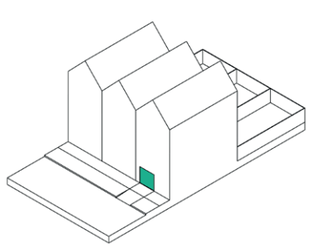
On-plot parking would disrupt the Druids Lane verge and Greenways, obstruct views at critical crossing points, and prove impractical near the A435. Parking **should** also be avoided on the western edge of DZ17 & DZ20.

6.11.6 RMAs **must** evidence why the parking approach has been taken, with matters such as landscaping, street widths, car clubs, and EV charging points considered.

a. Within an integral garage (on plot)

Integral garages can disguise the car and reduce the impact of vehicles on the street scene.

An integral garage, particularly on narrow fronted plots, normally means there is limited living accommodation at ground floor level and the ground floor may be dominated by garage doors. If introduced, detailing **must** be high quality so not to detract the street scene and active windows **must** be at first floor level. This is so not to create a dead front and divorce the building from activities in the public realm.

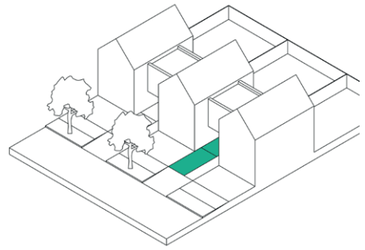


Precedent Image: Example of a high quality, well detailaed integral garage

b. Within a car port (on plot)

Integral car ports can disguise the car and reduce the impact of vehicles on the street scene. They can also be introduced to form link-detached dwellings, as shown in the diagram below.

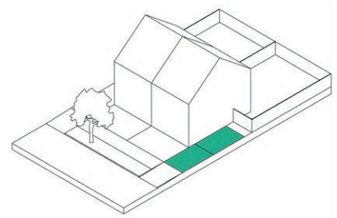
An integral car port on narrow fronted plots normally means there is limited living accommodation at ground floor level and the ground floor may be dominated by car ports. If car ports are introduced, detailing **must** be high quality so not to detract the street scene and active windows **must** be at first floor level.



Precedent Image: Example of an integral car port on a mews street

c. At the side of the dwelling (on plot)

Parking may be accommodated to the side of the dwelling, with one or more spaces and/or a garage tucked between buildings with overlooking for natural surveillance.

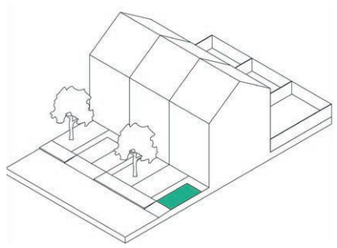


Precedent Image: Example of parking to the side of dwelling

6.11 Parking Cont.

d. At the front of the dwelling (on plot)

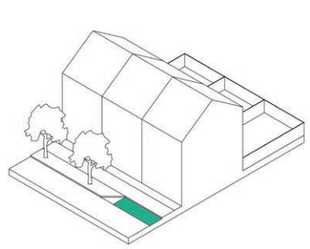
This means that dwellings need to be set back at least 6m from the back of the footway. Parking at the front of the dwelling **should** be no more than 4 parking spaces in a row to reduce the frontage taken up with parking and **should** be screened by planting.



Precedent Image: Example of parking to the front of dwelling with planting between

e. On street

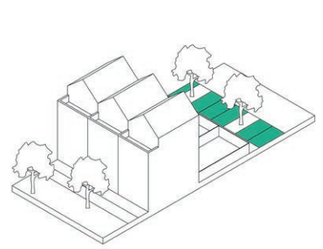
On-street parking can support high densities and visitor parking. It **should** be in defined bays with limited runs interspersed with pavement buildouts, planting and street trees. On-street parking **could** include parallel, chevron, and perpendicular bays, depending on the width of the street. Consideration will need to be given to EV charging points.



Precedent Image: Example of parallel on street parking

f. Parking courts

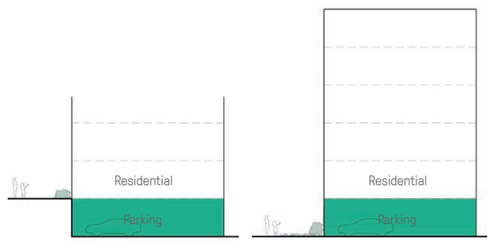
Parking courts within development blocks may be appropriate providing they are secure, well-lit and overlooked. For instance, where vehicles cannot access the front of dwellings due to topography and/or desired public realm design. Parking courts **should** be softened through surface material, tree planting and/or shrubs. They **must** have robust boundary treatments (no timber fencing).



Precedent Image: Example of parking court

g. Undercroft / Basement / Decks

Parking can be integrated into buildings. Where ground level parking is introduced it **must** not detrimentally effect the ground floor elevation. Undercroft / ground level parking **should** be combined with quality planting and feature brickwork at ground floor level to create a visually interesting and attractive facade for passing pedestrians.



Precedent Image: Example of undercroft parking at ground level

6.11 Parking Cont.

With the vision for Druids Heath to encourage active and sustainable travel, and existing car ownership in the area considered very low, the OPA seeks to reduce the dominance of the car. For residential uses proposed on the site, the intention is to provide a minimum car parking provision of 100% for houses and a minimum parking provision of 40% for apartments. For non-residential uses proposed on the site, the intention is to provide a level of car parking broadly in accordance with the Council's parking standards. Please refer to the Transport Assessment for a full consideration of the parking standards.

Car club bays have also been considered within the Transport Assessment, given the potential to have a significant impact on reducing car ownership when provided within or close to residential developments and encourage travel via sustainable travel modes.

Shared transportation such as car sharing, bike rental etc. **should** be promoted by partnering with existing providers.

Parking areas **should** be future proof for conversion to alternative uses.

Cycle Infrastructure

Cycle parking will be provided to encourage travel via non-car modes and further reduce reliance on the private car.

Cycle parking for residents **should** be secure and under cover. In lower density housing cycle parking **should** be provided within a garage or a separate structure within the garden. For terraced housing, provision for cycles needs **should** be made within the dwelling, in the front garden or to the rear with suitable access. In apartment blocks, communal cycle stores **should** be integrated in to the apartment block.

Visitor parking **should** be provided via cycle racks in the public realm that are prominently located and well supervised, provided that they do not obstruct pavements or desire lines.

Precedent Image: Shared leisure paths through greenways and linear parks

Precedent Image: Cycle parking in public realm

Precedent Image: Segregated cycle lanes. Eddington, Cambridge

Precedent Image: Cycle storage integrated in front of dwellings

Precedent Image: Cycle parking in public realm

Precedent Image: Cycle storage integrated in front of dwellings

6.12. Building Layout

The areas outlined and annotated on the plan represent Development Zones (DZs) and will comprise predominantly built form and neighbourhood streets.

