

Appendix A

legibility

building styles

bicycles traditional materials

self build neighbourhoods

construction materials **street alignments** edge blocks

waste and recycling **Daylighting**

urban parks residential density Wildlife

green and blue space Storey Heights

building types community facilities

development principles design parameters

trees semi-natural green space

movement networks

suds block design

sports facilities Materials

topography private frontages

community open spaces

Parking Active place design

Allotments Local Identity & Character

Paving Materials **Junctions**

Street Design **Civic Spaces**

Play Areas

Bicycles

Urban Design Guide

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Aims of the Document

This document aims to provide a framework and reference point for design to support the Local Plan to achieve high quality development within Teignbridge district by:

- Encouraging high quality design responses to design objectives in the development and use of land across the district
- Delivering further detail guidance, as required by the Local Plan
- Setting out of objectives and guidance for the design of land in line with adopted policies and helping applicants make successful applications
- Providing, alongside site specific character assessments and other documents that identify character, a reference point for aspects of local character to encourage locally distinctive approaches to design, be they innovative or traditional in their form
- Using examples and illustrations to help better influence design outcomes for the future.

Weight in Decision Making

Securing good design is central to good planning and place-making. The appearance of a proposed development and its relationship to its surroundings are material planning considerations.

All planning decisions within the district must be made in accordance with the Development Plan, which includes the Local Plan. Once adopted, as a Supplementary Planning Document (SPD) the Teignbridge Design Guide will become a material consideration to guide decisions relating to planning applications and will be a vital planning tool for shaping new development in line with the policies set out in the Local Plan, including Policy S2: Quality Development.

Prior to its adoption, including during and after the consultation period, the Teignbridge Design Guide SPD carries planning weight that may be material for consideration by developers and decision makers when preparing and determining planning applications for new development.

Version

09/01/18	Consultation draft
22/01/18	Consultation draft (update)
09/07/18	Executive Committee Report version

Process and Next Steps:

The draft timetable below sets out the process being followed to finalise the Teignbridge Design Guide SPD (in line with The Town and Country Planning (Local Planning) Regulations 2012)

Timetable	
Produce and publish draft SPD document Publish chapters of the guide as early drafts onto the Teignbridge District Council's Web site. Invite comments to develop content	September 2016 onwards
Advertise and consult widely on the complete Design Guide SPD for at least 6 weeks (Regulations 12, 13 and 35)	January/February 2018
Report to Executive Committee to consider proposed changes based on the completed Principal Layout Strategies section with further amendments to other sections delegated to Planning and Housing Portfolio Holder in consultation with the Business Manager Strategic Place	July 2018
Publish a 'Regulation 12 Statement of Public Participation', setting out the consultation process, a summary of main issues raised and how those issues were addressed	Aug-Sept 2018
Agreement to adopt by Teignbridge Council and Publication of final Design Guide SPD and Adoption Statement	Aug-Sept 2018

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Using the Document

Structure:

The Design Guide covers the design of the built environment across different scales and topics. To aid navigation of the document, five subject areas: **Principle Layout Strategies, Urban Structures, Streets and Movement , Green Structures, and Building Design**, provide the over arching framework for grouped and related topics. Users may still need to read across the main subject areas due to the interrelated nature of design.

Format:

Where possible, each topic is captured in two opposing pages containing objectives and accompanying guidance with examples of both good and poor practice generally following the standard format illustrated below. Some topics depart from this to provide additional guidance or where a more concise response is appropriate

Design Objectives:

The Council wishes to encourage quality development that is sustainable, functions effectively and creates places that are attractive, vibrant, successful, safe and that relate well to local character and context.

The Design Guide identifies Local Plan objectives to be met relating to different aspects of the design of development and provides guidance about how to meet them

Relevant objectives are identified within the contents pages whilst key objectives are reiterated under each design topic as appropriate

Approaches to design:

The Design Guide promotes high quality design and welcomes approaches that are based on a thorough analysis of a site and its context. Innovative or familiar approaches to design may be equally valid where they meet design objectives.

Typical page layout:

Legibility

Legibility is: the way in which a place is composed and structured to be distinctive, memorable, interesting and of its place, so that it is easy to navigate, and is visually stimulating.

Objectives: DS-151 (Legibility)

How development in Teignbridge should be designed to be legible: composed to be distinctive of the local landscape and environment; be memorable, interesting and easy to navigate; and be aesthetically stimulating.

To achieve this, where appropriate, development should:

- 1.1. Be arranged to respond positively to the distinctive character, qualities and patterns of natural and built environments that reinforce the local identity of an area.
- 1.2. Retain and integrate notable landscape features to make a positive contribution to a place's identity.
- 1.3. Create visual links between significant existing features and spaces and areas of new development.
- 1.4. Maintain existing or important view corridors and avoid negative impacts on them.
- 1.5. Design urban edges including those against the natural landscape to have a well defined and distinctive character.
- 1.6. Create a visually stimulating environment at different scales and to design buildings, streets, spaces and public art, to create a network of distinct and memorable routes and places.
- 1.7. Ideally locate buildings which have civic and/or community role in visually prominent positions such as at the corner of a street, the termination of a vista, on a public square or at key junctions.
- 1.8. Retain and integrate existing buildings of distinctive character to make a positive contribution towards an area's identity.
- 1.9. Design side elevations of buildings, particularly those located in prominent locations to be architecturally composed to create interest on the street and enhance safety and surveillance, for example, through the arrangement of materials and the placement and proportioning of windows and doors.
- 1.10. Design and arrange buildings, streets and spaces to have a sense of hierarchy relative to their function and location within a settlement.

Visual links of important landmarks form part of the pattern of development within Teignbridge

A legibility diagram to illustrate how landscape and townscape features can be integrated into the form of new development or influence design priorities and create a memorable place that is well related to its surroundings and easy to navigate

Legibility Hierarchy Table

	Primary Streets	Secondary Sts	Tertiary Streets	Lowest Hierarchy (1)
High Streets	1	1	2/3	2/3
Major Urban Throughways	1	1	2	3
Arterial Principal Sts	1	1	1	1/2
Secondary Link Sts	1	1	1	1
Frontage Sts	1	1	1	1
Minor	1	1	1	1

Ref policy DS-151.2. Sample hierarchy table suitable for a large scale planning application showing a strategy for the design for buildings and spaces, where 1 is the highest order of design and 3 is the lowest. The above to be updated relative to the character of the existing landscape.

Advice:

- Terminating streets with views of garages, parking, bin stores, service areas, or sub stations.
- Designing blank or uninteresting prominent side elevations.
- Presenting rear garden boundaries to areas that are publicly accessible including open spaces or existing or proposed employment routes.

Primary streets, frontages designed for legibility

Secondary streets frontages designed for legibility

Local streets, open spaces designed for legibility

Key buildings for legibility

Important local or wider views to highlight or to relate development to

Off use landmarks, features and landmarks to relate to

Topic heading definition description

Key objectives, statements of the over arching principles relating to topics or areas of design

Guidance relevant to themes or common scenarios within each topic providing benchmarks/ default positions/approaches for the design of development.

