Teignbridge District Design Code

Appendix 4
May 2026

Contents

1. Why Good Design is Important in Teignbridge

Good design is one of the main ways that we can create the sort of district we want, with attractive high quality places, strong and cohesive communities, high levels of biodiversity and an ability to address the impacts of climate change. Good design is also the means to ensure that Teignbridge remains a place where people want to live and where businesses want to invest.

Good design will be one of the means by which Teignbridge can create environments in which both people and nature can thrive. It can encourage a buoyant local economy that is supported by physical and digital infrastructure. High standards of design will create places of quality where residents can lead healthy, happy lives.

In Teignbridge good design needs to create beautiful places, responding to the diverse characteristics of each part of the district and strengthen the different roles of each of its towns and settlements. It needs to ensure that development proposals relate to the characteristics of each location, its heritage, landscape and topography. This means that in Teignbridge there is a particular importance in contextual design to ensure that the remarkable diversity and quality of the district is strengthened and retained.

Good design can also be the means to enable new infrastructure to be provided as early as possible, so that people moving into the new homes have access to those facilities straight away.

Good design can ensure development contributes to the mitigation of, and adaptation to climate change, and to make it easier to achieve the legally binding targets for the UK to bring all greenhouse gas emissions to carbon neutral by the year 2050.

Good design can help ensure that future growth and development in the district takes into account the need to reduce both the production and consumption emissions of new development.

2. The Outcomes of Good Design

In the National Design Guide the Government has defined the key characteristics of good design. This design code seeks to set out locally appropriate and distinctive responses to these nationally defined characteristics. The purpose of this Design Code is to set out how these outcomes will be achieved in Teignbridge.

In Teignbridge, the Council's commitments to its communities, nature recovery and its determination to work towards meeting national and local carbon budgets, aligning with the Paris Agreement, and to minimise it's contribution towards further global warming (Local Plan Policy CC2), means that we consider some attributes of design as fundamental; that is, setting the essential framework on which other aspects of design can be built on.

The Council's design priorities are set out in Local Plan Policy DW2.

This Design Code explains how these policy requirements can be met and establishes a clear set of criteria against which proposals can be assessed. The key design principles set out in DW2 address:

1. Local Engagement
2. Climate Resilience
3. Green Infrastructure
4. Context
5. Identity
6. Built form
7. Movement
8. Streets and Public Spaces
9. Uses
10. Homes and Buildings
11. Lifespan

Of these characteristics, the first three are considered fundamental because they are key to the creation of low carbon, biodiverse places that meet the needs of people.

Fundamental design outcomes:

Local Engagement: Design proposals must seek to respond to the views and concerns of local communities and incorporate what is important to local people about the place physically and culturally. This will include the stewardship of the place and the opportunities for local community ownership and management that can be crucial to local identity. Through local engagement, proposals must identify and reflect the best elements of the locality in the design and layout of new development and create an identity that is rooted in the positive qualities and characteristics of South Devon.

Climate Resilience: Resources consumed and carbon emitted will be minimised through the construction and operational phases of development, and by delivering compact walkable developments and site layouts based on connectivity and using low carbon energy solutions.

Green Infrastructure: Reflecting the council's commitment to work with statutory and other partners to protect, enhance and restore the biodiversity of the District and deliver nature recovery, design proposals will result in a net biodiversity gain and will connect and link up habitats on site and in surrounding areas.

Design proposals will be expected to include a clear statement of how they ensure the delivery of local engagement, minimise the use of resources to support our net zero obligations and will provide green infrastructure that complements health and wellbeing and contributes to the reversal of biodiversity decline.

3. The Purpose of the Design Code

This design code is intended to provide a framework and reference point to achieve high quality development within the Teignbridge LPA area by:

- Supporting and amplifying the headline design policies of the Teignbridge Local Plan 2020-2040;
- Spelling out how good design can support the delivery of the Local Plan vision;
- Establishing a set of clear design outcomes, standards and parameters consistent with the National Design Guide, for the design of new development;
- Providing district wide guidance on how each of the desired design outcomes can be achieved in a locally distinctive way;
- Setting clear expectations for the ways of working that will be necessary to achieve the design outcomes; and
- Providing a framework for the development of area-wide and site codes across Teignbridge.

The Local Plan Design and Wellbeing Policies, together with this District Design Code, provide local design requirements for Teignbridge as encouraged by national policy. This Code contains requirements and adds detail to the policies of the Local Plan and uses a range of illustrations to highlight good and bad examples of design, and checklists to ensure that all design issues are addressed. This Design Code should be regarded as the overarching framework under which site-specific design codes should be prepared as directed by Local Plan Policy DW2. It should also be used to guide any design elements of planning proposals not otherwise required to provide design information as per Table 3 of Local Plan Policy DW1. These applications, which include, but are not limited to changes to shop fronts, commercial development, or householder extensions, should all have regard to any relevant parts of the District Design Code.

The code sets out the design outcomes to be achieved by development, commensurate with the scale set out in Local Plan Policy DW1, and the locally contextual way of achieving this. It should be used in the development of detailed planning applications and also as the template for the development of area and site specific codes. Where site specific codes are developed in accordance with this District Design Code and agreed through pre-application or the planning application process, the site specific code will take precedence over this District Design Code.

The code is built upon the clear policy and guidance provided by government and, as such, this code continues a golden thread of guiding the creation of well-designed places from the NPPF through the National Design Guide and the National Model Design Code (parts 1 and 2) and the specific design policies contained in the Teignbridge Local Plan. This code sets out the council's expectations in terms of how new developments can help the council to deliver its Local Plan objectives and ensure that all new development in Teignbridge is well-designed.

4. A Shared Purpose – The Teignbridge Way

In Teignbridge we want planners and developers, communities and designers to work together to achieve the design outcomes that we all believe are important. This means that we need to have a shared understanding of what we are seeking to achieve through the design process so that we can discuss transparently how to best achieve a particular design outcome. Design is a creative process that we believe must unite planners, developers, communities and designers from the earliest stage of a design process. We have defined 5 practical steps to achieve good design together, we call this the 'Teignbridge Way', a shared way of working to create great places together.

An essential component of preparing designs for new development will be the creation of a clear strategy for developers and potential applicants to engage with local communities including the establishment of bespoke groups of citizens to work with the developers and council throughout the development process. A clear requirement of the code is for prospective developers to discuss and agree with the council at the outset how they intend to engage with local communities and stakeholders and to set this out in a strategy.

A site specific code is required for all proposals of 30 homes or more and for custom and self-build sites of 2 homes or more as set out in Local Plan Policy DW1. This Code will be the template for all site specific codes. The developer will lead and be responsible for the preparation of the site code and all associated resourcing requirements (including those of the council). In most cases, especially for strategically significant sites, the council will seek to work in conjunction with a site owner or developer to prepare the code collaboratively with the engagement of key stakeholders and full local community engagement.

It is through this way of working that the individual elements of the government's ten characteristics of well-designed places are brought together. It is important that we don't think of the ten characteristics as individual tasks to be ticked off as they are drafted but rather as the ingredients that need to be carefully integrated through the design process set out below.

We will expect all design proposals to be prepared taking into account this way of working.

Step 1 - Common Purpose: Being clear on the shared design outcomes we are seeking to achieve.

Step 2 - Context: Understanding the context and agreeing the issues we need to address.

Step 3 - Planning: Designing to deliver the outcomes.

Step 4 - Delivery: Appraising our designs to see if we have achieved what we wanted to and seeking better solutions.

Step 5 - Improvement: Learning from what has worked and what hasn't.

5. The Code and How to Use It

This code sets out clear requirements for applicants who are considering and preparing development proposals in Teignbridge District. Each of the ten characteristics of well-designed places, as defined by the government, is set out in its own chapter. Because we believe it to be fundamental, we have added Local Engagement to the government's ten characteristics which gives this code for Teignbridge eleven characteristics. These characteristics must be achieved within a framework that prioritises the delivery of the three fundamental design outcomes. Each chapter is set out in the following format:

The Required Outcome – This is a description of what the council is seeking to achieve;

What we want to see – This provides clear, illustrated guidance on what the Council seeks to achieve and incorporates clearly annotated illustrations of mainly local and regional examples that show the sort of development that the council seeks to encourage;

What we don't want to see - There are also examples of development that the council considers do not help to deliver the stated outcome, and which are likely to be rejected;

Information requirements – This section sets out the information that the council requires developers and prospective applicants to provide in order to demonstrate that they have considered how a particular characteristic can be successfully incorporated into the overall scheme design. This will include identifying locally relevant examples and describing how they have influenced the design of the scheme.

Checklist – Each chapter includes a checklist that brings together the code requirements for that topic. This consists of the required outcomes and supporting information. Where supporting information is shown as a requirement, this is based on Local Plan Policy.

The checklist is to be used by any prospective developer and it will also be used by the council to ensure that the required information has been submitted in the format required by the developer.

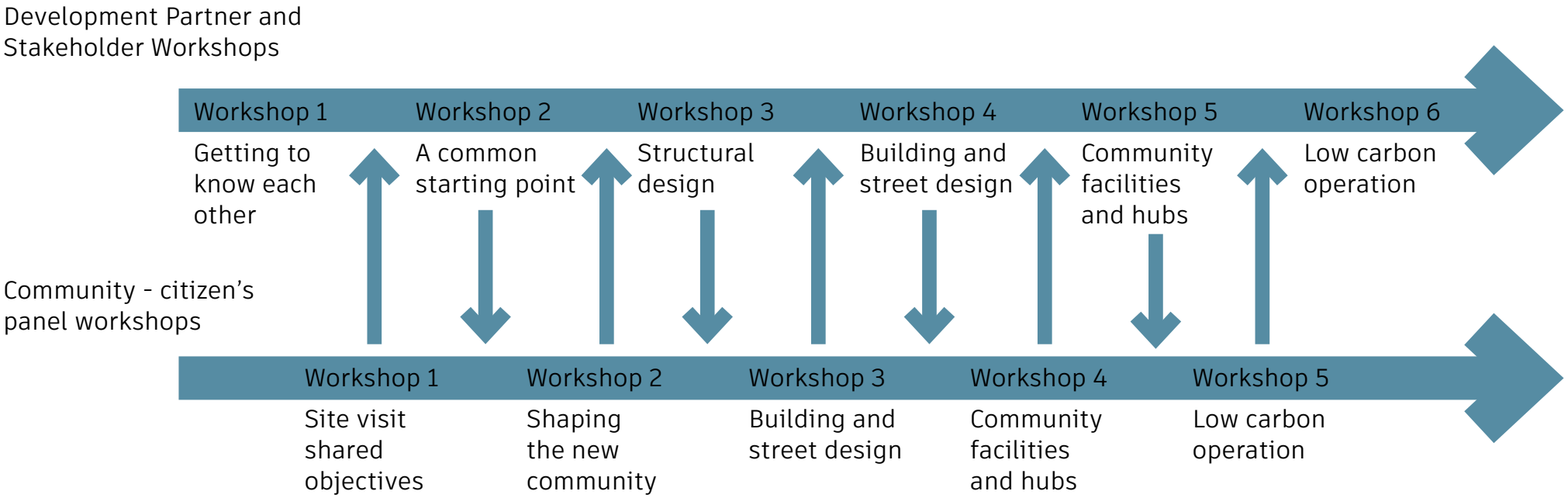
The checklist also represents the template for the preparation of the site specific codes for schemes of 30 homes or more, and for custom and self-build sites of 2 homes or more.