6.12.1 Footprints of buildings **must** not extend further than the DZs outlined in the Parameter Plans.

6.12.2 Development blocks **must** be arranged to define DZIs, street edges and public realm spaces, with a building frontage to ensure a clear distinction between the public fronts of buildings and the private backs.

6.12.3 Building frontages **must** be activated by frequent doors and windows, as well as visual permeability and spill out of non-residential uses where applicable, avoiding blank walls and long extents of rear boundaries.

6.12.4 Corner buildings **must** be well articulated, avoiding blank gables, and creating interesting and characterful corners to streets and spaces.

These all have important benefits in terms of safety and security.

6.12.5 Positioning of buildings **must** avoid creating left over space in order to ensure land efficiency, and minimising ambiguity of ownership.

6.12.6 In residential buildings, a clear distinction **must** be made between public and private spaces through the use of clearly defined defensible spaces to mediate between the private ground floor spaces and the street and public realm spaces.

Defensible spaces are mentioned in the 'Edges / Interface with development' sections throughout earlier pages and explored further in the DAS. The exact building line, and detailed massing, will be developed at RMA stage, however it is important that adjacent development blocks and zones respond to one another to ensure a coherent identity.

6.12.7 Each DZ to be brought forward in a RMA **must** consider adjacent reserved matters consented or submitted applications and produce a plan illustrating how it responds to its context.

Proposed Development Zones

6.13. Response to Topography

The overlaid contours highlight the existing site levels, revealing significant changes in elevation, particularly within DZ3, DZ18, DZ21A, DZ21B, DZ24, and DZ25. The design and layout of each DZ will need to respond thoughtfully to the site's topography.

6.13.1 Each DZ to be brought forward in a RMA **must** explain how the design responds to the topography, with consideration to the options set out in this design code.

The design code explores two overarching scenarios: one where development is oriented to cross the contours and the other where development is oriented to follow the natural direction of the contours across the site.

a. Cross the contours

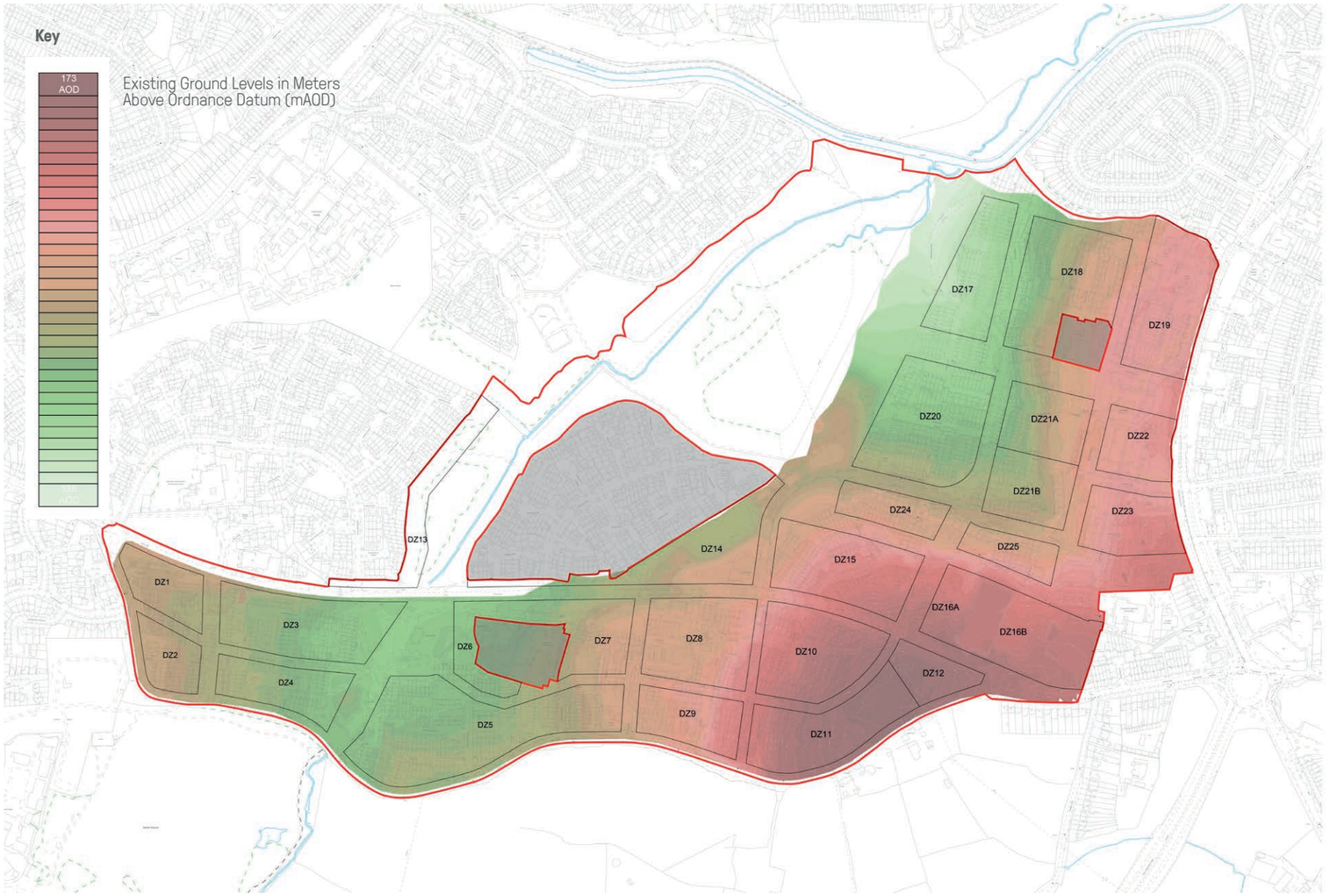
In this approach, development **should** be designed with finished floor levels adjusted to align closely with the existing ground levels, creating a stepped effect. This minimises the need for extensive earthworks and helps the buildings integrate harmoniously into the landscape. Alternatively, a level platform **could** be created. However, significant level changes can pose challenges for accessibility, requiring careful design to ensure practicality.

b. Follow the contours

In this approach, the design **could** incorporate levels changes in a number of scenarios: incorporation of split-level layouts to accommodate the changes in elevation within the building, the use of retaining features in private gardens and/or the use of retaining features in the public realm.

All options are acceptable in principle, however the following guidelines below and overleaf apply.

Ground floor dwellings **should**, where layout permits, be accessed directly from the street via their own ground floor entrance, to help activate the public realm. The ground floor slab of the dwellings **should** be level with the adjacent level of the street and public realm, to provide step free access, to create a direct relationship between dwellings and the public realm. An increased distance of defensible space **could** be provided to ensure accessibility.