Advice and explanatory diagrams/images/tables

Common mistakes and approaches to avoid/good examples

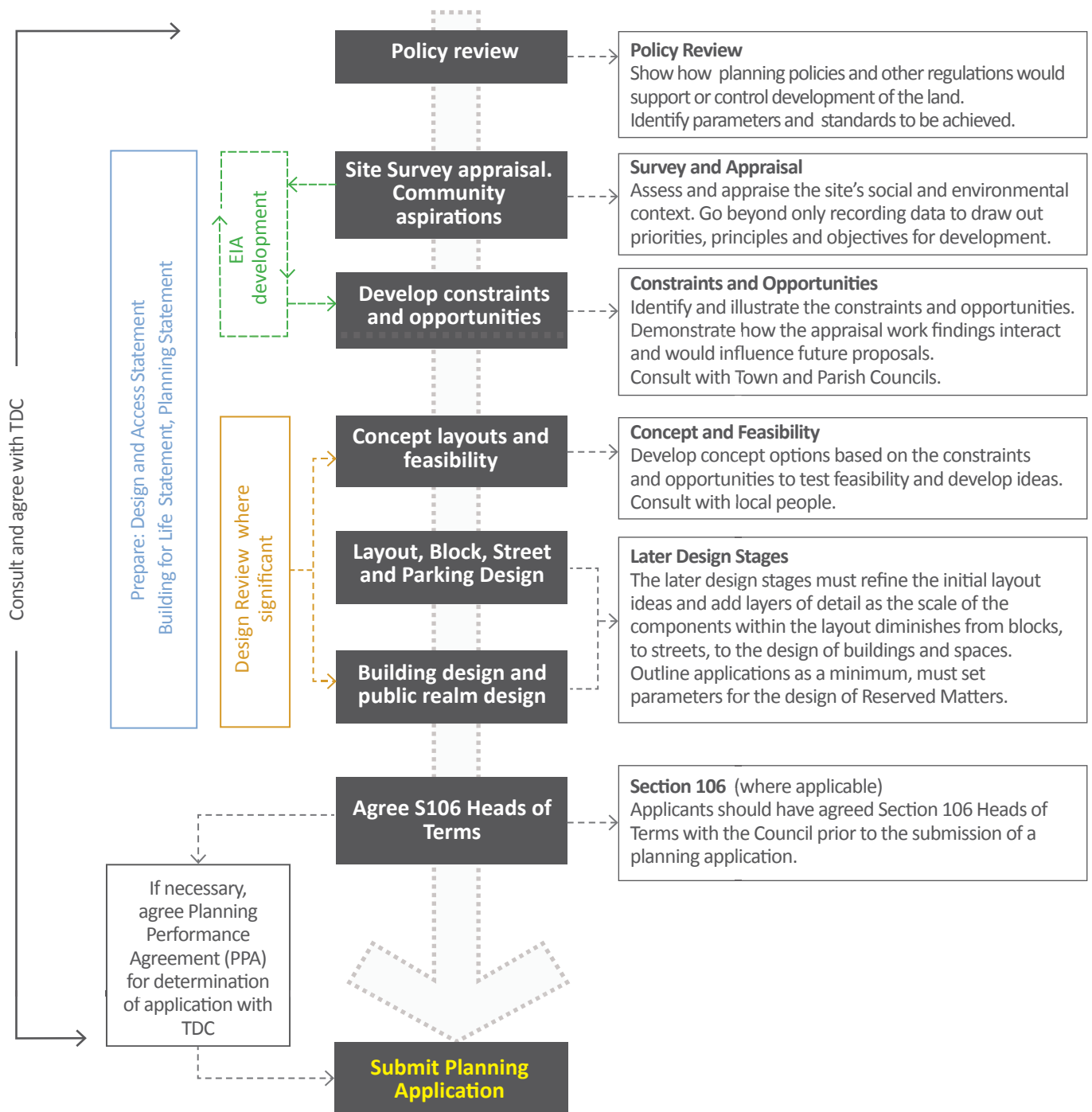
Process

Following and evidencing a logical design process, similar to the diagram below, can help to ensure support of proposals when they are submitted.

Depending on the scale of development planned, developers/applicants should consult with Parish/Town Councils, local people and neighbours to refine proposals.

Householder proposals are likely to be less complex than major planning applications, nevertheless following a logical design process can help to assemble a well considered planning application.

Assembling a Planning Application



Principal Layout Strategies

Principal Layout Strategies

The strategies and guidelines that are to be used in the design and layout of new areas of development.

Legibility

Objectives and guidance to ensure that places are easily understood and memorable for residents and visitors.

Movement Networks

From footpaths to link roads, the objectives and guidance that ensures that a network of routes allows direct, safe and attractive movement from place to place.

Residential Density

Objectives and guidance to help ensure that land is well used, that neighbourhoods function well, whilst supporting public transport, and local facilities.

Scale of the Built Form

Objectives and guidance for the heights of buildings so that their scale is appropriate for their location.

Neighbourhoods

Objectives to help ensure that places to shop, work, live, and go to school are located within reach.

Landuse:

Non-Residential Uses Compatible with Residential Land

Objectives for combining compatible non-residential and residential uses within areas of new development.

Non-Residential Uses Not Compatible with Residential Land

Objectives for shaping non-residential uses within new areas of development.

Community Facilities

Objectives for community facilities within new neighbourhoods.

Green and Blue Space

Over arching Objectives for open space and water based infrastructure.

Active Place

Design objectives for embedding physical, psychological and social well being into the design of places.

Legibility

Legibility is: the way in which a place is composed and structured to be distinctive, memorable, interesting and of its place, so that it is easy to navigate, and is visually stimulating.

Objectives: DG-LS1 (legibility)

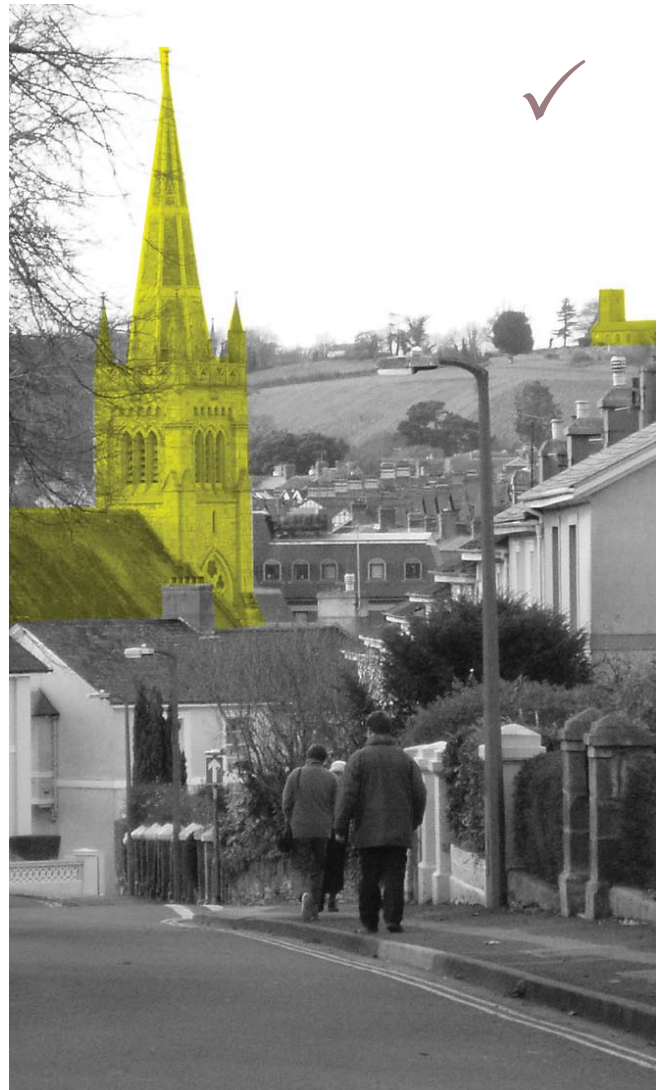
New development in Teignbridge should be designed to be legible; composed to have good definition and structure; be distinctive of the local landscape and environment; be memorable, interesting and easy to navigate; and be aesthetically stimulating.