The District Design Code should also be used to inform any design elements of planning proposals not otherwise required to provide design information as per Figure 6 and Table 3. Not all of the District Code will be relevant to a particular development due to differences in size, location and the type of development proposed. Therefore, the elements of the code relevant to the proposed development should be agreed with the Council at outline stage.

These requirements of the code are to be worked up using steps 1-3 of the Five Steps process set out above in order to bring the whole design together.

6. Fundamental Aspects of Design

Code Requirements for Local Engagement



This diagram shows an example of how local people can be effectively engaged in the early stages of designing for a new development. In this example, a Citizen's Panel was established to inform workshops by the developers and wider stakeholders.

Engagement with local communities offers the opportunity to build local support for well-designed development and to identify how social value can be created locally. As one of this code's fundamental outcomes, it is essential that the design of the new place seeks to incorporates local views and preferences. At the outset of a project, developers of schemes of 30 homes or more or 1ha or greater are required to agree an engagement strategy with the council.

This Strategy must demonstrate how key stakeholders and local citizens will be meaningfully and effectively engaged in the preparation of any site-specific code and explain how their inputs will influence the design process.

Local Engagement Checklist

Required Outcome	Supporting Information
LE-01 - Local communities have been engaged in the design of the proposed development.	**Engagement Outcome Report** For any development of 30 homes or more, or 1 ha or greater, an Engagement Outcome report that is proportionate to the scale of the proposed Development setting out how the developer intends to reflect the views and concerns of and incorporate the design preferences of local people.

Local Engagement Required Outcome 1

Local communities have been engaged in the design of the proposed development.

What we want to see

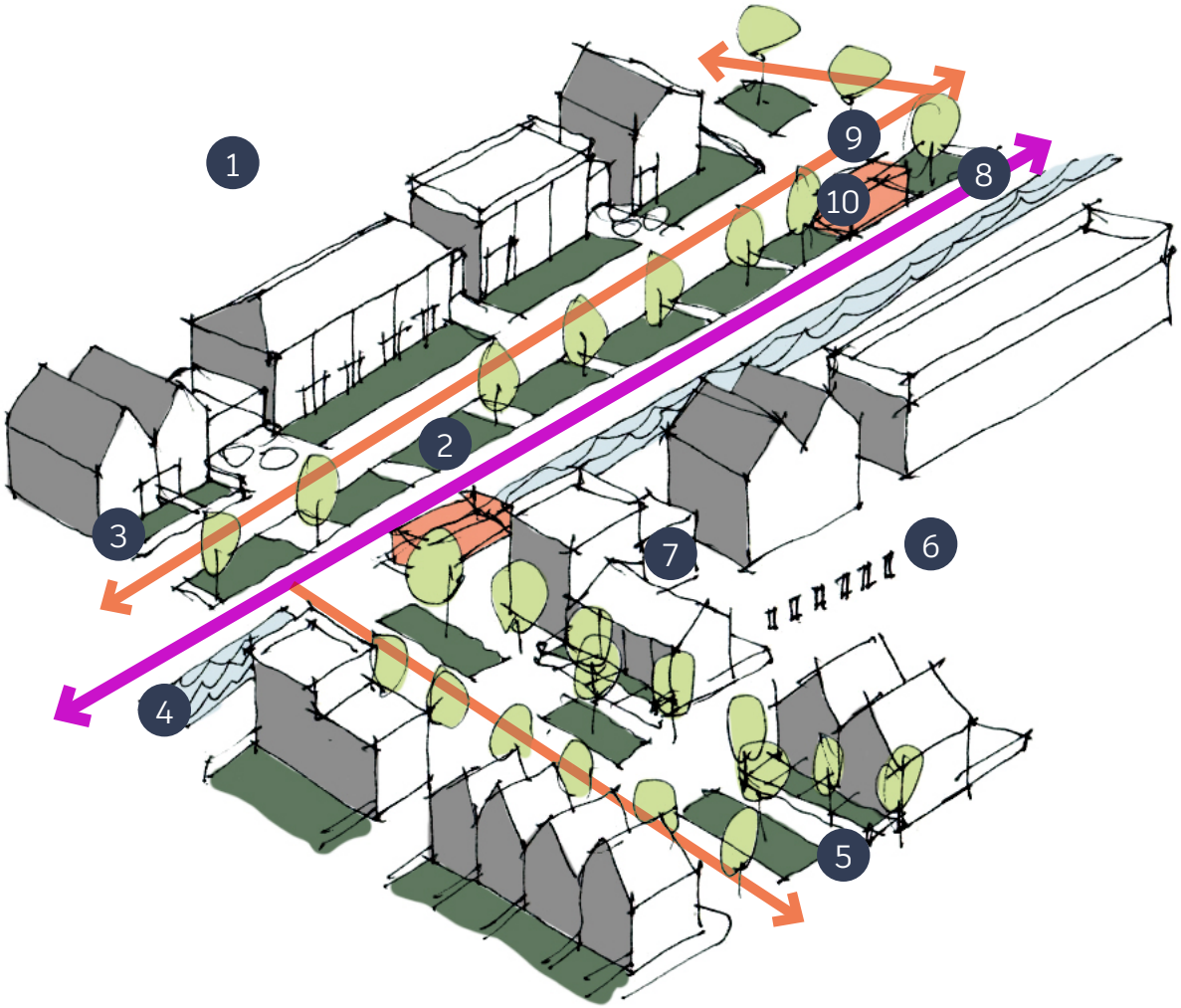
In preparing a site-specific design code or design proposal for a site of more than 30 homes, developers must carefully consider the most effective ways in which they can engage with local communities, representative groups and key stakeholders. Developers should develop a strategy, to be agreed with council, for how that engagement will be managed to influence how local benefits can be achieved through the delivery of the scheme.

Consultation event

What we don't want to see

We don't want to see community events that are just aimed at ticking a box or simply explaining and defending their development proposals rather than meaningfully seeking out local views and reflecting these through the ongoing development of their scheme.

Code Requirements for Climate Resilience



This diagram is an aggregate of the different ways that a development could be created low carbon and climate resilient.

It shows a compact place with a mix of uses at its core, good access to active travel and mobility solutions including cycle storage, zero emission public transport, low embodied carbon, well insulated homes, on-site energy generation, water purification and grey water recycling, streets and public spaces for pedestrians to meet and socialise, and places for children to play, planting and street trees and community growing space.

1. Compact mixed use development with shops, cafes and community facilities
2. Street trees and planting zone
3. Seating and planting zone
4. SUDS water purification and grey water recycling
5. Pedestrian streets with active travel playspace, planting and cycle storage
6. Electric charging points
7. Locally based energy generation
8. Priority for low emission public transport and micro mobility
9. Designed for active travel
10. Transport hubs

The Local Plan requires new buildings in Teignbridge to be zero carbon by 2028 and, for larger schemes, zero carbon from the date of adoption of the local plan by being energy efficient and reducing carbon emissions.

The way in which development is undertaken and buildings are built will need to respond to the Local Plan policies and the government's plans to change environmental performance standards will be a key mechanism to achieve this. In addition, the way that the new place functions on a day to day basis will require careful consideration, design and innovation from the outset, including the need for active travel making it easier to get around without the need for car trips.

The form and layout of the new place will have an influence on its overall sustainability and therefore the design of new places needs to consider a degree of self-containment, enabling greater opportunities for people to be able to meet their daily work, education and leisure needs within a 10 minute walk from their front door.

Climate Resilience Checklist

Required Outcome	Supporting Information
CR-01 - A compact and walkable place planned to reduce demand for energy use in transport, buildings and infrastructure and which encourages self-containment and a reduction in private car trips from the outset.	**Information illustrating a compact and walkable place.** Information that shows how people can walk or cycle to facilities/services without the need for car use. For larger schemes of 30 or more homes, a diagram using isochrone accessibility maps that show what the approximate walking distances are from the edges of the proposed development to key facilities such as the local centre, school, employment and public transport stops.
CR-02 - An approach to the design and construction of onsite infrastructure, building fabric and provision of onsite energy and heat infrastructure that drives down carbon emissions supporting delivery of the Teignbridge Local Plan Policy CC2 - Carbon Statements commitments.	**A Carbon Statement/ Strategy for the development.** A carbon statement/strategy that describes the sustainable energy system for the development and how it can achieve low carbon emissions.
CR-03 - A development process that actively minimises the amount of carbon produced during the construction of the new place which includes the retention and reuse where possible of existing buildings and other features, such as hedgerows, that store carbon, minimises soil loss and addresses coastal erosion and sea level rise where appropriate.	**A Carbon Statement for construction.** All developments which propose the construction of new homes or non-residential floorspace will be required to submit a Carbon Statement to the council for approval and implementation, demonstrating how they will minimise the amount of carbon produced during construction, and fulfil the principles of the energy hierarchy and the minimum standards as set out in Local Plan Policy CC2.
Local Plan Policies for Climate Resilience Local Plan policies: GP1, CC1, CC2, CC3, CC4, DW2, EN2, EN3 and EN6.	

Climate Resilience Required Outcome 1

A compact and walkable place planned to reduce demand for energy use in transport, buildings and infrastructure and which encourages self-containment and a reduction in private car trips from the outset.

What we want to see

A layout which minimises carbon intensive infrastructure and which makes it easy for everyone to access and use active travel networks and which provides facilities, services and jobs where they are accessible by active travel and public transport.

Information on walking distances should be provided in the form of isochrones on plans of the proposed site and its context. Isochrones look like contours on a map but instead of giving information on topography, they illustrate which residents in a scheme can reach a destination, such as a school, within a given time. So, isochrones can show a five, ten or twenty minute walk or cycle distance from a local centre or other destination. This information helps to show how accessible certain destinations are for all residents.

For small scale developments of less than 30 homes, the council will agree with the applicant what level of information is required.

What we don't want to see

Development that relies on the private car for access to facilities, services and jobs and lacking attractive active travel networks.

Climate Resilience Required Outcome 2

An approach to the design and construction of onsite infrastructure, building fabric and provision of onsite energy and heat infrastructure that drives down carbon emissions supporting delivery of the Teignbridge Local Plan Policy CC2 - Carbon Statements commitments.