Proposed Development Zones with existing contours overlaid

6.13 Response to Topography Cont.

a. i. Stepped dwellings

By stepping dwellings with the natural slope, the dwellings can maintain level access to the street or adjacent public realm without the need for extensive ramps or steps and reduce need for large-scale excavation or regrading, preserving more of the natural landscape and reducing site disturbance.

Where slope inclines are more gradual, and larger, wider plots are anticipated, parking between semi-detached and detached dwellings **could** affectively assist in accommodating level changes. For stepping down steeper gradients, narrower plots **could** provide an appropriate method. Small retaining features **could** be integrated in to front boundary treatment when suitable to the character of development.

Stepped dwellings often create visually interesting, staggered rooflines that complement the natural slope. This adds architectural character and makes the structure more distinctive.

Stepped dwellings **should** be explored to DZs that form key frontages to DZIs, particularly DZI11A-E (Dell View Linear Park).

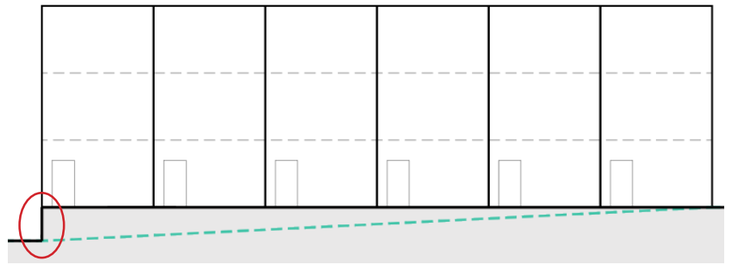
In areas with significant level changes across DZs, providing Neighbourhood Streets with vehicular through access may not be feasible, requiring alternative solutions for access and parking to be explored.

Section illustrating a.i. Stepped dwellings

a. ii. Level platform

Levelling land is a practical approach for creating level building areas on sloped land, but it often results in retaining elements that can significantly impact appearance. In addition to this, it can compromise a direct relationship beween the building and public realm. While level platforms may work well for minor grade adjustments or larger blocks with shared entrances, they are less suitable for individual dwellings that each require independent access.

Level platforms **should** be limited and only employed to runs of individual dwellings when all other options have been tested.



Section illustrating a.ii. Level platform

b. i. Level change within built form

Incorporating level changes within the built form enables the building to address changes in elevation, providing level access at both the front and rear.

b. ii. Level change within rear gardens

Managing level changes within rear gardens helps mitigate the impact of slopes on the built form while concealing retaining features from the public realm, preserving the visual continuity of the streetscape. However, when this approach is used, it is essential to ensure that the design provides suitable accessibility and functional, usable amenity space. Retaining walls **should** be carefully designed to avoid dominating or overshadowing the garden area.

b. iii. Level change within public realm

Managing level changes within the public realm can shift the topography challenge away from the DZ and offer opportunities to incorporate landscape features in the public realm, resulting in vibrant and distinctive public spaces when thoughtfully designed (e.g. stepped plazas or terraced seating). However, if poorly planned, level changes can lead to significant accessibility challenges, creating obstacles for pedestrians, cyclists, and wheelchair users. An increased building set-back **could** assist with more space to manage levels.

Appropriate options **should** be explored to DZs that form key frontages along DZIs, notably DZ24 & DZ25 that front DZI12A-D (Oaks Walk Linear Park).

Retaining features

6.13.2 Retaining features **must** not be higher than 1.2m.

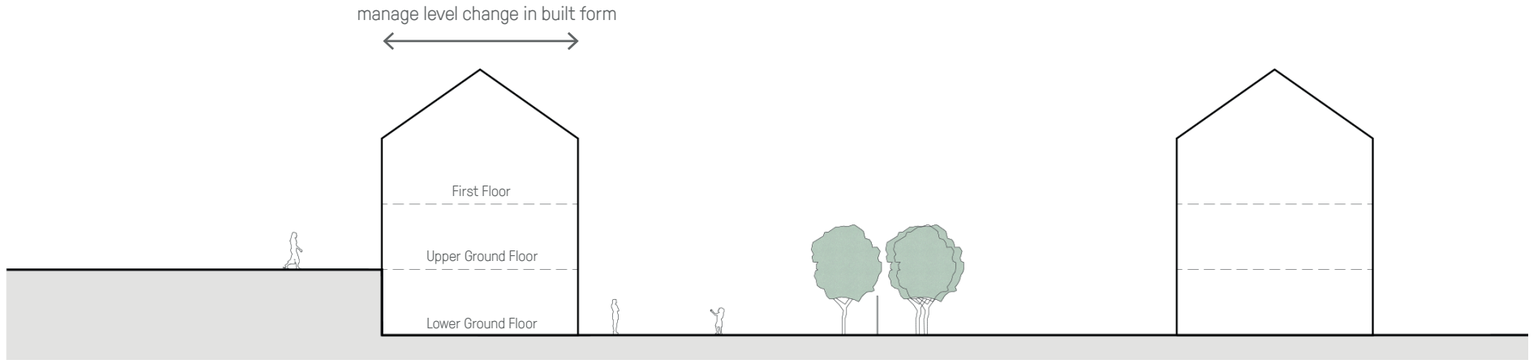
6.13.3 If retaining features are employed, c.i., c.ii. and c.iii. (page 56) **must** be explored and evidenced at RMA stage.

c.i. Use of the same or complementary materials for the retaining feature, to achieve a cohesive look with the building and/or surrounding environment, minimising its visual impact and reducing its sense of intrusion.

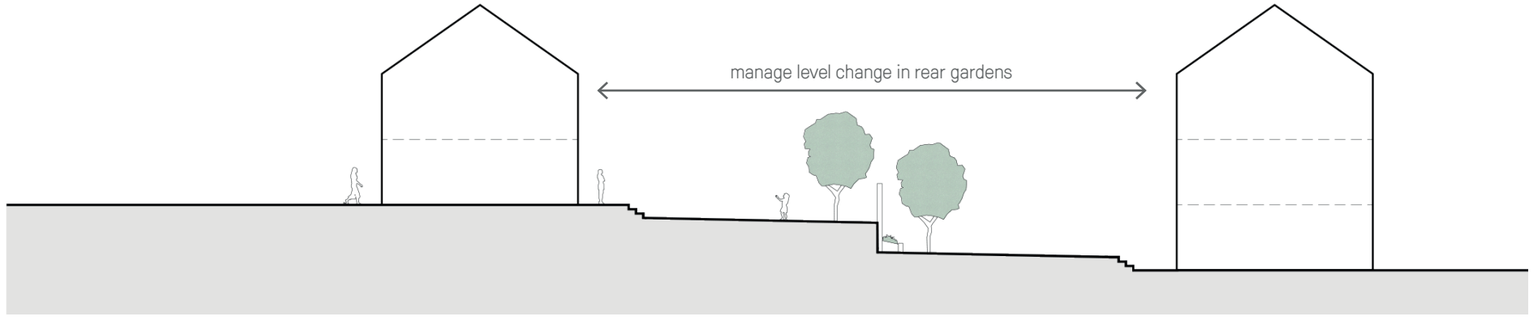
c.ii. When a retaining feature serves as a boundary treatment, combine low retaining walls with fencing or railings above, rather than a single tall, solid structure, to reduce the overall height and visual mass of the retaining element, creating a a lighter and less oppressive boundary.

c.iii. Incorporate sloped or terraced planting, whether the retaining feature is part of the built form or a boundary, to break it up and soften its appearance, add visual interest and reduce the imposing appearance of a tall, solid wall.