To achieve this, where appropriate, development should:

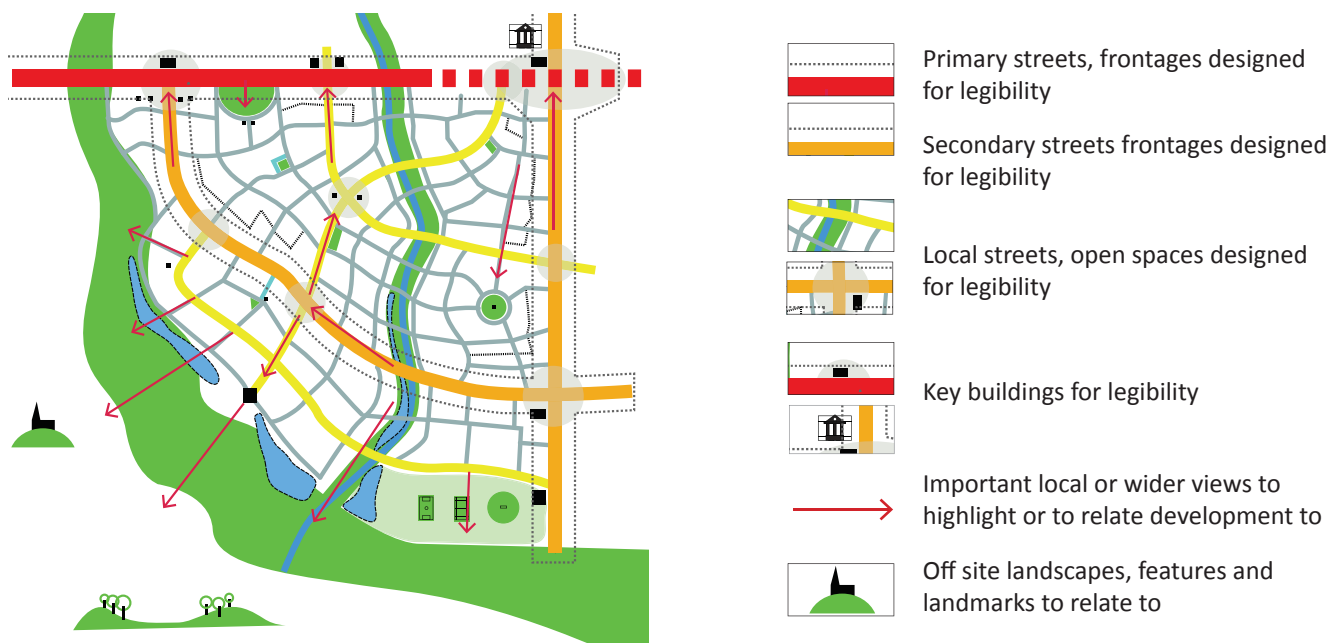
- 1.1. Be arranged to respond positively to the distinctive character, qualities and patterns of natural and built environments that reinforce the local identity of an area.
- 1.2. Retain and integrate notable landscape features to make a positive contribution to a place's identity.
- 1.3. Create visual links between significant existing and proposed buildings, landmarks, landscape features and spaces and areas of new development.
- 1.4. Maintain existing or important view corridors and avoid negative impacts on them.
- 1.5. Design urban edges including those against areas of publicly accessible land to have a positive outlook and have a well defined and distinctive character.
- 1.6. Create a visually stimulating environment at different scales and to design buildings, streets, spaces and public art, to create a network of distinct and memorable routes and places.
- 1.7. Ideally locate buildings which have civic and/or community role in visually prominent positions such as at the corner of a street, the termination of a vista, on a public square or at key junctions.
- 1.8. Retain and integrate existing buildings of distinctive character to make a positive contribution towards an area's identity.
- 1.9. Design side elevations of buildings, particularly those located in prominent locations to be architecturally composed to create interest on the street and enhance

safety and surveillance, for example, through the arrangement of materials and the placement and proportioning of windows

- 1.10. Design and arrange buildings, streets and spaces to have a sense of hierarchy relative to their function and location within a settlement, neighbourhood, route or space, where the highest order of design is applied to the most significant locations. (See sample Legibility Hierarchy Table overleaf).









Visual links of important landmarks form part of the pattern of development within Teignbridge



A legibility diagram to illustrate how landscape and townscape features can be integrated into the form of new development to influence design priorities and create a memorable place that is well related to its surroundings and easy to navigate

Legibility Hierarchy Table

Legibility Hierarchy Table	Primary Streets			Secondary Sts	Tertiary Streets	
	Highest Hierarchy (1)				Lowest Hierarchy (3)	
	<ul style="list-style-type: none">• Most enriched• Most formal• Best materials				<ul style="list-style-type: none">• Least enriched• least formal• Simple materials	
	High Streets	Major Urban Thoroughfares	Avenues/ Principal Sts	Secondary Link Sts	Fine Grained Sts	Mews
						
Inside a village or neighbourhood centre boundary	1	1	1	2/3	2/3	3
Inside a town centre boundary	1	1	1	2	2/3	3
Outside a town or neighbourhood centre boundary but not adjacent to an open space	X	1	1	2	3	3
Adjacent to an open space	1	1	1	1	2	x
At places of significance for legibility	1	1	1	1	1/2	x

Ref policy DG-LS1.12. Sample hierarchy table suitable for a large outline planning application showing a strategy for the design for buildings and spaces. Where 1 is the highest order of design and 3 is the lowest. The above to be applied relative to the character of the existing settlement.

Avoid:

- Terminating streets with views of garages, parking, bin stores, service areas, or sub stations.
- Designing blank or uninteresting prominent side elevations.
- Presenting rear garden boundaries to areas that are publicly accessible including open spaces or existing or proposed movement routes.



Movement Networks

A Movement Network is: made up of the places between buildings and spaces where people move from one place to another. This typically includes routes for walking, cycling, travelling by public transport or in private vehicles.

Objectives: DG-LS2 (Movement)

Development in Teignbridge requiring new routes should set out their movement networks to be permeable, interconnected, walkable, attractive, safe and easy to use move through and navigate, and arranged to complement their surroundings.

To achieve this, where appropriate, development should:

1. Have a clear hierarchy of streets and walking and cycling routes reinforced by a clear strategy and/or detailed design for:
 - 1.1. Accessibility
 - 1.2. Proportion/street width
 - 1.3. Materials
 - 1.4. Landscaping
 - 1.5. Tree planting
 - 1.6. Utilities and services
 - 1.7. Street lighting
 - 1.8. Street furniture
2. Be designed to prioritise users in the following order:
 - 2.1. People on foot and those with disabilities,
 - 2.2. People on bicycles
 - 2.3. Public transport
 - 2.4. Cars and other motorised vehicles
3. Be edged by active buildings or well overlooked open spaces
4. Be interconnected, where there is the option for onward movement without the need for vehicles to u-turn such that streets are normally connected to other streets at intervals that create a walkable network
5. Provide publicly accessible connections between existing and proposed development areas for pedestrians, cyclists and vehicles at intervals that create a well connected network
6. Allow for future access needs to adjacent land in a way that does not frustrate future development potential and inter connectivity
7. Achieve inclusive access to publicly accessible land, such as parks and open spaces, in a manner that optimises permeability, promotes community cohesion and makes effective use of the site. (Some private driveway arrangements may not be able to achieve this)
8. Account for anticipated traffic flows and environmental site factors

9. Be designed such that the character of their movement networks integrate well with surrounding routes to form part of a logical sequence of spaces linked to hierarchy and route function across a settlement.

The following criteria may be used to help identify route type and to set key overarching design principles:

Primary network Streets tend to

- Pass through and connect neighbourhood centres
- Provide efficient movement between primary routes and important destinations
- Need to provide for prioritised segregated cycle movement, (including at side roads)
- Need to provide for access to public transport
- Have design speeds of not greater than 30mph outside neighbourhood centre areas and not greater than 20mph inside neighbourhood centre areas

Secondary network streets tend to:

- Provide for safe on-road cycle movement
- Have design speeds of not greater than 20mph

Tertiary network streets tend to:

- Provide fine grained links between primary and secondary routes enabling a walkable block structure
- Provide for safe on road cycle movement
- Have design speeds of not greater than 20mph

Mews streets tend to:

- Provide the smallest scale streets upon which to live and pass through
- Be designed to be publicly accessible

Walking and cycling routes tend to:

- Need to be safe, convenient, direct, attractive, appropriately lit, well overlooked, of sufficient width for the anticipated numbers of users, well connected to other existing and proposed routes and well related to desire lines

Residential Density

Residential Density is: measured as the number of dwellings per hectare (dph) and is used to estimate the number of people living in any given area. Well designed and located areas of higher density enable more people to have, within a short walk, access to things that they need regularly, like shops, local facilities, public transport, cafés and restaurants. In turn, the facilities are more likely to be successful over time as they have the necessary numbers of people within walking distance to support them.