What we want to see

A carbon statement for the new place that complies with Local Plan policy CC2 setting out a clear strategy for minimising carbon emissions focused on energy efficiency standards, infrastructure design and low carbon energy and heat.

New technology must be robustly tested in the field before being introduced and it must be easy to understand and use for residents.

Renewable energy created locally

What we don't want to see

We don't want to see 'business as usual' standards of insulation and building performance and provision of fossil fuel infrastructure. We don't want to see energy infrastructure that is not able to adapt over time to the introduction of new technologies to reduce carbon emissions.

Climate Resilience Required Outcome 3

A development process that actively minimises the amount of carbon produced during the construction of the new place which includes the retention and reuse where possible of existing buildings and other features, such as hedgerows, that store carbon.

What we want to see

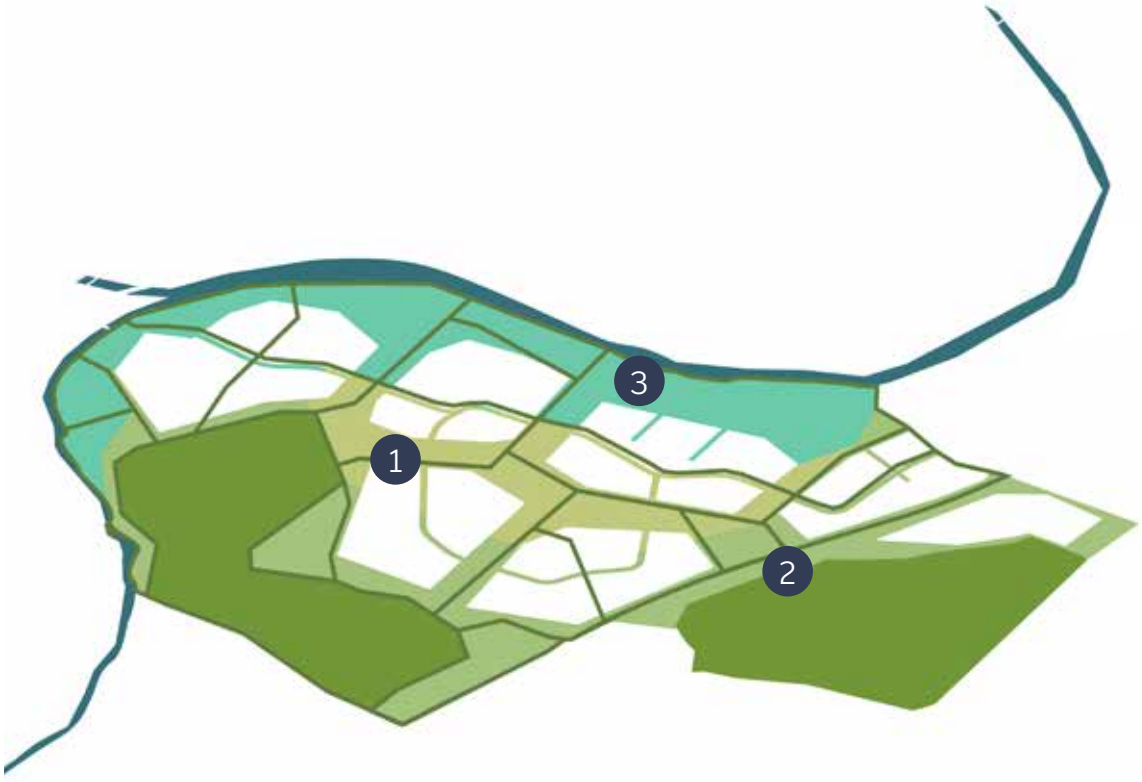
A clear approach to minimising carbon emissions of the new place by reducing the embodied energy used during the construction process and by planning and designing the layout to maximise carbon sequestration and to minimise release of carbon from soils on site.

A presumption that good quality existing buildings and on-site structures will be retained and re-used.

What we don't want to see

We don't want to see a 'business as usual' approach to construction on site that fails to take advantage of opportunities to reduce the embodied energy of the scheme.

Code Requirements for Green Infrastructure



This diagram shows an indicative layout for a new development that is designed around existing natural features and which integrates Green Infrastructure.

1. The proposal creates a network of green spaces for nature and people that run through the development and connect out into nature beyond the development site. This green network includes open spaces, green corridors, street trees, play areas, parks, sports pitches and allotments.
2. It shows the key natural features of the site, such as woodland, mature trees, hedgerows and water courses, and where these have been retained and integrated into the new scheme.
3. It also shows the need to manage water to provide habitats for nature and places to relax for people to manage the flow of water through the scheme including managing flood risk and the use of SuDs.

Our aim is development that is underpinned by nature-based solutions and species abundance where biodiversity is richer and habitats are bigger, better and better connected across the district and new places are built around natural features, responding to the topography. Research by Public Health England (2017) indicates that access to and engagement with the natural environment has health and wellbeing benefits. As set out in the chapter on Context, Teignbridge is a predominantly rural district with a diverse and varied landscape.

Green Infrastructure must be designed and delivered in accordance with the Teignbridge Green Infrastructure Strategy and Local Plan Policies GP5, DW2, DW3 and relevant Environment Chapter Policies.

The size, function and features of green infrastructure provision must be appropriate for the scale of development. Opportunities for improvements to existing nearby provision must also be taken into consideration.

New places also need to be designed to manage water to provide habitats and places to relax and to manage the flow of water through the site including managing flood risks.

These measures will support delivery of the Government's 25-year Environment Plan, with a priority target to improve access to, and appreciation of, the natural environment. Developers should also reference Natural England's Principles of good Green Infrastructure and the Infrastructure mapping tool baseline.

It must be noted that gaining a recognised Green Infrastructure accreditation may support achieving the specified code requirements and outcomes required in an efficient, effective way.

Green Infrastructure Checklist

Required Outcome	Supporting Information
GI-01 - A place where the layout and structure of the development enables increases in biodiversity to be embedded in the networks of streets and spaces, parks, play areas and other green spaces, including green routes for active travel, which connect into the surrounding environment to support nature.	**Plan of the Green Infrastructure Network for biodiversity and nature.** A plan showing the green infrastructure network for the proposed scheme highlighting the strategy for integrating and increasing biodiversity and important retained features on the site such as woodland, hedgerows, trees and watercourses.
GI-02 - A place with a connected network of well-designed parks, play areas and other green spaces, including ease of access to large areas of green space, which link with the surrounding environment and which meet peoples' recreational needs and enhance health and wellbeing.	**A plan showing proposed Green Infrastructure including overall area in square metres.** A plan showing the green infrastructure network for the proposed scheme. For smaller schemes of less than 30 homes this will be relatively simple but for a larger scheme it will include green public open spaces, spaces for nature, SuDs, street trees, children's play areas, sports pitches, allotments and accessibility to larger green spaces. **A plan of the retained features on the site.** A plan to highlight important retained features on the site such as woodland, hedgerows, trees and watercourses highlighting how these maintain or enhance green connectivity. **Details of proposed street trees.** Details of the proposed species of street trees in the scheme, a strategy for ongoing maintenance, and the technical details of how they will be accommodated in the scheme avoiding conflict with Highway Requirements and those of utility providers. **A strategy for ongoing maintenance of green infrastructure.** A strategy for ongoing maintenance of Green Infrastructure that clearly sets out how good quality will be maintained, and benefits for local communities and the nature will be prioritised.

Green Infrastructure Checklist

Required Outcome	Supporting Information
GI-03 - A place whose structural design and layout attractively incorporates natural water features such as watercourses and wetlands, as well as newly designed sustainable urban drainage schemes into the network of streets and open spaces. A place where flood risk is minimised, water quality is protected and water recycling incorporated.	**SuDs Plan.** A plan showing details of the proposed SuDs arrangements and how the SuDs network supports nature and biodiversity. **Flood Risk Plan.** Flood Risk mapping and proposals on flood risk mitigation and resilience for the proposed scheme in accordance with Local Plan Policy EN6 - Flood Risk and Water Quality.
Local Plan Policies for Green Infrastructure Local Plan policies: DW2, DW3, EN1, EN4, EN6, EN10, EN11, EN16.	

Green Infrastructure Required Outcome 1

A place where the layout and structure of the development enables increases in biodiversity to be embedded in the networks of streets and spaces, parks, play areas and other green spaces, including green routes for active travel, which connect into the surrounding environment to support nature.

What we want to see

The creation of a network of green spaces and other green infrastructure such as green corridors, green routes for active travel, and street trees, which provide multiple benefits for biodiversity and nature and increase the ability of the natural environment to adjust to adapt to climate change and meet national Biodiversity Net Gain requirements.

Before development

After development

A well integrated GI Network - functioning for wildlife and people

1. Wildlife commuting and foraging routes and increases in biodiversity net gain
2. Water management
3. Food production
4. Green Routes for Active Travel
5. Interconnected street network
6. Outward facing block structures
7. Existing habitats retained and enhanced
8. Play areas and leisure

These green networks must clearly connect to the natural spaces adjoining the site to establish or maintain green corridors to support biodiversity. The design of the new place must seek to retain natural landscape features on the site such as mature trees, woodlands, hedgerows and other ecological assets.

Green Infrastructure needs to be designed with its primary function in mind. For example, a GI corridor for Active Travel should be direct whilst a route for recreation or nature may be more informal, following the natural contours and features of the site.

The design must be driven by the existing natural and landscape features, ensuring connectivity is retained and enhanced.

What we don't want to see

Space for nature and biodiversity treated as an afterthought and lacking integration with the overarching site layout.

Green Infrastructure Required Outcome 2

A place with a connected network of well-designed parks, play areas and other green spaces, including ease of access to large areas of green space, which link with the surrounding environment and which meet peoples' recreational needs and enhance health and wellbeing.

What we want to see

The creation, retention and enhancement of Green Infrastructure to provide a well-connected green network, which provides multiple benefits including for wildlife, recreation, health and wellbeing, and climate change resilience.

Green Infrastructure will perform a range of functions in the layout of the new place. For example, green routes for active travel must enable direct, safe and efficient movement whilst areas for nature will be more informal.

Compatible green and blue infrastructure uses can be accommodated in the innovative design of streets and public spaces.

Standards for the provision of open space, children's play areas and sports facilities will be in accordance with Local Plan Policy DW3, Fields in Trust and the Natural England Framework.

The illustration on page 72 provides guidance for the design of new urban spaces. Open spaces must be located in accessible locations and be well over-looked and welcoming to everyone. As well as providing an attractive recreation space for local residents, new open spaces can incorporate formal sports or play facilities. Space for community growing including allotments must also be considered. Lighting must not cause disturbance or harm to neighbours or wildlife.