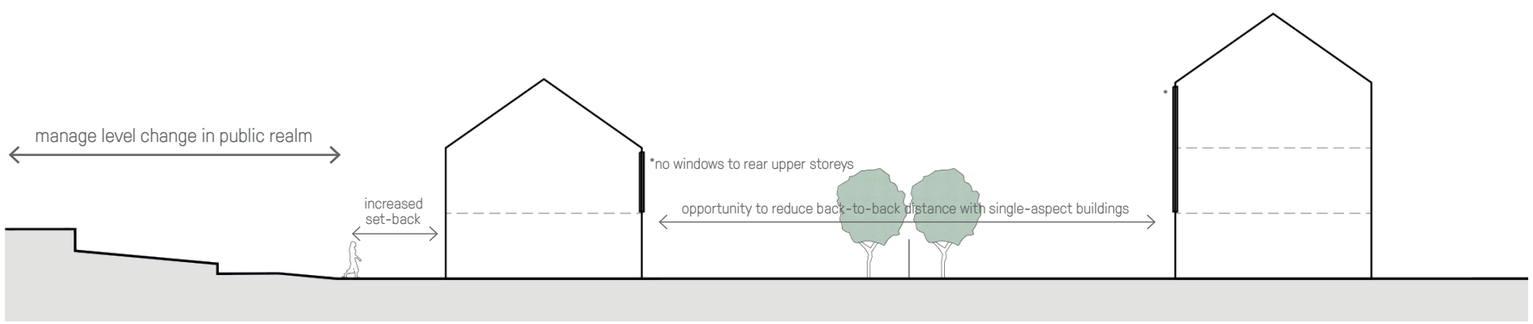
6.13 Response to Topography Cont.



Section illustrating b.i. Level change within built form



Section illustrating b.ii. Level change within rear gardens



Section illustrating b.iii. Level change within public realm

Precedent Image: Monyhull, Birmingham

Precedent Image: Bevan Road - Peter Barber Architects

Precedent Image: Marleigh, Cambridge

6.14. Building Typologies

Buildings **should** be carefully aligned to the underlying topographical condition to assist in managing levels whilst maximising density where feasible. The OPA allows for a much greater density than that exists in Druids Heath currently. Some options are identified below on how this **could** be achieved.

Split-level buidlings

Split-level buildings **could** manage level changes and be implemented in a range of housing typologies, including houses and apartments. Ground floors **could** accommodate parking.

Illustrative section of split-level dwelling

Back-to-back distances and single-aspect buildings

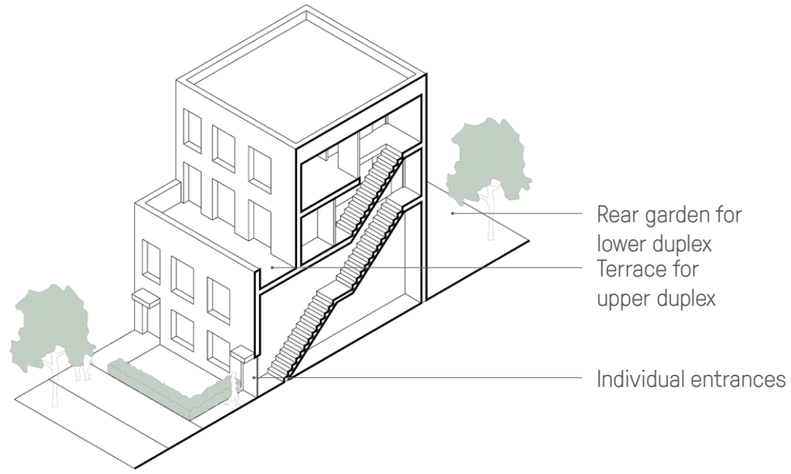
BCC's current guidelines set minimum back-to-back distances. Where new development is built adjacent to existing 2 storey dwellings, the separation distance **should** be increased. However, to new development, the current distances **could** be reduced provided that the privacy of residents is sufficiently protected through design solutions such as the careful placement of windows to avoid direct overlooking or angled windows.

Single-aspect buildings **could** offer an effective solution for sites with challenging level differences by utilising increased set-backs / reduced back-to-backs and strategic positioning.

Single-aspect buildings **should** be explored throughout the site to support higher overall site density.

Stacked maisonettes

Stacked maisonettes typically have two duplex dwellings on four floors, each with a front door. The lower duplex has a rear garden and the upper one has a generous terrace. They can also be designed in groups of four, where the upper two duplexes share a common stair for efficiency and cost effectiveness.



Axonometric sketch of stacked maisonette

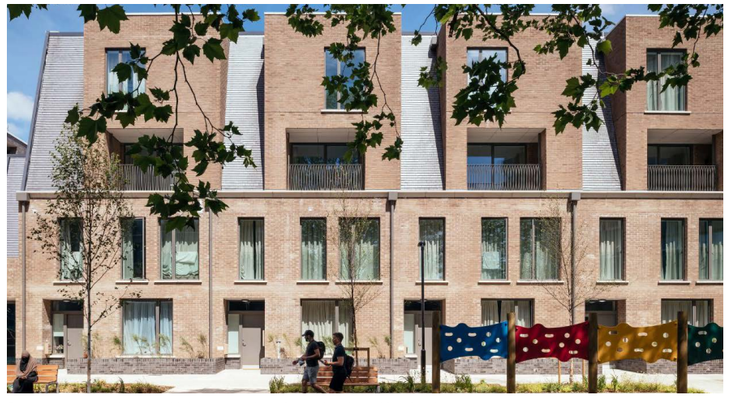
Examples

High density mews streets at New Hall, Harlow, respond to the challenge of building at high density with a reconfiguration of the typical long and narrow 5m x 20m terraced house plot to a 9.5mx10.5m plot. The square plot and 'blind back' allows private amenity space to be carved out in other places.