Objectives: DG-LS3 (Density)

The distribution of density of new dwellings within Teignbridge should be arranged to:

Support the principles of walkable neighbourhoods - giving convenient access to necessary services, facilities, infrastructure and public transport by walking cycling. Make the most effective use of the site and be responsive to the characteristics of the site and its wider context.

To achieve the above, where appropriate, development should:

1. Be structured in such a way so that the areas of highest density are located to support local facilities and where there is good access to public transport.
2. Use the following net* density target ranges as a guide, allowing for increases or decreases for character, settlement type, topography, nonresidential uses viability and townscape reasons such that:
 - 2.1. Density ranges for Major Urban Thoroughfares, Avenues/Principal Streets (ref p.13) and Neighbourhood Centres aim to be around 40-60 dph.
 - 2.2. Density ranges for main town centre areas aim to be around 50-70 dph
 - 2.3. Density ranges for park edges and other green spaces aim to be above 30 dph (but rarely below 20 dph)
 - 2.4. Density ranges for all other areas that are well related to settlements should aim to be above 30 dph and 40dhp in more compact locations.

* Density calculations are to include all private and communal space within the curtilage of an urban block, all parking areas, estate roads, play areas and small urban parks and spaces situated in the secondary and tertiary network but excluding highway infrastructure, sports pitches, allotments, parks, SuDS systems, schools and other infrastructure requirements and land associated with non-residential uses except where that use forms part of a mixed use building that is partially residential



The central area of Teignmouth, built at the higher density ranges, achieves well defined, high quality living environments close to local facilities

Teignbridge residential density examples:



Major Thoroughfares/ Townscape 70+ dph



Town Centre 50 - 70 dph (as flats above shops)



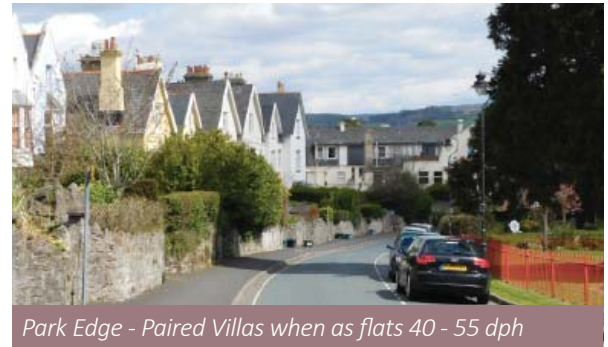
Neighbourhood Centre 45 - 60dph



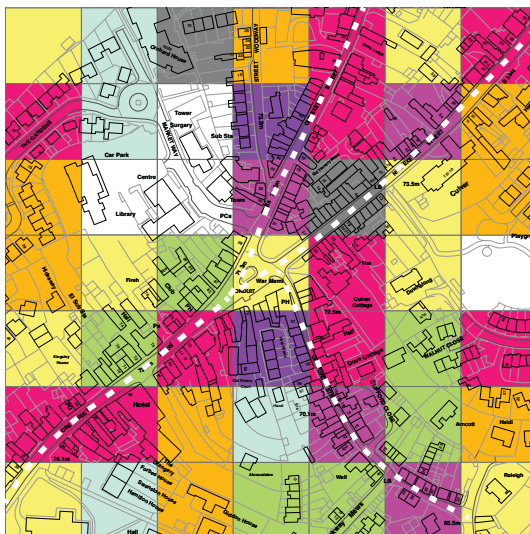
Semi-detached, terraces & some detached 35 - 50 dph



Park Edge - Terrace houses 40 - 55 dph (some as flats)



Park Edge - Paired Villas when as flats 40 - 55 dph



Chudleigh centre: Residential address points within 50m grids giving an indication of the distribution of residential density (gross). Historic or key routes highlighted.

No. residential address points / hectare (ap/h)

0- 10 ap/h	50- 60 ap/h
10-20 ap/h	60-70 ap/h
20-30 ap/h	70- 80 ap/h
30-40 ap/h	80-200 ap/h
40- 50 ap/h	

In Chudleigh the higher residential address points densities are found towards the centre and along historic or current key routes. The coincidental increased population density should help to support central nonresidential uses. Across the sample an average gross density of 30 ap/h is achieved. Roughly this equates to about 40 ap/h net density (after deductions for nonresidential land areas)

Scale of the Built Form

The Scale of the Built Form is: the height and overall size of buildings. Generally, taller buildings define primary streets, mark important locations for townscape reasons, edge and define wider spaces, and are to be found in central areas of towns and villages and are often in areas of higher density.

Objectives: DG-LS4 (Scale)

The scale of development is to be well integrated with and designed to enhance the distinctive character of the area, using and arranging forms to clearly define and distinguish public and private spaces in a stimulating, legible well structured manner that makes effective use of the site

To achieve the above, where appropriate, development should **clearly define streets and spaces as follows:**

1. Built form should be scaled to define and enclose streets and spaces to create a legible environment that supports other Principle Layout Strategies.
2. Building heights should be set in response to:
 - 2.1. Local context
 - 2.2. The hierarchy of routes and spaces (ref DG-LS2 and Building Storey Table below)
 - 2.3. The orientation to open spaces
 - 2.4. The overall width of spaces to which they relate to create enclosure, where taller buildings are related to wider spaces and lower ones to narrow spaces
 - 2.5. Topography
 - 2.6. The proximity to neighbourhood and town centres
 - 2.7. landscape character and heritage assets
 - 2.8. Townscape and legibility (ref DG- LS1) where storey heights may be increased for example:
 - 2.8.1. at the intersections between principal streets as well as those of secondary streets
 - 2.8.2. for key landmarks or to create specific points of emphasis.
3. Storey heights are to be taken from identified ground floor slab levels or development platform levels





Building Storey Table:

Buildings in new development should to be scaled using the table below as a general guide for likely predominant ranges. Storey heights are expressed as parameters in order to be responsive to local conditions, design intent and the sense of enclosure required

	Primary Network			Secondary Network	Tertiary Network	
	High Streets	Major Urban Thoroughfares	Avenues/ Principal Streets	Secondary Link Streets	Fine Grained Streets	Mews
Ref DGLS2 linetypes	■ ■ ■ ■	■■■■■	■■■■■	■■■■■	■■■■■	■■■■■
Inside a village or neighbourhood centre boundary	2 - 3.5	2 - 3.5	2 - 3.5	2 - 3.5	2 - 3	2 - 2.5
Inside a town centre boundary	3 - 5	2.5 - 5	2.5 - 4	2.5 - 3	2 - 3	2 - 2.5
Outside a town or neighbourhood centre boundary but not adjacent to an open space	X	2.5 - 3.5	2 - 3.5	2 - 3	1 - 3	1 - 2.5
Adjacent to an open space	3 - 5	3 - 5	3 - 4	2.5 - 3	2 - 3	x
At places of significance for legibility	3 - 5	3 - 5	3 - 5	2.5 - 4	2.5 - 3	x

Scale ranges derived from research of towns and villages within Teignbridge.



-  Taller buildings for townscape reasons
-  Taller scale buildings
-  Smaller scaled buildings
-  Neighbourhood centre boundary

Increasing storey heights relative to street hierarchy, places of significance for townscape reasons, or adjacency to open spaces helps to create clearly distinguishable and easily navigable places

Diagram to show how a strategy for building height could be expressed to reinforce legibility and route hierarchy.



The main route through Chudleigh neighbourhood centre is defined predominantly by 2.5-3 storey buildings.



Courtenay Park, Newton Abbot is edged with 2.5-3 storey buildings. These frame the park edge and provide a sense of overlooking that helps keep the park feeling safe.