Urban parks and play areas provide important places within new developments where people can gather, socialise and exercise and integrate with, maintain or enhance the character of the adjoining built and natural environment. Within larger developments, the two can often be combined to provide a key focal point for the community.

The Technical Advice Note for Green Infrastructure on page 102 contains details of street tree planting requirements including sizes and spacing. There is also guidance on laying out allotments.

Natural habitat creation with limited public access

What we don't want to see

Poorly located, designed and maintained open spaces and play areas that are not part of an integrated, connected network of Green Infrastructure are not acceptable.

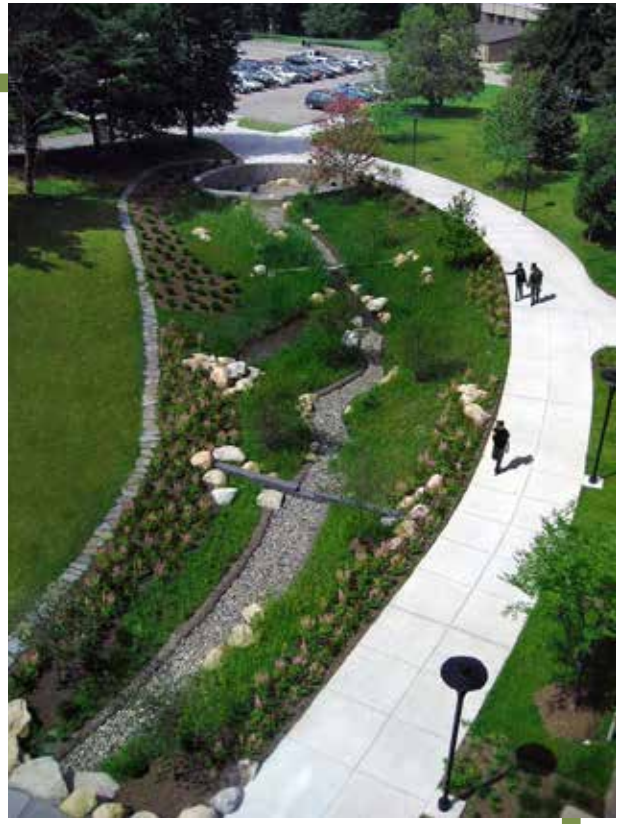
Poorly designed play spaces can reduce opportunities for children and young people to play.

Green Infrastructure Required Outcome 3

A place whose structural design and layout attractively incorporates natural water features such as watercourses and wetlands, as well as newly designed sustainable urban drainage schemes into the network of streets and open spaces. A place where flood risk is minimised.

What we want to see

Existing waterways should be integrated into the overall design of the public realm contributing to an attractive place that works for people and wildlife. Proposals for SuDs should be in line with CIRIA SuDS Manual guidance and integrated into the overall design of the place using gently undulating slopes and avoiding hard, over engineered solutions. The design principles for the integration of SuDs or other natural surface water drainage features into the scheme are illustrated below.



Well-designed SuDs features can form part of attractive amenity areas

The Four Pillars of SuDs design

Design to achieve high quality SuDs that brings about benefits in the following 4 key areas:

SuDs Design

Amenity

Create and sustain great spaces for people to enjoy

Biodiversity

Create and sustain great spaces for nature

Quantity

Manage flood risk. Protect and maintain natural water cycle

Quality

Manage run-off quality to prevent pollution

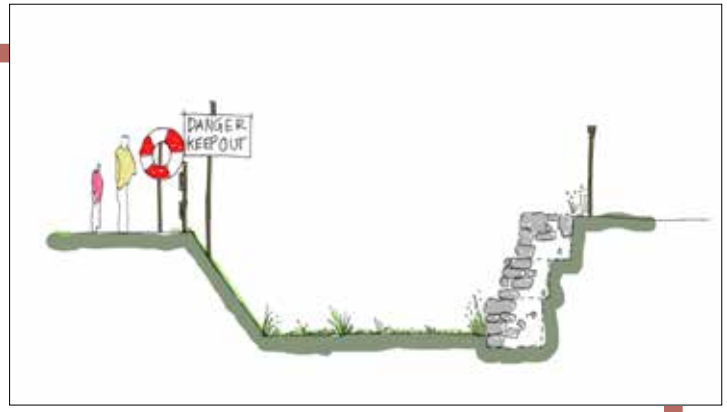
High quality SuDs

An example of a well-designed SuD scheme

What we don't want to see

We don't want to see existing watercourses culverted or diverted, or neglected proposals for SuDs that are over-engineered and do not integrate into the wider public realm contributing to making an attractive environment. Below ground surface water storage, in locations where above ground SuDs through ponds and swales to benefit people and wildlife is a practical option.

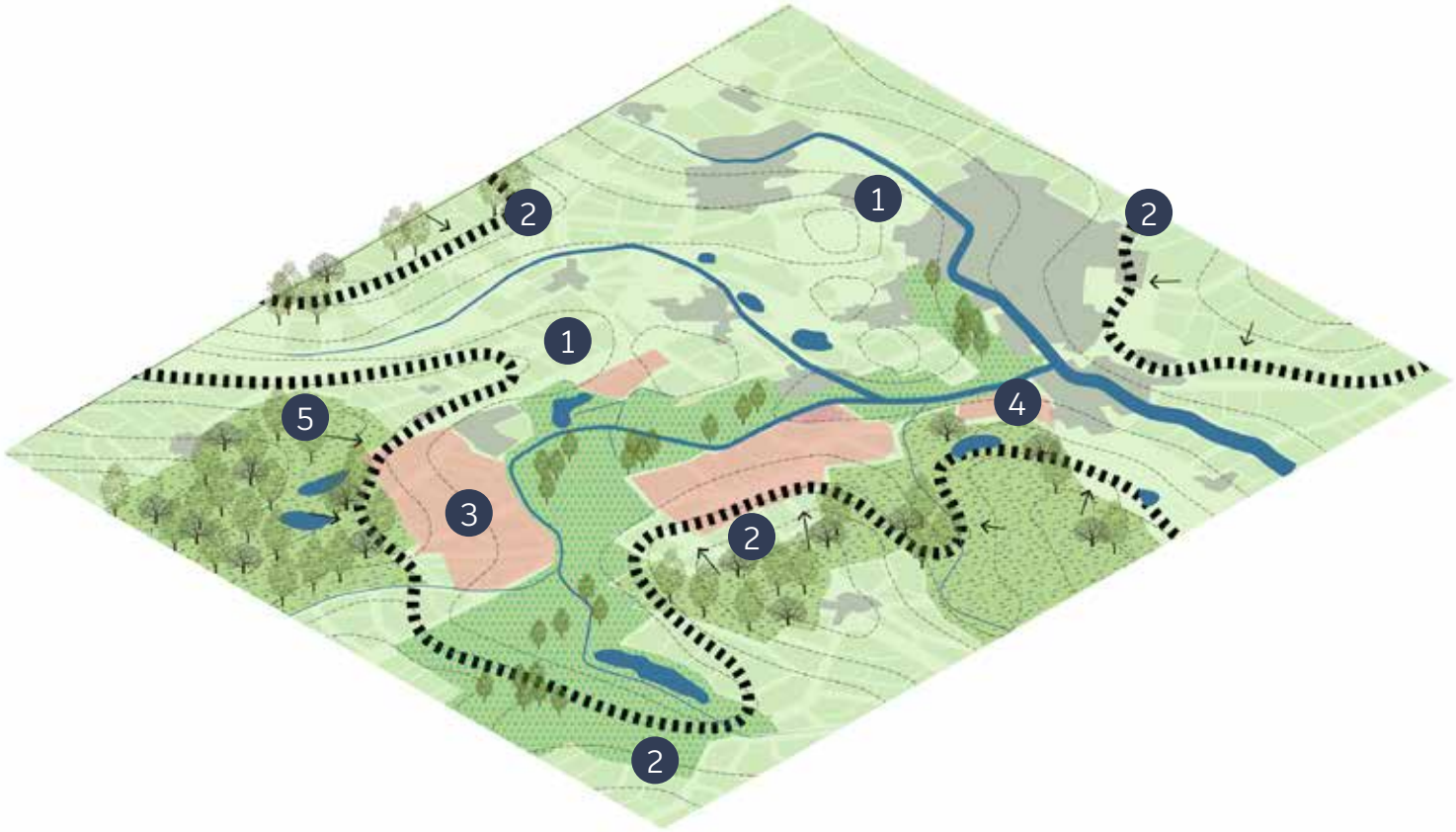
We don't want to see development proposed in locations at significant risk of flooding.



Avoid unsympathetically designed structures such as standard headwalls without landscaping or poor quality boundaries and overly steep/angular bank sides that may be difficult to climb from and may reduce biodiversity potential

7. Urban Design Codes

Code Requirements for Context



This diagram shows the characteristics of context that prospective developers need to understand. This includes:

1. Understand the topography landscape and natural features of the site.
2. Identify the ridge line below where development should sit.
3. Understand the existing layout of streets and buildings of existing neighbourhood areas.
4. Where appropriate, retain and incorporate existing historic buildings and structures.
5. Understand the nature and biodiversity of the site and its area, particularly important biodiversity corridors.

Our aim is to appreciate the positive qualities and characteristics that already exist in an area and reflect these in the design and form of the new scheme. Contributing towards the creation of a well-designed place will mean things like working with the natural topography of the site and understanding how the place has evolved and changed over time.

Topography is a key issue in Teignbridge because the district is so hilly. This means that it will be particularly important in working up proposals for new developments that there is a clear understanding of how new buildings, particularly terraces of new housing, can work with the topography to create attractive places.

Developers must refer to the Teignbridge Landscape Character Assessment which says that Teignbridge is predominantly rural in character and has a very diverse and varied landscape. The Haldon Ridge forms a central forested spine, running north – south across the landscape and providing a dramatic backdrop to the Exe and Teign estuaries (to the east and to the south) and the Bovey Basin to the south west. To the south east, the district is fringed by a striking coastline of red sandstone cliffs. To the north, upland slopes and hilltops facilitate spectacular views south east to the Exe estuary and south west towards Dartmoor. The intricate course of the Teign Valley defines the north western edge of the district overlooked by the rising mass of Dartmoor to the west. To the south, the Lemon Valley gives way to wooded ridges and hilltops rising above the rolling plateau and slopes around Denbury and Kingskerswell.

In preparing proposals for new development it is important to understand the history of the place and how it has changed. Key buildings and other features that are part of this story should be retained and incorporated into the scheme reflecting the guidance from Historic England to seek to use development as an opportunity for people to engage with historic sites, landscapes and buildings.