A courtyard arrangement at Chobham Manor shows how linked apartments and houses sit within a shallow block plan. Houses that are partially or wholly 'blind' on three party walls, show how technology and clever space planning is being used. Although there is nothing behind the second floor, the wall is left blind to avoid overlooking.

Precedent Image: Newhall Be - Alison Brooks Architects

Precedent Image: Chobham Manor - Haworth Tompkins



Precedent Image: Stacked Maisonettes. Agar Grove, London - Mae Architects

6.15. Building Uses

A site-wide Schedule of Floorspace establishes maximum limits for each proposed land use. This OPA seeks flexibility to draw from the site-wide Schedule of Floorspace to provide a range of land uses across the different DZs in order that the location and type of certain land uses to be delivered across the different DZs remains flexible at the OPA stage. The precise quantum of each land use to be delivered per DZ will be secured at RMA stage, however guidelines to support the materplan are provided adjacent.

Use Class	Type of Use	Existing Floorspace (sqm GIA or units numbers) To Be Demolished	Proposed Gross New Floorspace (sq m GIA or unit numbers)	Net Additional Floorspace following development (sq.m GIA or unit numbers)
Class C2/C3*	Residential of which up to 10% could be Class C2 (Includes supporting provisions such as café)	1,818 units	Up to 3,500 units	1,682 units
Class E	Commercial/ business and service	2,750 sqm	Up to 8,000 sqm	5,250 sqm
Class F *	Local community & Education	1,600 sqm	Up to 2,500 sqm	900 sqm
Sui Generis	Drinking establishments, hot food takeaways, launderette, live music venue	125 sqm	Up to 1,000 sqm	875 sqm

* Please note:

- The proposed Class C2 use excludes hospitals and those uses in Class C2a

- The proposed Class F excludes museums, law courts, swimming pools or ice-skating rinks

Site-wide Schedule of Floorspace

Residential

Residential layouts **should** seek to maximise the delivery of new homes, whilst demonstrating a high quality, characterful place created. The detailed housing mix will be determined by future RMAs to reflect local housing need and comply with relevant policies.

Non-residential

The location of non-residential uses **should** be considered to support spaces created within the masterplan.

A range of non-residential uses **should** be concentrated around DZ116, creating a lively and active local centre.

Further non-residential uses, designed as ground-floor units with homes above, **should** be considered in DZ22 and DZ23, along the A435, and as convenience stores strategically distributed throughout the site.

A later living development has been identified for DZ23. This DZ also presents opportunities for public-facing facilities, which will contribute to the vibrancy of Oaks Walk Linear Park.

DZ16B is identified with the opportunity for a new sports pitch and a combined community hub, located adjacent to the local centre and Oaks Walk Linear Park. The community hub **should** consider housing changing rooms and supporting spaces for a sports facility, as well as community and youth spaces such as multi-purpose classrooms, a kitchen and hall.

Plans for Druids Heath Surgery, outside of this OPA, include retaining its current location while expanding its capacity. A Primary Street ensures suitable access to the facility.

Precedent Image:

Precedent Image: Elephant and Castle

Precedent Image: Magna Square, Egham - AHMM

6.16. Building Height & Form

6.15.1 All parts of proposed buildings within future RMAs must sit within the maximum heights as outlined in PP05 Maximum Heights.

The maximum building heights are set out in 'PP05 Proposed Building Heights'. These heights have been established through a thorough review of the site's context, development opportunities, and the intended character areas as described in the Vision chapter of this document.

Increased building heights are strategically located at key gateways, along major routes, and around the proposed local centre. This approach allows for higher-density development along the A435 and local centre along Bells Lane. The A435 is highly visible to passing traffic, and the creation of a strong active frontage will signify the quality of the development to the wider area. Around the new local centre, increased height and density, with opportunity for non-residential ground floor uses, will bring critical mass to the centre and support development hierarchy, place making and legibility. While the OPA allows for buildings up to 10 storeys in these locations, it is not anticipated that the entirety of zones DZ15, DZ16, and DZ23 will reach this maximum height.

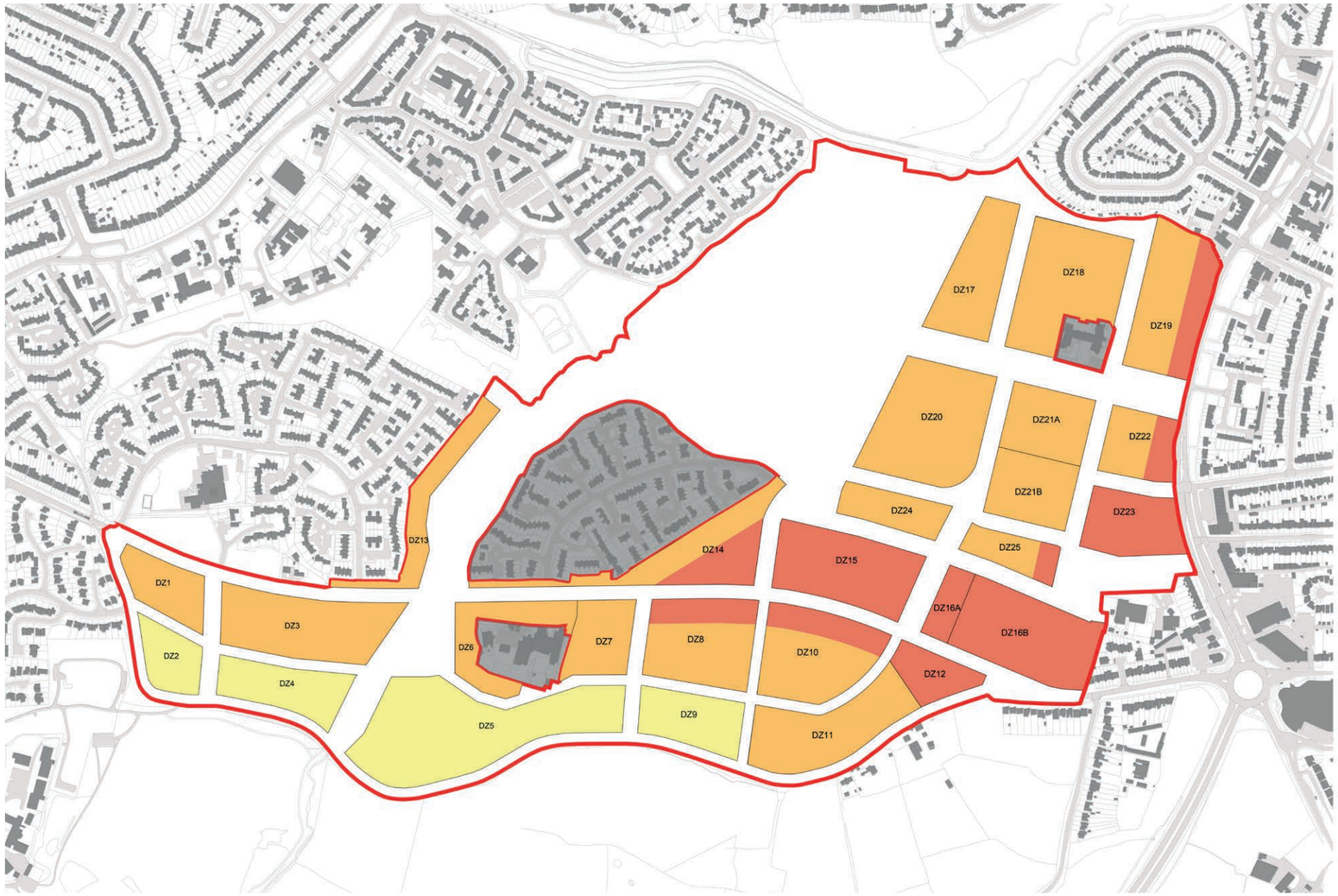
Throughout most of Druids Heath East the height limit is set at a maximum of four storeys. Development is anticipated to achieve increased density through efficient land use and bespoke housing typologies, with a strong urban character anticipated. Along the edge of the Dell, buildings are anticipated to respond more sensitively to the surrounding landscape.