Neighbourhoods

A Neighbourhood is: a notional area of development that is local in scale and based around a nominal 5 minute walk or 400m distance where access to a range of local facilities, jobs, and public transport is possible.

Objectives: DG-LS5 (Neighbourhoods):

Development is to be arranged to function with options to access facilities, goods, services and jobs readily on foot, cycle or public transport. They are to be structured for ease of movement for pedestrians and cyclists with layouts that promote health and well being and promote community cohesion whilst making effective use of the site.

To achieve the above, where appropriate, neighbourhoods should be designed as follows:

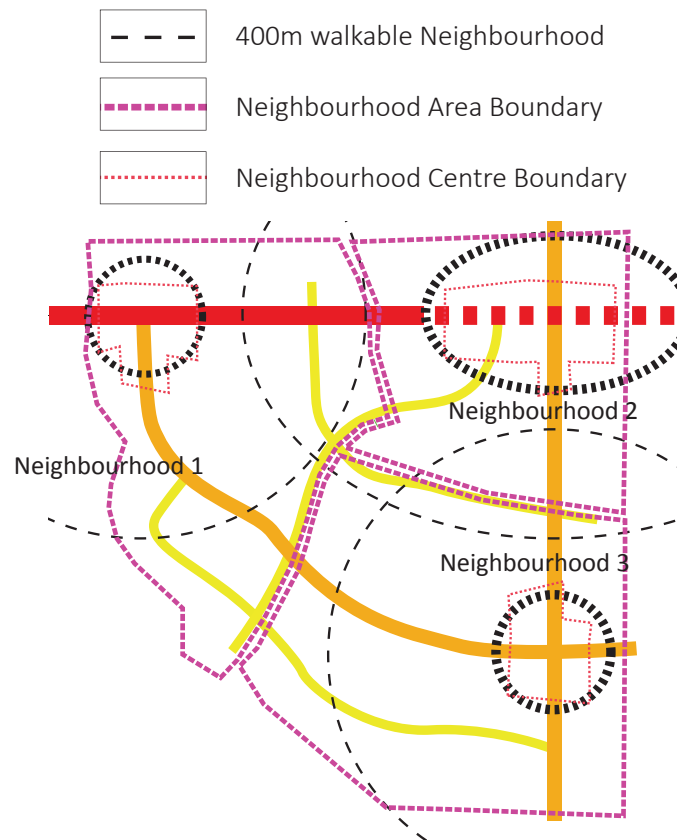
1. Structured so the majority of homes have good access to a range of local jobs and facilities within approximately 400m distance or a 5 minute walk (see also DG-LS8) via a permeable network of convenient routes for pedestrians and cycles
2. To meet the other objectives set out within the Teignbridge Design Guide such as for Density and Scale...
3. With neighbourhood centres that are:
 - 3.1. Located where good access to public transport is most likely, such as on primary network streets with through traffic
 - 3.2. Typically not be greater than 1.5 development blocks* deep from the primary thoroughfare and ideally orientated around the intersections of primary routes or primary with secondary routes
 - 3.3. Well defined with a clustered mix of nonresidential uses that are compatible with other uses nearby and complement those within the local area
 - 3.4. Designed to create civic pride, be high quality, have a clear approach to character, and be comfortable and safe for their users, by the:
 - 3.4.1. Prominent positioning of civic buildings and community spaces
 - 3.4.2. The inclusion of high quality materials of construction in public realm areas including; surfaces, landscaping, and for buildings
 - 3.4.3. Designing for and prioritising pedestrian amenity and comfort over those of vehicles

* Development blocks defined within Urban Structures chapter



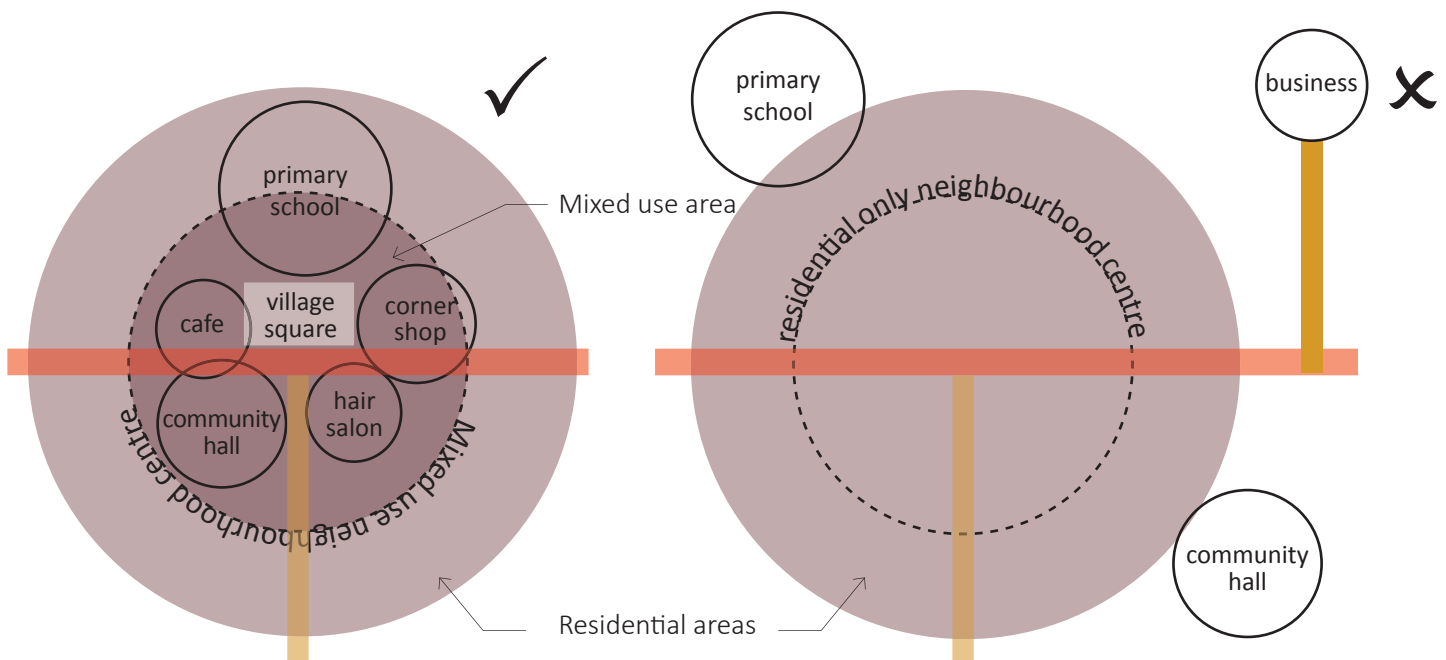
Chudleigh, a walkable neighbourhood whose mixed use centre is clustered around the key junction of a primary route.

- New development proposals of sufficient scale are to define neighbourhood areas and neighbourhood centre boundaries. Each neighbourhood is to be broadly based on a 5 minute walk or about 400m distance from the defined neighbourhood centre.



Avoid

- Locating shops and community facilities in places that do not have sufficient residential critical mass away from the primary and secondary routes or neighbourhood and town centres.



- Plan to cluster local facilities and compatible non-residential uses within mixed use neighbourhood centre areas. Residents will benefit from good access to a variety of shops and facilities from each journey.
- Isolated non-residential uses and facilities perpetuate single purpose destination trips and are unlikely to create a walkable neighbourhood or support variety and vibrancy within the neighbourhood centre.

Land Use - Nonresidential Uses Compatible with Residential Land

Nonresidential Uses Compatible with Residential Land are: those land uses that are able to sit alongside the places where people live without having an adverse impact on residential amenity. The different uses can co-exist to their mutual benefit.

Objectives: DG-LS6 (Land Use: Non-Residential Uses Compatible with Residential Land)

New proposals are to integrate compatible nonresidential and residential uses in a manner that favours ease of access for walking, cycling and public transport. Arrangements are to be inclusive where the resulting places are attractive, vibrant and stimulating and promote health, well being, community cohesion, and public safety.