Context Checklist

Required Outcome	Supporting Information
C-01 - A place that contributes to or enhances the positive characteristics of the existing area.	**Site Context Plan.** A plan that identifies the key characteristics and features from the site's context, including the existing nature and biodiversity and the historic and built environment and how the design might respond to them.
C-02 - A place that complements the existing surrounding places physically, and in terms of its appearance, and connections to nature.	**Wider Context Plan.** A context plan showing the proposed site in its wider setting highlighting key infrastructure connections, particularly for movement and green infrastructure including existing natural features, and demonstrating how the proposed development would integrate visually and functionally with the existing place.
Local Plan Policies for Context Local Plan policies: DW1, DW2, DW3, GP6	

Context
Required Outcome 1

A place that contributes to or enhances the positive characteristics of the existing area.

What we want to see

Proposals for new development must demonstrate an understanding of the context of the proposed site by analysing key contextual features such as its topography and geology, the landscape and natural features, boundary features, the layout of streets and buildings and typical building form and details. Based on this analysis, developers should describe the existing and local positive features of the proposed site and its surroundings and explain how these will influence the design of the place.

One of the key challenges for designers will be to incorporate practical features such as meeting minimum parking standards and the provision of integrated and accessible refuse storage and collection points, whist reflecting the physical qualities and characteristics of the existing place.

An indicative example of a page from a contextual study here concentrating on the appearance of the existing place.

1. All buildings have their front facing the street
2. Rendered buildings, some painted pastel shades
3. Slate roofs
4. Open space edged with railings
5. Windows have predominantly vertical proportions
6. On street parking
7. Generous planting in front gardens
8. Predominantly two storey terraced homes
9. Chimneys
10. Undeveloped ridge line

A simple palette of materials and planting can reflect a distinctive local character

What we don't want to see

'Anywhere places' that have no local references or character.

Context
Required Outcome 2

A place that complements the existing surrounding places physically, and in terms of its appearance, and connections to nature.

What we want to see

The new place should represent an organic extension of an existing settlement or be a new place in its own right. New and existing development must be well connected in terms of movement, nature, views into and out of the site.

What we don't want to see

We don't want to see an inward-looking scheme with poor connections to the surrounding area, that blocks important views, or development that is out of scale with its setting.

This development on the right shows a good contextual development at Shaldon that reflects the scale, form, materials and appearance of the existing place.

Code Requirements for Identity

This diagram shows some of the key contributors for identity. These include:

1. Use of locally distinctive materials and design features
2. Positive relationship between nature and the development
3. Positive relationship between buildings and public spaces and parks
4. Key urban spaces
5. Distinctive street layouts with clear distinction between public and private
6. Retention and reuse of existing buildings
7. Emphasis of corners in key locations
8. Variety of street tree species
9. The use and stewardship of greenspace can be a contributor to local identity

New development can appropriately respond to the existing identity of the place whilst also creating somewhere new. Developers should analyse those characteristics and qualities that provide the strongest links to local identity and distinctiveness and balance these with the establishment of a new identity for the place, particularly the careful design and appearance of new buildings.

The identity of the place is likely to be created by its natural form and landscape, the form and layout of the settlements, the relationship of buildings and spaces to each other, the use of a common palette of materials, the distinctive features in the landscape and its buildings or even the use of locally distinctive place names. Together, these tell the story of the place.

In Teignbridge there is a range of distinctive types of urban and rural places where the nature of the built form is important to local character and identity. Whether it's the narrow streets and compact blocks of places like Shaldon and Bovey Tracey, or the larger buildings and wider streets in parts of Newton Abbot, proposals for new development will be influenced by the existing places around them. These traditional forms of streets and blocks will form the foundation for new built form.

These issues of character and identity apply equally to proposals for all uses including residential, employment uses and civic buildings.

Here scale matters; for a relatively small infill site it will be most important for the development to respect the qualities that give the existing place its identity. However, in larger schemes, in addition to understanding the elements that give the existing place its identity, it may be appropriate to combine this understanding with new elements based on a clear and unambiguous rationale, that can help to establish a new identity for the place.

Identity Checklist

Required Outcome	Supporting Information
I-01 - A place that feels distinctively local using typical street layouts, building forms, materials and details from the existing place.	**Character Appraisal.** The appraisal should identify the distinctive design and materials in the area that contribute to a positive local identity and confirm how they are to be incorporated into the scheme. The appraisal could also include the story of the place, its distinctive features and details, prominent or distinctive materials, and craft or art works.
I-02 - A place that works with the distinctive topography of the site.	**Cross sections and elevations.** Cross sections and elevations of local examples demonstrating how new buildings will be arranged to work with the topography of the site.
I-03 - A place with well-designed and proportioned buildings that reflect the distinctiveness of the district.	**How the information about character will be used.** Developers should draw out features and details from the contextual appraisal that will be integrated and adapted for use in the design and appearance of the scheme and its buildings with indicative illustrations.
Local Plan Policies for Identity Local Plan policies: DW2	

Identity
Required Outcome 1

A place that feels distinctively local using typical street layouts, building forms, materials and details from the existing place.

What we want to see

Demonstrate an understanding of the story of the place; its history, culture and associations.

An analysis of local character including building form, layout, working with the topography, along with typical local materials and details.

A strategy for incorporating the work of local artists and other public art into key locations in the proposed development to help to reinforce local identity and/or to create a fresh identity for the new place.

A recent scheme at Swans Rise in Dawlish using local materials

Local examples can provide influences for the design and materials of new development

What we don’t want to see

Poor design examples that could be ‘anywheresville.’ Use of inappropriate building materials that don’t reflect the scale and character of the area.

Identity
Required Outcome 2

A place that works with the distinctive topography of the site.

What we want to see

A site layout with building designs and arrangement that draw on the way that development in Teignbridge has traditionally responded to topography to successfully accommodate changes in level in a way that has local precedents.

A recent regional example of a group of buildings that work with the topography of the land

What we don't want to see

Crude changes in level and excessive ground engineering to create flat building areas.

Poor handling of level changes

Identity
Required Outcome 3

A place with well-designed and proportioned buildings that reflect the distinctiveness of the district.

What we want to see

The design of new buildings must respect the existing character of the place and the architectural approach must be influenced by the architectural character of the wider area.

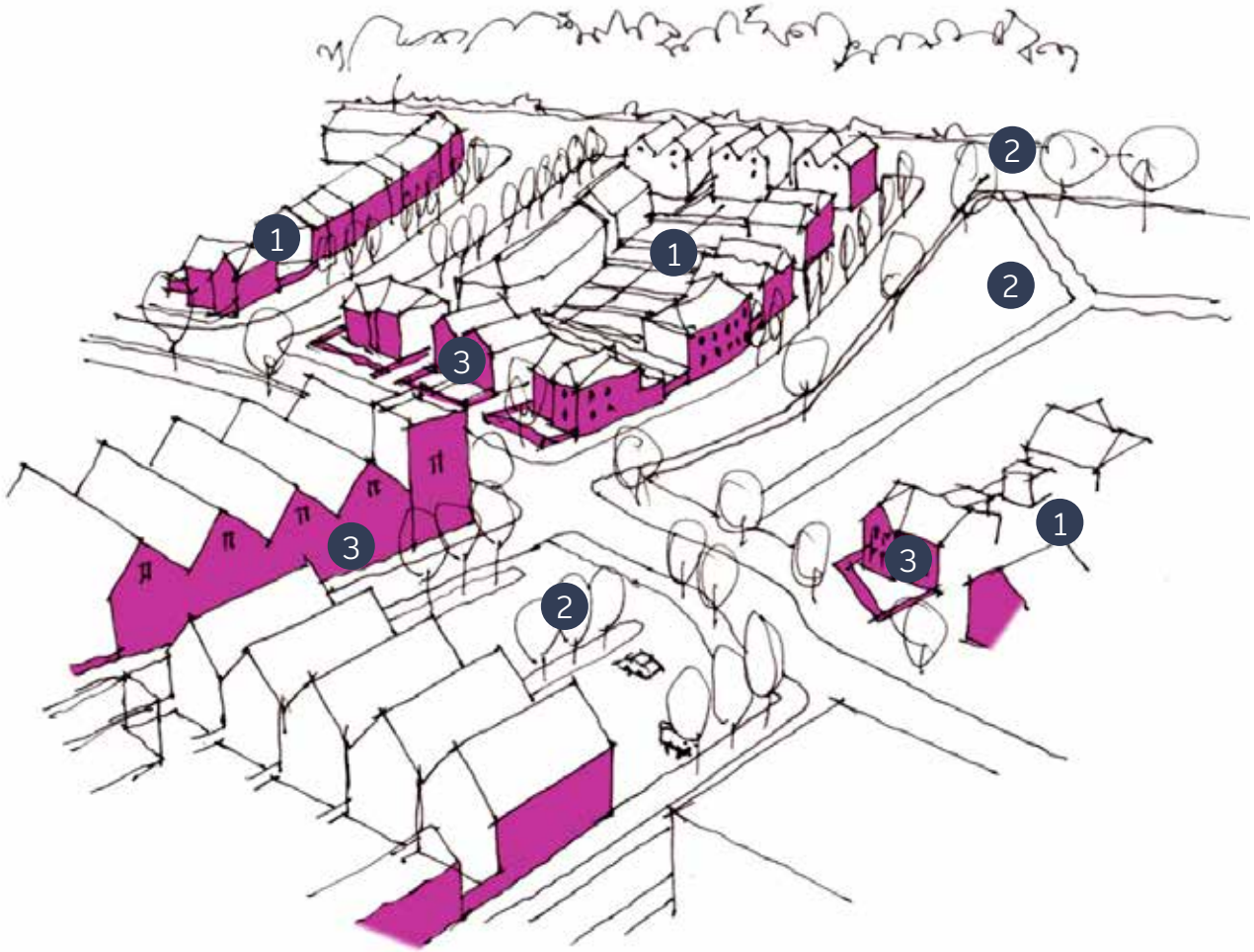
Prospective applicants and developers should refer to the further detailed advice set out in the Technical Advice Note on Identity.

What we don't want to see

We don't want to see poorly designed buildings with poor proportions which lack any connection to the design of the wider area.

Shorelands at Shaldon; an example of a scheme with well-designed and proportioned buildings that reflect the distinctiveness of its existing neighbourhood.

Code Requirements for Built Form



This diagram shows some of the key characteristics for built form. These include:

1. Perimeter block layouts provide privacy to rear gardens and activity and surveillance to the streets and open space of the public realm.
2. Open spaces, shops, jobs and community facilities are all with walking distance using attractive, convenient and well-connected streets
3. Streets and spaces are edged with attractive buildings and boundary treatments with doors and windows overlooking the public realm.

The design of development blocks determines the scale and character of streets and spaces and influences how easy and convenient it is for pedestrians to walk around the development and to promote active travel. Research by Public Health England indicates that compact neighbourhoods have health and wellbeing benefits for residents. The development blocks fronting onto high streets, town centres and neighbourhood centres, and key public transport stops will usually be more compact and taller than those in the rest of the development to ensure the footfall supports the non-residential uses.