Four storey parameters in Druids Heath South allow a transition between lower buildings to the southern edge of the application site and the higher storeys along Bells Lane. Building heights **should** be carefully managed to ensure a gradual change in scale across the site.

Along Druids Lane, at the southern edge of the development, heights are capped at three storeys to maintain a low-density profile that harmonises with the natural setting to the south.

Key

- Maximum 3 storeys
- Maximum 4 storeys
- Maximum 10 storeys



Maximum Heights

6.15 Building Height and Form Cont.

The design of homes **should** create desirable layouts, responding to the specific site, and maximising opportunities for orientation, views, daylight, cross ventilation and privacy.

Long term sustainability will be considered with low-energy and sustainable built form. High quality construction, renewable technologies and materials **should** ensure energy bills remain low and encourage lower maintenance costs, supplemented by an efficient maintenance regime with affordable service charges, where applicable.

6.15.2 New homes **must** demonstrate how long-term sustainability is being addressed, including through efficient design, high quality and low maintenance materials, and renewable technologies and sustainable maintenance regimes.

Roofscapes

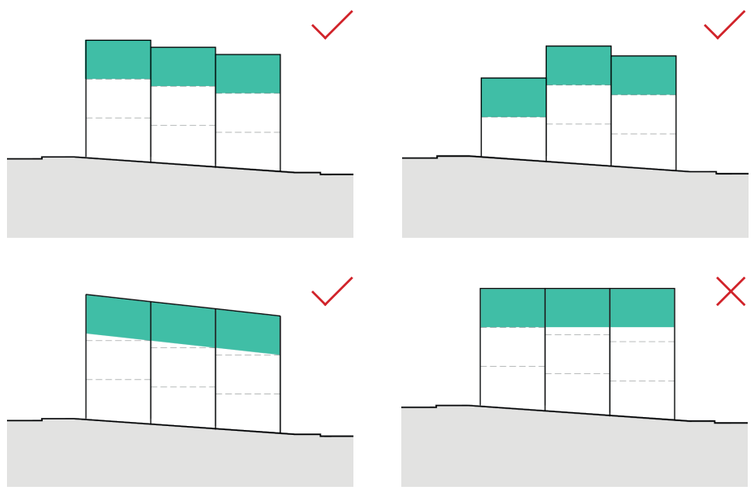
Roof forms play a significant role in both sustainable design and contributing to a developments identity, character, and harmony with its surroundings. The detailed building form and design will be dealt with through RMAs, however the following guidelines apply.

Along key frontages, such as Linear Parks and Greenways, rooflines **should** reflect the topography. Changing the roof height across buildings on key frontages will enhance the roofline, whilst creating a seamless connection to the site.

Roof forms **should** be carefully considered on sloped sites. Gable-fronted dwellings in particular can present challenges to terraced blocks, often resulting in visually and structurally awkward junctions.

Different roof forms offer various opportunities to integrate renewable technologies. Pitched roofs **should** consider integration of PV panels, orientated to optimise sunlight. Flat roofs **should** consider bio-diverse roofs, PV panels and amenity space.

The roofscape **should** ensure any visual impact of lift overruns and rooftop plant through use of well considered positioning and perimeter or localised screening.



Sections illustrating roofscapes

Precedent Image: Alkerden Gateway - BPTW

Precedent Image: Rochester Way - Peter Barber Architects

Precedent Image: Sandpit Place - Peter Barber Architects

6.17. Building Materials

In Birmingham, the main building materials and colour palette for housing vary somewhat by period and neighbourhood, but are primarily characterised by red or brown brickwork, providing neighbourhoods a warm palette. Adjacent is a material palette that broadly aligns with this, including examples of red / brown / orange brick that is felt captures the spirit of Birmingham.

The primary facade material **should** be predominantly brick. Each phase of development **should** draw from this palette. Presented on this page is not a fixed colour palette that must be used, but is intended to guide the choice of colour of materials of buildings.

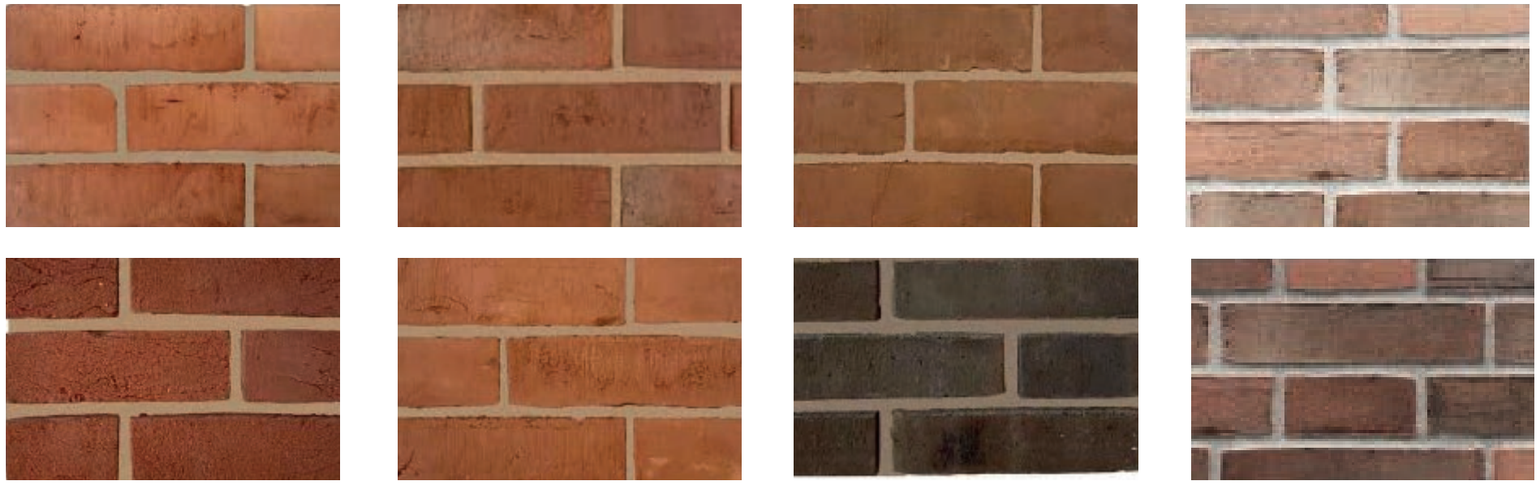
Primary materials **should** be carefully considered to not only be aesthetically pleasing but also robust and longlasting, to help the building age well.