To achieve the above, where appropriate, compatible nonresidential uses should be integrated as follows:

1. As well as the areas defined within the Local Plan and Development Framework Plans for employment, neighbourhood centres should be the focus for nonresidential uses that are compatible with residential land. The uses within these centres should be arranged to create easily accessible neighbourhood cores with a mix of uses that:
 - 1.1. Are mixed both vertically and horizontally
 - 1.2. Front onto primary streets, or
 - 1.3. Front onto primary or secondary streets at prominent locations such as at corners and at urban squares
 - 1.4. Are within areas with attractive civic urban character
 - 1.5. Are supported by parking and public transport facilities
2. To allow for some degree of flexibility in the location of where nonresidential uses may be delivered, some nonresidential uses that are compatible with residential land could be located outside an identified neighbourhood centre core boundary in locations that:
 - 2.1. Front onto primary streets, or
 - 2.2. Front onto primary and secondary streets at prominent locations such as at corners and at urban squares.
3. Some B1 uses could be located up to half a block back from primary streets providing that the majority of nonresidential uses remain in more prominent locations.
4. About 10% of buildings located as per DG-LS6.2 should be designed to be adaptable to change between different uses over time without significant modification by designing, for example:
 - 4.1. Higher ground floor, floor-to-ceiling heights
 - 4.2. Separate access to upper floors
 - 4.3. Non-structural internal ground floor walls.
 - 4.4. The capacity to fit larger areas of glazing to the ground floor front elevation
 - 4.5. The introduction of bay windows to ground floors
5. New development areas of sufficient scale to include new neighbourhoods are to define neighbourhood centre boundaries within which nonresidential uses that are compatible with residential uses should be located as set out above.
6. For Local Plan allocations where more than one neighbourhood is necessary, each neighbourhood centre should contain sufficient nonresidential uses to ensure daily needs of each neighbourhood can be met relative to the context that the neighbourhood centre plays within the allocation and settlement as a whole.



Shaldon, Fore St. Non-residential uses (red) mixed with residential uses along or very close to an important route.

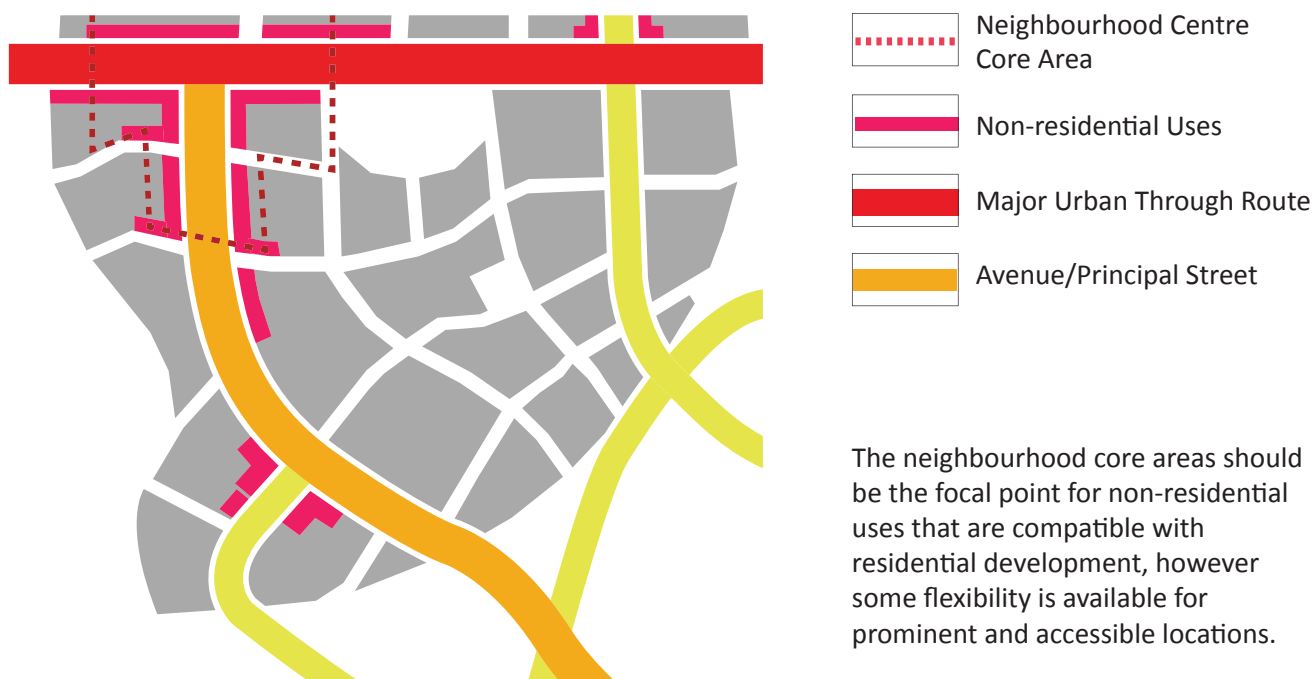


Diagram to illustrate the approach to integrating nonresidential uses alongside residential uses.



Shaldon, Fore St. A mix of residential and non-residential working side by side along a principal street.

Land Use - Nonresidential Uses Not Compatible with Residential Land

Non-Residential Uses that are Not Compatible with Residential Land are: those land uses that are not able to sit alongside the places where people live because of the manner in which they function. Typically these uses tend to have unacceptable hours of operation or generate levels of noise, smells, dust, or heavy goods vehicle movements, which tend not to be compatible with residential life.

Objectives: DG-LS7 (Land Use: Non-Residential Uses Not Compatible with Residential Land)

Development within areas where land uses are proposed that are not compatible with the places where people live, are to maintain or enhance environmental assets and make effective use of the site. They are to be set out so that high quality buildings, in materials appropriate to the area create clearly distinguishable and well defined public and private spaces that are safe attractive, stimulating and accessible and have well structured layouts that are not dominated by highways and suds and perform well for access for walking and cycling:

To achieve the above, where appropriate, compatible nonresidential uses should be designed as follows:

1. Have a positive or neutral impact on the character of the area responding sensitively to views and settings
2. Be designed so that buildings, spaces and landscaping create well defined areas and contribute towards local identity and legibility
3. Have a permeable movement network that prioritises pedestrians and cyclists over vehicles and feels safe for its users and accounts for their needs at their destinations
4. Be structured and detailed to reduce crime and the fear of crime at all times of the day, such as:
 - 4.1. by ensuring that public areas are well overlooked

- 4.2. by selecting and arranging compound fencing and security to reduce its impact and dominance and to integrate it well with other design elements
5. Be set out so that surface water is well managed and integrated positively into design proposals
6. Accord with any design codes or guidance relating to the area

Design Codes

Where land is proposed to come forward over a period of time or for different users the preparation of design codes for the design and layout of infrastructure, plot arrangements and landscaping will normally be expected to ensure that development has a holistic approach across different development parcels. Where used, such codes could include suitable approaches to