Development blocks in Teignbridge can establish a very clear and helpful distinction between the public fronts of buildings, which face onto the street and is where the front doors are, and the private backs of buildings which are not visible from the street and which consist of private spaces such as back gardens.

Development blocks will primarily be formed by building fronts, mainly of houses, but there will be areas where there is a gap between the buildings and here it will be important to ensure that good quality boundary walls, based on locally appropriate examples, complete the block to maintain privacy for the occupants and to ensure that the street feels safe and attractive for other users.

Where buildings are set back from the road with front gardens, a good quality, locally referenced, boundary wall will be appropriate. Whilst close boarded timber fences are often used to provide the boundaries between rear gardens, there are unlikely to be any circumstances where such a fence is going to be an acceptable boundary facing onto the street or any part of the public realm.

The range of distinctive urban and rural buildings and places is set out in the Identity chapter. However, in creating low carbon places that are resilient to climate change, there may be innovative variations to these traditional norms that allow, for example, for orientation towards the sun or ways in which buildings can be shaded from excessive heat during the summer months.

Where built form is designed to respond to climate resilience, the principles of good place making, such as ensuring a clear distinction between public fronts and private backs, should still be adhered to.

Built Form Checklist

Required Outcome	Supporting Information
BF-01 - A place that promotes active travel using an urban structure that is well connected, permeable and legible.	**Plan of the development blocks.** A plan of the proposed development showing the dimensions and density of each development block and the proposed storey heights of buildings across the development and active travel routes.
BF-02 - A place that provides clarity between the areas that are public and those that are private.	**Perimeter block plan.** A plan of the proposed development showing the use of perimeter blocks and highlighting all the private space and gardens for homes and indicating the location of courtyard parking and other servicing arrangements.
BF-03 - A place that is edged with attractive buildings and boundary treatments creating a coherent frontage with frequent doors and windows animating the public realm.	**Elevations of street types.** Elevational drawings of each street type demonstrating an attractive edge to the street with the fronts of buildings with well-proportioned doors and windows facing the street, and appropriate boundary walls or hedges. The locations for utility boxes and similar services should also be shown on the elevations.
Local Plan Policies for Built Form Local Plan policies: DW2, DW3	

Built Form Required Outcome 1

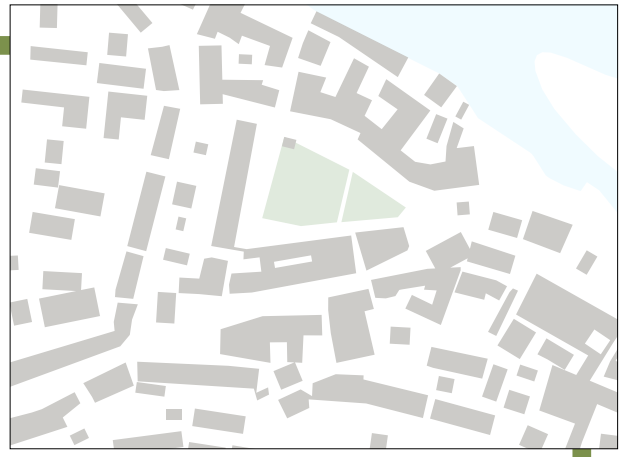
A place that promotes active travel using an urban structure that is well connected, permeable and legible.

What we want to see

The size of development blocks can have a significant impact on how walkable a place is. A balance has to be struck between small block sizes that provide good permeability for walking and active travel, and the ability for a block to accommodate and sustain a variety of building types and uses over time.

The shape of the development blocks also needs to be considered. Square and rectangular blocks are thought to offer the most flexible basis for accommodating a variety of uses and types of buildings, but irregular block shapes can be useful when responding to the topography of a site.

One of the ways in which development can support more non-residential uses such as shops and services, is to achieve greater density. The more homes and therefore more people there are in a location, the more compact and walkable a place is likely to be.



Block structure at The Green, Shaldon

Block structure at The Avenue, Newton Abbot

Block structure at Longston Cross, Bovey Tracey

What we don’t want to see

Development that is not compact or dense enough to support active travel and footfall for non-residential uses.
Development where the blocks are too big and make active travel unattractive.

Built Form Required Outcome 2

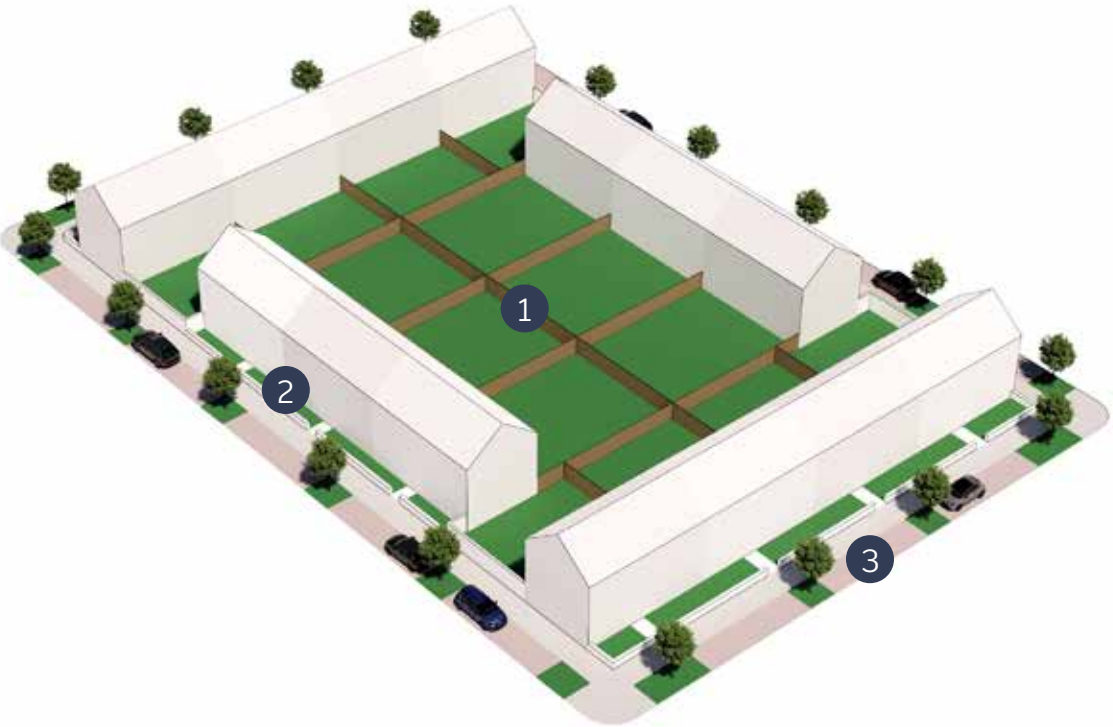
A place that provides clarity between the areas that are public and those that are private.

What we want to see

The development blocks should be designed with an unambiguous distinction between public fronts and private backs, with fronts always facing a street or public space as illustrated below.

As indicated in the What we want to see for Outcome 1, there will be some variety in the shape of development blocks depending on the site and its context. Here we use a rectangular block to illustrate the principles behind perimeter blocks but these principles equally apply to blocks of all shapes and sizes. The main principle is that the development should clearly differentiate between the public fronts of blocks and buildings and their private backs.

The interior of the perimeter block should have flexibility to accommodate a number of uses such as private gardens, communal gardens, mews houses, servicing for commercial buildings and parking courts. Where parking courts are provided, they should have no more than 10 car parking spaces, be well overlooked and with good quality boundary materials as illustrated below.



Typical rectangular perimeter block

1. Private gardens and the rear of homes in the centre of the block.
2. Front doors, windows and attractive boundary walls front onto and overlook the public street.
3. Around the edge of the block there is a 2m wide uninterrupted pavement plus further space for street trees and other planting with on-street parking.

As already indicated, the example here is of a rectangular block but these same principles equally apply to other block shapes.

1. Access to courtyard parking - gated
2. Bin and cycle stores to each home
3. Solid boundary walls to parking area
4. Small front garden with boundary wall
5. Street trees with planting under
6. On street parking with electric vehicle (EV) charging
7. Footway
8. Courtyard parking areas
9. Three storey flats with courtyard parking and balconies to front

What we don't want to see

Internal arrangement of perimeter block dominated by parking spaces and a poor quality boundary.

Built Form Required Outcome 3

A place that is edged with joined up, attractive buildings and boundary treatments creating a continuous coherent frontage with frequent doors and windows animating the public realm.

What we want to see

The development must create an attractive street frontage of buildings and boundary walls to all development blocks avoiding gaps. Building design is covered in more detail in the chapter on Identity but the following images indicate the key design principles that Teignbridge will be seeking from new development.

An award winning example of a well-designed street

1. A well proportioned street
2. Street trees
3. Prominent corner building
4. On street parking spaces
5. At grade crossing for pedestrians
6. Unobstructed pavement for pedestrians
7. Planting forming part of the boundary between the homes and the pavement
8. Well proportioned windows, doors. Planted boundary and gates

As covered in the chapter on Streets and Public Spaces, each street type will clearly indicate if there are to be any setbacks to the building line, for example to accommodate front gardens, and these images illustrate range of typical setback options for development within Teignbridge.

Examples of typical setback arrangements in Teignbridge

Building fronts can be overly dominated by boxes for various services and therefore these should be located on the sides of buildings, in garages or discretely located behind boundary walls away from public view.