6.16.1 Materials **must** be robust and weather well. They **must** be of the highest quality to minimise the need for maintenance and remain attractive throughout the building life.

Building materials that are more likely to weather poorly, such as render, timber and cladding, **should** not be used as a primary facade material. These types of material **could** be used for smaller, secondary facade elements and **should** be used very sparingly and only where access for maintenance is easy and routine.

Secondary materials **could** be selected with the view of adding character to spaces and buildings. Details including facade accents, brickwork patterns, windows and doors, signage and screens create further opportunity to add identity and character to the building.

Each phase of development **should** refer to the Birmingham Design Guide to create local distinctiveness.



Brick palette

Precedent Image: Brick detailing

Precedent Image: High quality materials

Precedent Image: Signage

7. DELIVERY

7. DELIVERY

7.1. Phasing Strategy

The development of Druids Heath is a long-term project, expected to be delivered over a number of phases. An indicative phasing plan has been developed to test how the scheme could be brought forward and has been used to support assessments including the EIA.

An ongoing review should be conducted to consider incorporation of DZ12, DZ15, and DZ25 in to Phase 1.

Indicative phasing plan

8. SUMMARY TABLE

Chapter Title	Mandatory Code	DZI1A	DZI1B	DZI1C	DZI1D	DZI1E	DZI1F	DZI1G	DZI2A	DZI2B	DZI2C	DZI2D	DZI2E	DZI2F	DZI3	DZI4	DZI5
6.1 Site-wide Movement & Routes	No mandatory codes																
6.2 Bells Lane	**6.2.1** Key components of Bells Lane must include: Carriageway width suitable for bus route. Considered locations for bus stops. Integrated cycle lane, to promote active travel. Avenue of street trees, to reduce the spatial definition of the street. Measures to avoid parking on verges. Traffic calming (in line with transport assessments), to reduce speeds. Crossing points. See 6.10.	✓	✓	✓	✓	✓	✓	✓									
6.3 Druids Lane	**6.3.1** Key components of Druids Lane must include: Protection and enhancement of verges north of Druids Lane. Retention, where possible, of existing vegetation (including mature trees and hedgerows) within verges. New trees that supplement existing trees. Footway at level of adjacent DZs, for accessibility. Measures to avoid parking on verges. Parking is not permitted on Druids Lane.								✓	✓	✓	✓	✓	✓			
6.4 Primary Streets	**6.4.1** Key components of Primary Streets must include: Carriageway width suitable for bus route, with localised narrowing where possible, to Manningford Road. Where shared with a Greenway, a Greenway of minimum width of 10m. Where not shared with a Greenway, a tree lined verge. Integrated cycle lane, to Manningford Road. Consideration of parking. Direct access to on plot parking is not permitted across the Greenway.														✓	✓	
6.5 Neighbourhood Streets	No mandatory codes																
6.6 Greenways	**6.6.1** Greenways must be continuous throughout all phases of development, with pedestrian and cycle routes incorporated in the design of each DZI, to ensure continuous permeability through all phases of the OPA.			✓			✓								✓	✓	✓
	6.6.2 Key components of Greenways must include: A hard-paved, large and multi-use space within DZI16. Incidental local amenity spaces. Crossing points and clear nodes at intersections with Linear Parks and Streets. and/or railings for safety and visual amenity. Habitat-creation, with provision of native tree planting, native scrub, native hedgerows and wildflower meadows suitable to the character area established.			✓			✓								✓	✓	✓
6.7 Linear Parks	**6.7.1** Key components of Linear Parks must include: Public paths with due regard to the levels for all users. A range of uses and features, such as seating, meeting places and relaxation spaces. A holistic approach to designing spaces informed by the topography. Considered positioning of tree planting, so not to obstruct key views. Crossing points and clear nodes at intersections with Primary Streets and Greenways.																
6.8 Village Green & Chinn Brook Corridor	**6.8.1** Key components of the Village Green & Chinn Brook Corridor must include: Retention of much of the existing rural qualities, including planting and trees. New surfaced paths, way-finding measures, and seating spaces. an overall habitat creation and enhancement strategy. A NEAP, of an area according to the Open Space Assessment, within DZI8.																

DZI6	DZI7A	DZI7B	DZI7C	DZI7D	DZI7E	DZI8	DZI9	DZI10	DZI11A	DZI11B	DZI11C	DZI11D	DZI11E	DZI12A	DZI12B	DZI12C	DZI12D	DZI13A	DZI13B	DZI13C	DZI13D	DZI13E	DZI14A	DZI14B	DZI14C	DZI14D	Compliance
										✓		✓						✓	✓	✓	✓	✓	✓	✓	✓	✓		
✓	✓	✓	✓	✓	✓	✓				✓		✓			✓			✓	✓	✓	✓	✓		✓	✓		
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						✓	✓																					