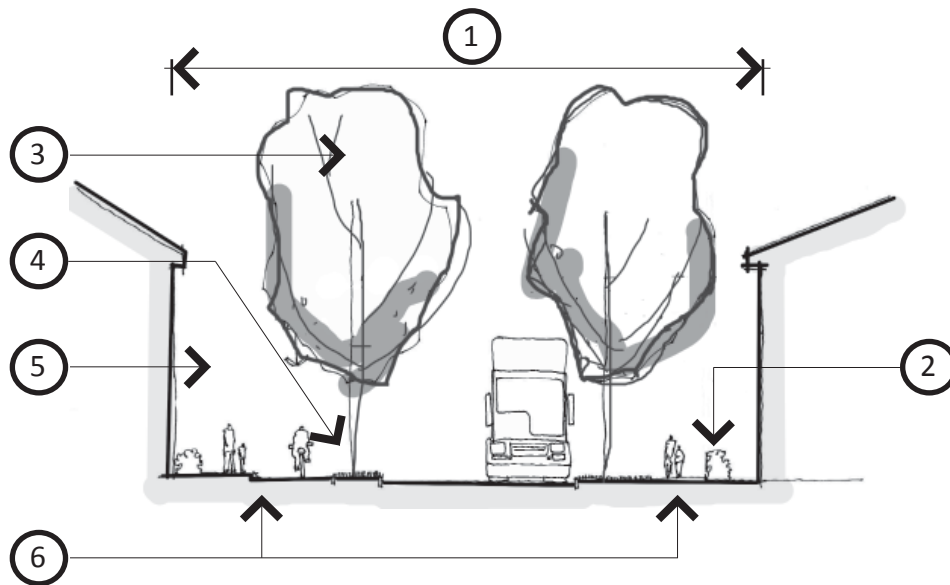
- Street design
- Lighting
- Scale
- Form
- Colour
- Materials
- Boundaries
- Landscape design
- Parking and servicing
- Boundary treatments
- Building setbacks and plot arrangements



Breaking up rooflines, fragmenting building mass and the sympathetic orientation of buildings can help to reduce the impact on views of large buildings at the rural edge



Large, prominent, and consistent rooflines will tend to have a negative impact on surrounding views when abutting a rural edge and should be avoided



Key design areas affecting the character of public realm/access infrastructure.

1. Areas that are visible to the public should be designed to be attractive and to feel safe
2. Boundary treatments that edge public areas are to support a sense of continuity and integrate well with other structures. They must not appear defensive or create a sense that there is a fear of crime.
3. The design of common non-plot areas should be designed holistically to reinforce a sense of place and to maximise multifunctionality
4. Integrate SuDS features where appropriate
5. Front entrances should relate to the street and/or public areas. Long blank sides to public areas that provide no sense that the area is being overlooked should be avoided
6. Prioritise pedestrian and cycle users and design-in networks for them from the outset



Layouts should be set out to ensure that safe and convenient access is available for all users. Buildings and landscaping are to be arranged to create attractive places to visit and work.

Land Use - Community Facilities

Community facilities are: those uses whose function brings community benefit or has a public role. They are often (but not always) in part, publicly funded and can include: schools and colleges, surgeries and medical centres, community halls, churches, meeting places, leisure centres, sports clubs and play areas. Buildings and facilities that have a community role carry a civic responsibility and play an important role in the manner in which an area is perceived.

Objectives: DG-LS8 (Community Facilities)

Civic buildings are to exhibit design quality and respect local character. Facilities are to be located to be easily accessed within inclusive layouts by walking, cycling and public transport and are to create clearly defined, distinguishable, attractive and stimulating spaces whilst contributing to a well structured layout and contributing toward way-finding.

To achieve the above, where appropriate, community facilities within Teignbridge should therefore be:

1. Located:

- 1.1. To be well related to the distribution of facilities within a neighbourhood (see table overleaf for broad distances) on land that is appropriate for their purpose
- 1.2. Where access is convenient and suitable for all users
- 1.3. Near other uses where trips are likely to be combined
- 1.4. In prominent locations appropriate to the function and purpose of the facility and should be arranged as components of an area's character and legibility.

2. Designed:

- 2.1. To be accessible for all users with public entrances well related to public areas
- 2.2. To create safe outside areas that are well overlooked
- 2.3. Where appropriate, to celebrate their public function, capture a sense of civic pride and be responsive to local and wider views
- 2.4. To relate well to the surrounding area in matters such as materials, form, scale, proportion, detail, layout and landscaping
- 2.5. To have attractive, robust boundary treatments where necessary
- 2.6. To have parking areas that do not dominate public areas

2.7. To make provision for people on bicycles

2.8. To have well located service and waste arrangements that have no detrimental impact on the function or appearance of public areas



Albany Surgery, Newton Abbot: Well related to a primary route, local primary school and convenience store. A new building designed in locally distinctive materials.

	Home Area				Neighbourhood				District/Small Town			
Approximate “Within” Distances from Home (m)	100-200	200-300	300-400	400	400-600	600-800	600-1000	800-1000	1000-1500	1500-2000	2000-3000	3000-5000
Toddlers Play	→											
Playgrounds and Kickabout	→	→	→									
Bus Stop	→	→	→	→								
Local Park or Greenspace	→	→	→	→	→							
Local Centre, Pub, Hall	→	→	→	→	→							
Access to Green Network	→	→	→	→	→							
Allotments	→	→	→	→	→	→	→					
Primary School	→	→	→	→	→	→	→					
Surgery	→	→	→	→	→	→	→	→				
Playing Fields	→	→	→	→	→	→	→	→	→			
Secondary School	→	→	→	→	→	→	→	→	→	→		
Town or District Centre/Superstore	→	→	→	→	→	→	→	→	→	→	→	
Leisure Centre	→	→	→	→	→	→	→	→	→	→	→	
Industrial Estate	→	→	→	→	→	→	→	→	→	→	→	→
6th Form College	→	→	→	→	→	→	→	→	→	→	→	→

Table based on work within *Shaping Neighbourhoods*, Hugh Barton et al, 2010



Newton Abbot Library is prominently located terminating the view along Bank Street and Highweek Street. It has a prominent entrance and is embellished with detail that celebrates its public function.

Land Use - Green and Blue space

Green and blue space is: the land that forms part of urban areas that includes parks, squares and woodlands as well as street trees, footpaths, cycle paths, river and stream corridors, drainage features, wetlands and other open spaces. Green and blue spaces can form networks that provide economic, social, health and environmental benefits such as for recreation, movement, sport, education, ecology and health and can be a link to an area's built and natural heritage, wildlife, traditions and character.

Objectives: DG-LS9 (Green and Blue Spaces)

Development is to be arranged so that green and blue spaces are well integrated with the built and natural environment, respecting the distinctive character of the area. They are to be easily accessible by walking and cycling and public transport and inclusive and usable by all. Spaces are to be clearly distinguishable and defined and designed in a manner that promotes health, well being community cohesion, public safety and results in a memorable, stimulating and attractive environment.