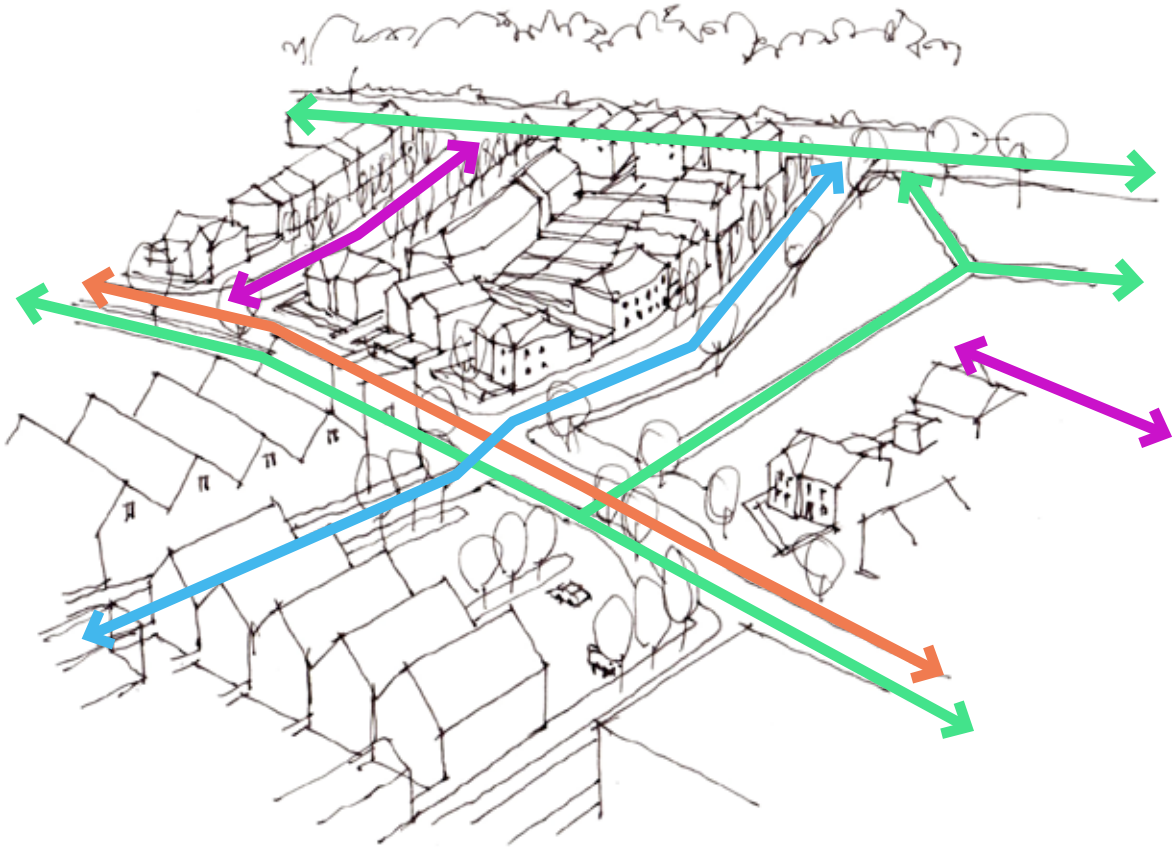
In this recent scheme at Bovey Tracey the utility boxes have been recessed in the ground floor lobby rather than being placed on the front of the building

What we don't want to see

We don't want to see poorly designed buildings; this means buildings with poor proportions, blank walls facing onto the public realm, places with poorly aligned buildings presenting fragmented edges to streets and public spaces. Poorly resolved changes in level, crudely designed and finished. Building fronts that are visually dominated by utility boxes bringing services into the house. Similarly, larger utility features must not visually dominate in the public realm.

Utility boxes that dominate the design and appearance of the front of new homes should be avoided

Code Requirements for Movement



Primary street
Secondary or local street
Tertiary street
Active travel and public transport

This diagram shows the typical hierarchy of a network of local streets including specific provision for active travel and for public transport.

New places need to accommodate movements by all modes required for the place to function, but to do this whilst prioritising the transition to more active travel options. Research by Public Health England indicates that places that are easy for pedestrians to use and have 'enhanced walkability' have health and wellbeing benefits for residents. Gear Change and LTN1/20 standards for active travel are now required by central Government. This is a key area where significant progress can be made towards achieving the council's commitment to net zero carbon.

Well-designed places have well-designed car parking facilities. The visual quality of a place can be adversely affected by overly dominant or poor quality or inadequate parking arrangements and therefore the overall parking strategy for any new development will need to be clear from the outset.

Movement Checklist

Required Outcome	Supporting Information
M-01 - A place that has a well-connected walkable and cyclable active travel network comprised of streets and public spaces that is easy to understand and navigate and which facilitates good connections for all modes of transport within and beyond the development and creates a clear street hierarchy.	**Plan of movement network.** A plan showing the street hierarchy of the proposed movement network for the scheme indicating the Primary, Secondary (or Local), and Tertiary streets and showing how these routes connect to the wider area. The plan should also show proposed locations for Car Clubs and Electric Vehicle public charging points. **A plan showing walking distances to public transport.** An isochrone plan showing walking distances for all residents to public transport stops.
M-02 - A place that prioritises active travel, primarily walking and cycling, making it convenient, safe, attractive and easy for users.	**Plan of walking and cycle routes.** A plan showing the cycling routes, walking routes and shared walking & cycling routes, and the public transport network. There should also be a description of how active travel has been prioritised in the movement network. This should also show the walking distance (isochrones) from mixed-use areas and bus stops and show connectivity into the wider active travel network on the plan. **Typical junction details.** Typical junction details showing how cycle movements and pedestrian crossings are to be balanced with the movement of vehicles for all junction types.
M-03 - A place that comfortably accommodates allocated and unallocated car parking and servicing, including bin stores, whilst maintaining an attractive pedestrian environment.	**Car parking details.** Plans of typical parking details for both on street and on plot car parking for all street types. **Cycle parking details.** Details of typical cycle parking provision on street for public use and also on plot, particularly the provision for apartments. **Bin store details.** Typical bin store details for individual homes and for shared facilities such as for flats showing location and how they are screened from public view.
Local Plan Policies for Movement Local Plan policies: CC3, DW2, DW3	

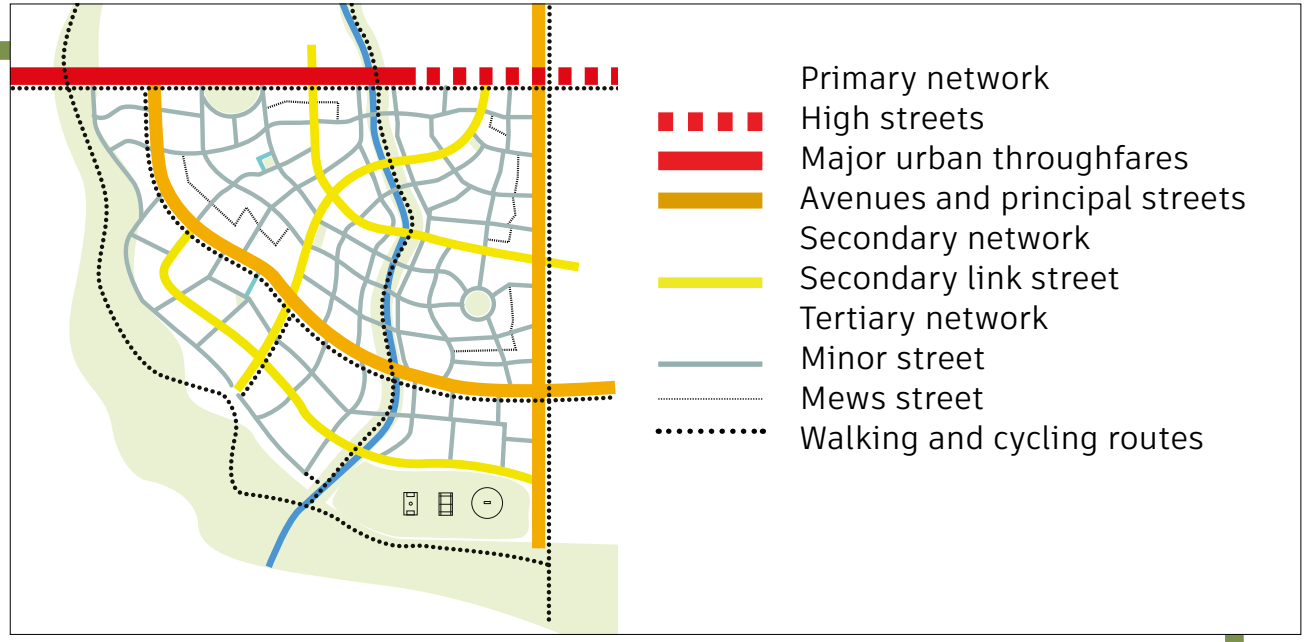
Movement Required Outcome 1

A place that has a well-connected walkable and cyclable active travel network comprised of streets and public spaces that is easy to understand and navigate and which facilitates good connections for all modes of transport within and beyond the development and creates a clear street hierarchy.

What we want to see

The layout must comprise a permeable street network that reinforces a clear hierarchy of movement from the most active connecting routes (Primary Streets) to small scale shared surface roads and lanes (Tertiary Streets). Access to public transport must be easy for all residents.

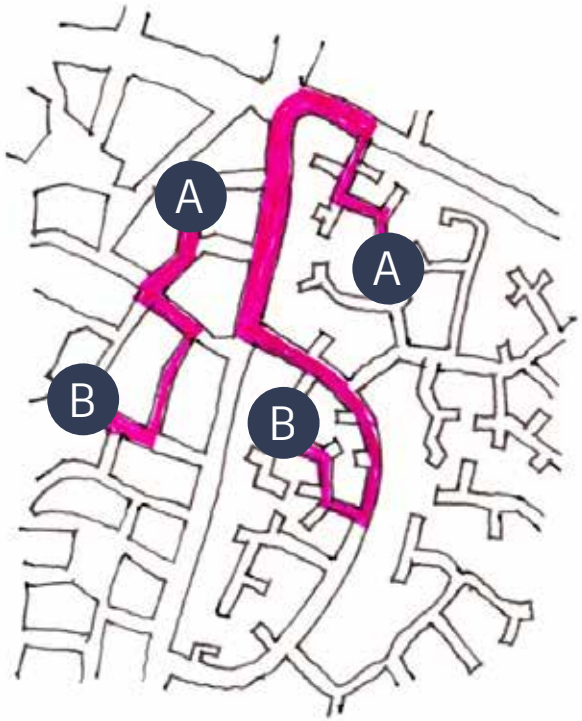
Where shared spaces are proposed, this will need to provide evidence of anticipated user density of pedestrians and cyclists, with an assessment of suitability and likelihood of conflict, and compare other options.



This is an example of a movement hierarchy based on a well-connected network of streets

What we don't want to see

Places that are hard to navigate and difficult to move around.



The connected network of streets on the left reduces walking distances compared to the system of culs de sac on the right. New development must be based on a connected network of streets

Movement Required Outcome 2

A place that prioritises active travel, primarily walking and cycling, making it convenient, safe, attractive and easy for users.

What we want to see

Layouts must set out the proposed active travel network with integrated safe and attractive walking and cycling routes within the street and open space networks. Active Travel routes must be convenient and as direct as possible.

To promote active travel, layouts can incorporate proposals for filtered permeability where access is open for active travel but closed to vehicular traffic.

Active travel options must be clearly provided

On primary streets there should be a dedicated cycle lane in each direction and cycle routes should be separated from vehicle movements wherever possible.

Road junctions should prioritise the most vulnerable users; i.e. pedestrians, particularly those with limited mobility, and cyclists, providing them with safe and convenient crossing facilities.

What we don't want to see

Places that encourage car use and which are dominated by traffic and over-engineered roads and junctions.

Movement Required Outcome 3

A place that comfortably accommodates allocated and unallocated car parking and servicing, including bin stores, whilst maintaining an attractive pedestrian environment.