Chapter Title	Mandatory Code	DZI1A	DZI1B	DZI1C	DZI1D	DZI1E	DZI1F	DZI1G	DZI2A	DZI2B	DZI2C	DZI2D	DZI2E	DZI2F	DZI3	DZI4	DZI5
6.9 The Dell	**6.9.1** Key components of the Dell must include: A NEAP, of an area in accordance with the Open Space Assessment. SuDS feature, in the form of an attenuation pond, designed in accordance with the drainage strategy, to provide amenity and function. Tree planting, and planting generally, appropriate for a large urban park. Tree species, a minimum of 70% native species and have clear stems.																
6.10 Crossing Points	**6.10.1** Crossings points must be provided at the locations indicated on drawing PP03.		✓	✓	✓	✓	✓	✓	✓		✓		✓		✓	✓	
	6.10.2 Key components of Crossing Points must include: A change in character (e.g. surface material and public realm design) so that they are clearly defined. Flush surfaces (e.g. raised tables / crossing) between the footway and carriageway, and be marked with appropriate tactile paving. High quality and attractive materials to ensure resilience over time and to reduce the visual dominance of carriageways. Clear visual connectivity, unobstructed by trees, parked cars or other visual barriers. Blended 'Copenhagen' crossings, where at a junction with a side road, to prioritise pedestrian and cycle movement.		✓	✓	✓	✓	✓	✓	✓		✓		✓		✓		
6.11 Parking	**6.11.1** Parking must be conveniently located, overlooked, well-lit, secure and clearly identifiable.	✓	✓	✓	✓	✓	✓	✓							✓	✓	
	6.11.2 Parking must be unobtrusive and integrated into streets, blocks and/or plots.	✓	✓	✓	✓	✓	✓	✓							✓	✓	
	6.11.3 Adequate space for EV charging points and cables must be demonstrated using detailed plans. When off-plot, they must be designed to avoid physical obstruction or visible clutter.	✓	✓	✓	✓	✓	✓	✓							✓	✓	
	6.11.4 Layout and street designs must illustrate that they will not result in negative effects of parking, such as parking across footways, on landscaping areas, across means of access, or hindering the flow of vehicles especially emergency and servicing vehicles or conflicts with cyclists and pedestrians.	✓	✓	✓	✓	✓	✓	✓							✓	✓	
	6.11.5 All parking options a-g (see page 51-52) are acceptable in principle, except: On plot parking must not be employed adjacent to Druids Lane, Greenways and the A435 (unless via a neighbourhood street), or at crossing points along Bells Lane. Integral garages and car ports that dominate the ground floor must not be repetitively employed along key frontages such as Linear Parks, Greenways and principal streets. At the side of dwelling parking must not be employed at corners or street junctions. At the front of dwelling parking must not be employed in long-runs of continuous frontage parking.	✓	✓	✓	✓	✓	✓	✓							✓	✓	
	6.11.6 RMAs must evidence why the parking approach has been taken, with matters such as landscaping, street widths, car clubs, and EV charging points considered.	✓	✓	✓	✓	✓	✓	✓							✓	✓	

DZI6	DZI7A	DZI7B	DZI7C	DZI7D	DZI7E	DZI8	DZI9	DZI10	DZI11A	DZI11B	DZI11C	DZI11D	DZI11E	DZI12A	DZI12B	DZI12C	DZI12D	DZI13A	DZI13B	DZI13C	DZI13D	DZI13E	DZI14A	DZI14B	DZI14C	DZI14D	Compliance
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Chapter Title	Mandatory Code	DZ1	DZ2	DZ3	DZ4	DZ5	DZ6	DZ7	DZ8	DZ9	DZ10	DZ11	DZ12	DZ13	DZ14	DZ15	DZ16A
6.11 Parking	**6.11.1** Parking must be conveniently located, overlooked, well-lit secure and clearly identifiable.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	6.11.2 Parking must be unobtrusive and integrated into streets, blocks and/or plots.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	6.11.3 Adequate space for EV charging points and cables must be demonstrated using detailed plans. When off-plot, they must be designed to avoid physical obstruction or visible clutter.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	6.11.4 Layout and street designs must illustrate that they will not result in negative effects of parking, such as parking across footways, on landscaping areas, across means of access, or hindering the flow of vehicles especially emergency and servicing vehicles or conflicts with cyclists and pedestrians.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	6.11.5 All parking options a-g (see page 51-52) are acceptable in principle, except: On plot parking must not be employed adjacent to Druids Lane, Greenways and the A435 (unless via a neighbourhood street), or at crossing points along Bells Lane. Integral garages and car ports that dominate the ground floor must not be repetitively employed along key frontages such as Linear Parks, Greenways and principal streets. At the side of dwelling parking must not be employed at corners or street junctions. At the front of dwelling parking must not be employed in long-runs of continuous frontage parking.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	6.11.6 RMAs must evidence why the parking approach has been taken, with matters such as landscaping, street widths, car clubs, and EV charging points considered.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
6.12 Building Layout	**6.12.1** Footprints of buildings must not extend further than the DZs outlined in the Parameter Plans.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	6.12.2 Development blocks must be arranged to define DZIs, street edges and public realm spaces, with a building frontage to ensure a clear distinction between the public fronts of buildings and the private backs.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	6.12.3 Building frontages must be activated by frequent doors and windows, as well as visual permeability and spill out of non-residential uses where applicable, avoiding blank walls and long extents of rear boundaries.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	6.12.4 Corner buildings must be well articulated, avoiding blank gables, and creating interesting and characterful corners to streets and spaces.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	6.12.5 Positioning of buildings must avoid creating left over space in order to ensure land efficiency, and minimising ambiguity of ownership.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	6.12.6 In residential buildings, a clear distinction must be made between public and private spaces through the use of clearly defined defensible spaces to mediate between the private ground floor spaces and the street and public realm spaces.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	6.12.7 Each DZ to be brought forward in a RMA must consider adjacent reserved matters consented or submitted applications and produce a plan illustrating how it responds to its context.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

DZ16B	DZ17	DZ18	DZ19	DZ20	DZ21A	DZ21B	DZ22	DZ23	DZ24	DZ25	Compliance
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
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Chapter Title	Mandatory Code	DZ1	DZ2	DZ3	DZ4	DZ5	DZ6	DZ7	DZ8	DZ9	DZ10	DZ11	DZ12	DZ13	DZ14	DZ15	DZ16A
6.13 Response to Topography	**6.13.1** Each DZ to be brought forward in a RMA must explain how the design responds to the topography, with consideration to the options set out in this design code.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	6.13.2 Retaining features must not be higher than 1.2m.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	6.13.3 If retaining features are employed, c.i., c.ii. and c.iii. (page 56) must be explored and evidenced at RMA stage.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
6.14 Building Typologies	No mandatory codes																
6.15 Building Height & Form	**6.15.1** All parts of proposed buildings within future RMAs must sit within the maximum heights as outlined in the Parameter Plans.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	6.15.2 New homes must demonstrate how long-term sustainability is being addressed, including through efficient design, high quality and low maintenance materials, and sustainable technologies and maintenance regimes.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
6.16 Building Materials	**6.16.1** Materials must be be robust and weather well. They must be of the highest quality to minimise the need for maintenance and remain attractive throughout the building life.	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

DZ16B	DZ17	DZ18	DZ19	DZZ0	DZZ1A	DZZ1B	DZZ2	DZZ3	DZZ4	DZZ5	Compliance
✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	
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