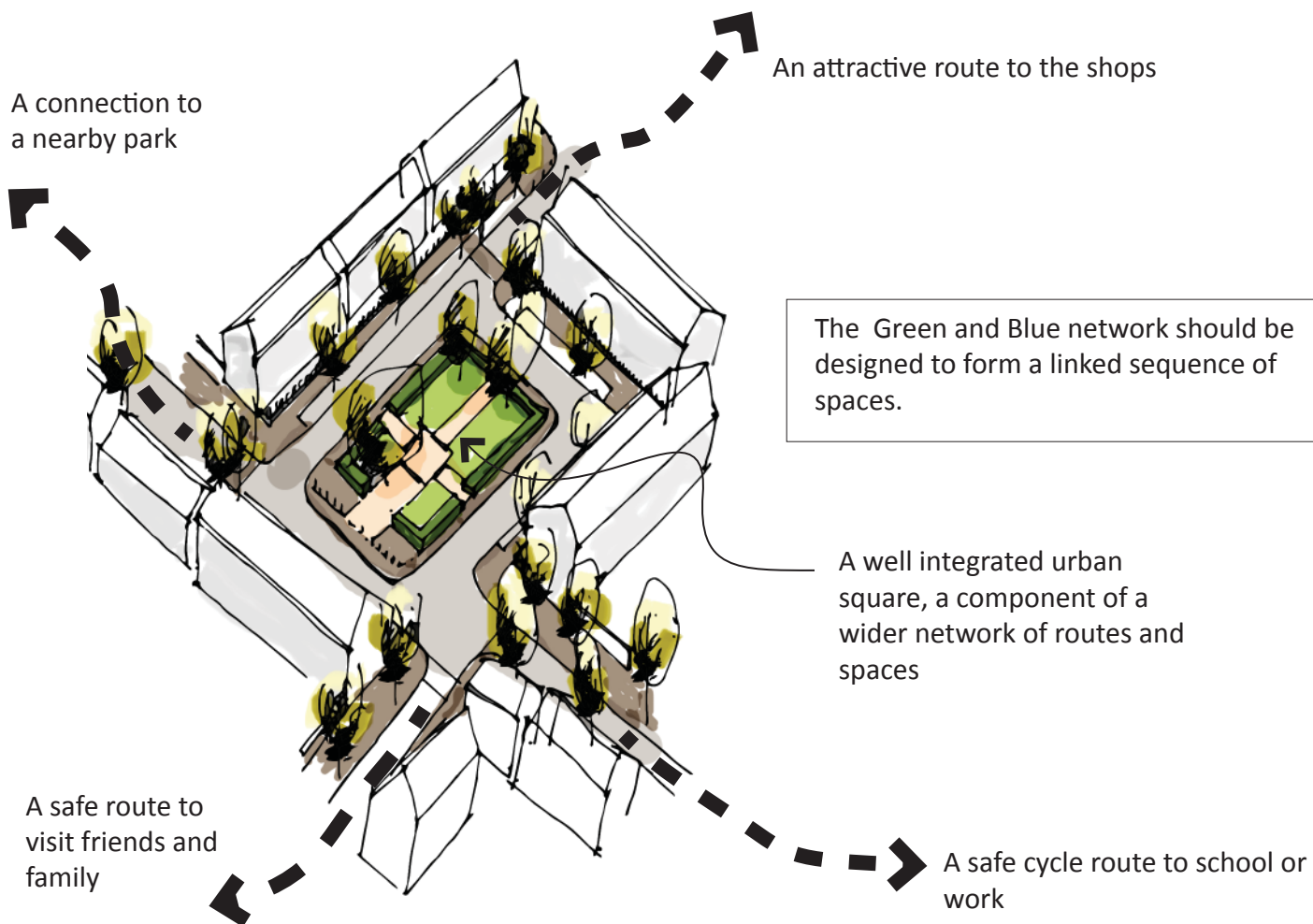
To achieve the above, where appropriate, **green and blue spaces within Teignbridge should therefore be designed to:**

1. Create networks of green and blue spaces that:
 - 1.1. Contribute towards the creation of an attractive and valuable network that delivers relevant GI strategies
 - 1.2. be designed to be at the heart of the design and arrangement of new development
 - 1.3. Reinforce local character, heritage and identity
 - 1.4. Function for people, wildlife and drainage appropriately

- 1.5. Recognise the benefits of nature-rich green space to physical and mental health
- 1.6. To have a clear approach to:
- 1.7. Local character and appearance including:
 - 1.7.1. The degree of formality or informality appropriate
 - 1.7.2. The aesthetic and sensory aspects such as colours, textures, smells, species, and traditions
 - 1.7.3. Patterns of development - from legibility to materials and details
- 1.8. Layout, function, and connectivity i.e.
 - 1.8.1. For wildlife or/and people, movement, play or active leisure
 - 1.8.2. to maintain zones of connection relating to the South Hams SAC for greater horseshoe bats
- 1.9. The approach to reconciling conflicts between different aspects of design
- 1.10. Maintenance operations, their review and adaptation, and is to include the methods and mechanisms to permanently secure the multifunctionality of spaces envisaged at the outset.



Victoria Gardens, Newton Abbot. A small urban park, reinvigorated and now much used by town centre users.



Play areas and sports pitches can form an important part of the green and blue network



High quality and well planned cycleways and footpaths help people make healthy travel choices

Active Place

Active Place is: a way of putting places together so that opportunities for people to be both physically and socially active are inherent within the way that they are designed. Actively designed places enable people and communities to derive physical and mental health and social cohesion benefits from the environment about them.

Objectives: DG-LS10 (Active Place)

Active Place design is to be embedded into the design of development in a manner that creates inclusive layouts that promote health and wellbeing community cohesion and public safety. Accordingly, places are to be accessible favouring trips by walking and cycling to access daily needs. Routes and spaces are well defined and designed to be attractive and provide a stimulating environment.

To achieve the above, where appropriate, development should approach active design in the following manner:

1. Accessible Activity

Neighbourhoods, facilities and open space should be accessible for all users and provide opportunities for physical activity across all ages and abilities, enabling those who want to be active to be so, whilst encouraging those who are inactive to become active

2. Walkable Communities

Local facilities, services, destinations, points of interest and locations meeting peoples daily needs should be connected by integrated networks of walking and cycling routes within convenient walkable ranges

3. Connected Travel Routes

All destinations should be interconnected by direct, legible and integrated active travel routes. Routes must be safe, well lit, overlooked, welcoming, well-maintained, durable appropriately surfaced and clearly signposted. Active travel modes should be prioritised over other modes of transport

4. Infrastructure

To provide a diverse range of activity, infrastructure should be designed to enable and encourage physical activity to take place for different age groups across all contexts, including workplaces and public space

5. Management of Space

The management, long-term maintenance and viability of public spaces should be designed to ensure long-term functionality for Active Place

6. Streets and Spaces

Movement and public space networks and areas are to be high quality, multifunctional, legible, and

provide direct, safe and convenient pedestrian and cycle and other wheeled user access whilst employing high quality durable materials, street furniture and signs

7. Co-location of Community Facilities

Community facilities and services should be co-located with a concentration of retail and associated uses, to support linked trips. A mix of land uses and activities at appropriate densities, ideally within walkable ranges, should be provided - creating multiple reasons to visit a destination on foot and minimising the number and length of trips

8. Active Buildings

The internal and external layout, design and use of buildings should provide opportunities for physical activity, such as providing facilities to safely store bicycles, and for employees to shower and dry and store clothes

9. Activity Promotion

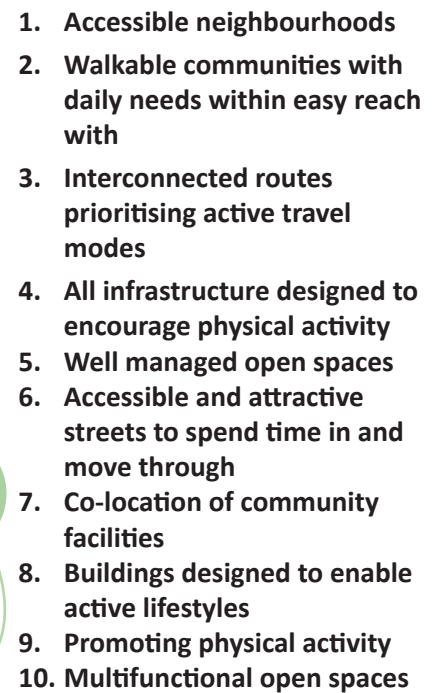
Measures should be introduced that highlight or promote the usability of space and opportunities for participation in physical activity as a means of improving health and wellbeing across neighbourhoods, workplaces and facilities

10. Network of Multifunctional Open Space

Multifunctional open space networks that integrate well with nature and the local landscape are to be created across all communities to support a range of activities including active and passive recreation, play, and other landscape uses. Facilities should be positioned in accessible locations with walking and cycling routes connected to the broader network

Designs that ignore Active Place tend to:

- Fail to create connections that enable the free movement of people between different areas of development or stifle the potential for future connectivity
- Miss opportunities to layer design solutions for different users and travel modes that encourage or facilitate active patterns of use. For instance walking routes to schools or play areas can be designed to be engaging and to accommodate pushchairs and scooters



A photograph showing three children playing on a path made of large, dark, rounded stones in a forest. One child in a green shirt is in the foreground, jumping over a stone. Another child in a green shirt is in the middle ground, also jumping. A third child in a red shirt is further back on the path. The forest has many tall, thin trees and a ground covered with fallen leaves.

A tall, stone clock tower with a crenellated top and a clock face, standing in a town square. People are walking on the paved ground in front of it. The tower is surrounded by white buildings and trees.

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