What we want to see

An overall parking strategy for the new place will indicate how parking is to be incorporated into the well-designed place. This will include details of acceptable locations and the design of unallocated parking to include on street, parallel parking and parking in squares. Parking bays must be provided for disabled users, electric charging, car share and other low emission vehicles. The parking strategy should also show the distribution of on-plot parking including small residential parking courts where these are suitably overlooked and well-designed, and other on plot parking solutions. All details must accord with Local Plan Policy DW3 - Design Standards.

Electric Vehicle charging points need to be integrated with parking facilities

Acceptable solutions for unallocated parking

Buildings with uses that are likely to require larger parking facilities such as supermarkets, schools, offices or leisure centres etc, must ensure that the parking does not dominate the street scene. Parking for supermarkets and other big box uses will usually have the parking located behind the building away from the public realm.

The design and location of cycle parking should also be considered early in the scheme and provided for in the design of the new place. There must be on-street facilities close to areas of activity such as shops, schools and leisure and recreation facilities. Provision in new homes, especially apartments, and workspace needs to be integrated with the overall design and not as a late add on.

Scheme design must also integrate adequate provision for waste and recycling storage, which is discreetly situated away from prominent public locations and primary thoroughfares, within easy access of the bin collection point, and which complement the surroundings through position, form, scale, materials, details and colours. In addition, the bin storage location must provide suitable access for waste collection vehicles and a satisfactory collection point, where possible located on private property, which is easily accessible from the public highway, for the collection of waste and recycling.

What we don't want to see

Places that are dominated by too much car parking or by poor (or no) provision of bin stores.

Allocated parking facilities need to be properly designed.

Bin stores need to be properly designed to avoid creating an unsightly and unpleasant environment for residents.

Code Requirements for Streets and Public Spaces

This diagram shows a range of local street types each with their own character and scale and where the buildings all have their fronts facing onto the street or public space.

- Primary street
- Secondary or local street
- Tertiary street
- Building fronts facing onto streets and spaces
- Public spaces
- Building fronts overlook all public spaces

The scale and proportion of streets and public spaces influences how safe and attractive they are to be in, how they support social interaction and the way in which they integrate movement and traffic.

In small development proposals with only one or two new streets it will be important to understand the function of those streets and to design them accordingly. However, even small schemes must ensure that the principles of the code are adhered to; for example, that all buildings should face the street.

Importantly, the commitment to achieving net zero needs to be reflected in the designs for streets and public spaces and to plan for these emerging trends with space being re-allocated from private motor traffic to modes of active and sustainable travel, and from parking space to provide for nature recovery, sustainable drainage and street trees.

All streets must be designed with accessibility for all users in mind, including wheelchair users and other wheeled access and those with dementia. Examples and further guidance can be found in The Manual for Streets.

Typical details for each street type can be found in the Technical Advice Note for Streets and Public Spaces at the back of this document.

Streets and Public Spaces Checklist

Required Outcome	Supporting Information
SPS-01 - A place that is simple to understand and navigate around and that feels distinctively local to Teignbridge. A place where the height of buildings and widths of streets and spaces define the right size of street to accommodate the functions it needs to accommodate relative to its place in the street hierarchy.	**Plan of street hierarchy.** A plan showing the proposed street hierarchy for the new development illustrating the primary, secondary and tertiary street network. **Relevant local examples of street types.** Sections of existing, appropriate locally distinctive examples of each type of street in the hierarchy highlighting the distinctive features to be incorporated into the new scheme. **Plan and cross section of each proposed street type.** A cross section and plan for each street type, including measured and drawn details of enclosure, frontage, active frontages, setbacks, footways, service roads, on-street parking, verges, street trees, positioning of services and utility apparatus and other green infrastructure, bus lanes, cycle facilities and carriageway widths. Developers should also provide a commentary on the locally distinctive features that are based on the analysis of existing streets.
SPS-02 - A place where the public spaces are in the right place, are of the right size and shape, and are designed to support a range of functions.	**Plan of public spaces.** A plan that shows the distribution of public spaces in the proposed scheme. **Local public space examples.** Examples of relevant, local examples of successful public spaces. **Plan of each proposed public space.** A plan identifying its key features including a schedule of proposed functions that meets the Local Plan open space requirements.
Local Plan Policies for Streets and Public Spaces Local Plan policies: DW2	

Streets and Public Spaces Required Outcome 1

A place that is simple to understand and navigate around and that feels distinctively local to Teignbridge. A place where the height of buildings and widths of streets and spaces define the right size of street to accommodate the functions it needs to accommodate relative to its place in the street hierarchy.

Longston Cross, Bovey Tracey: a good example of well-designed street network

What we want to see

To provide a clearly defined hierarchy of streets and spaces for new development based on a clear understanding of appropriate, locally distinctive examples. The street network should consist of primary, secondary and tertiary streets each of which will adhere to the specific requirements set out in the Technical Advice Note.

To provide clear, unambiguous details of each street type in the hierarchy including primary, local or secondary and tertiary streets including a schedule of the functions of each type and how these functions will be accommodated.

To provide planting that is climate resilient and which supports nature recovery and which ensures that all streets, especially primary and secondary streets, contain street trees.

New service and utilities networks are to be designed and co-ordinated to relate well to built and natural features.

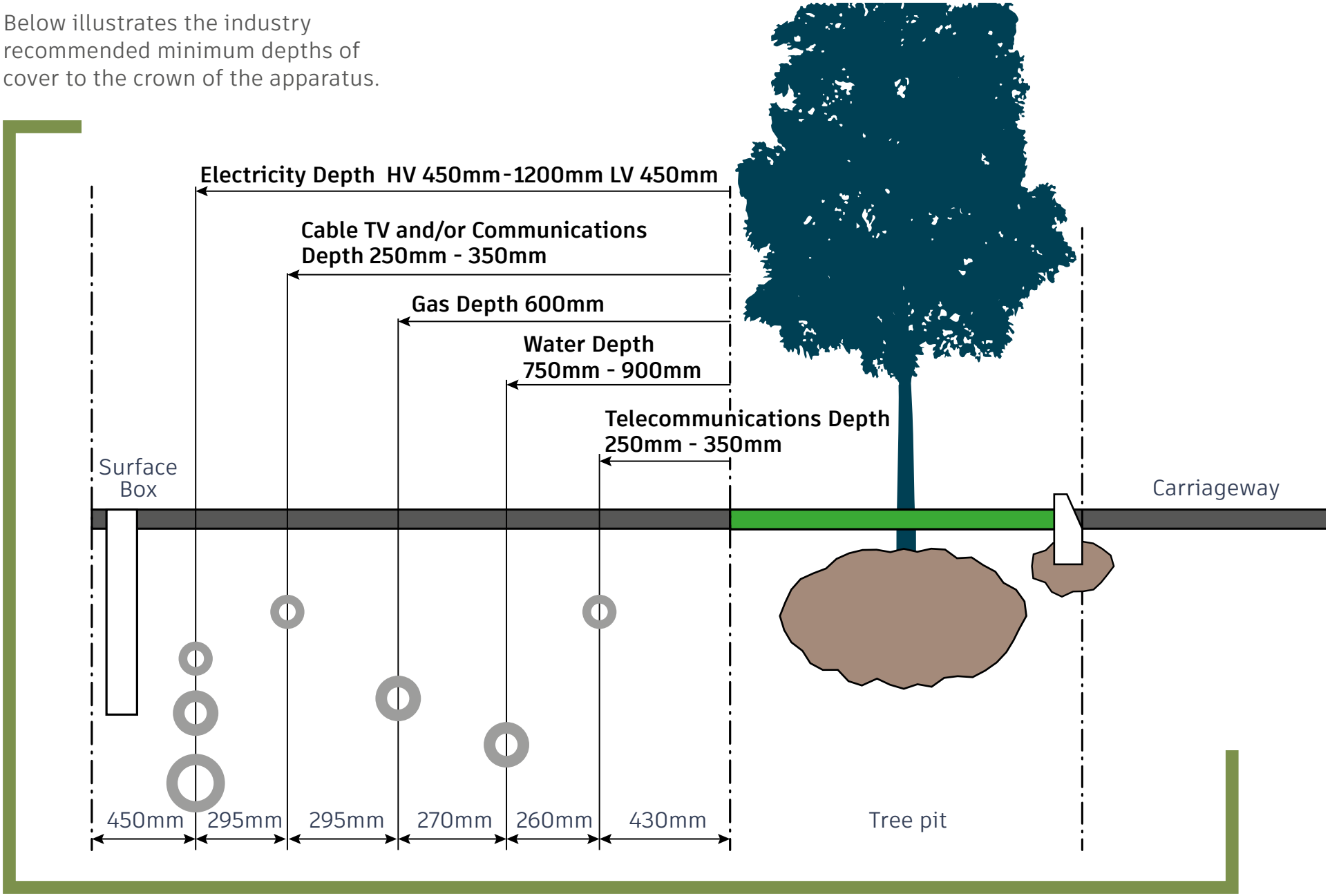
Meters, housings and plant access points must be designed, and located to minimise the impact on buildings, landscape and the street scene. Utilities will be positioned under footways and avoid tree root protection areas.

New service and utilities networks are to be designed and co-ordinated to relate well to built and natural features. Meters, housings and plant access points must be designed, and located to minimise the impact on buildings, landscape and the street scene.

What we don't want to see

A street structure that lacks a clear hierarchy.

Below illustrates the industry recommended minimum depths of cover to the crown of the apparatus.



Streets and Public Spaces Required Outcome 2

A place where the public spaces are in the right place, are of the right size and shape, and are designed to support a range of functions.

What we want to see

Using suitable local precedents, public spaces will be designed to seamlessly accommodate the required functions, allow communities to come together for meetings and events, and to support nature recovery and climate change resilience.

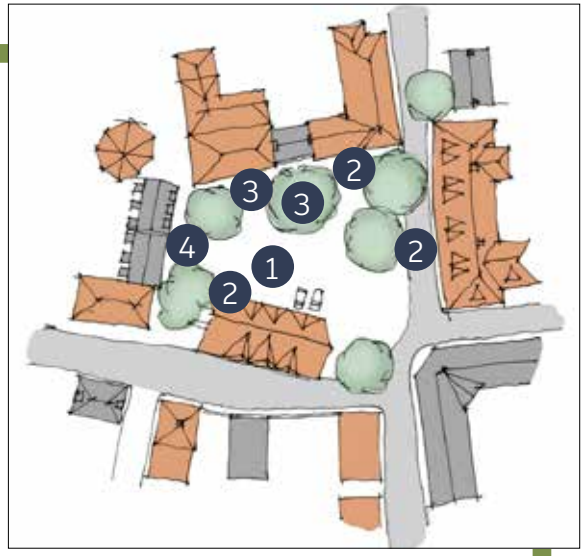
What we don't want to see

We don't want to see open spaces that are bits of left over land after the buildings have been designed.

Public spaces

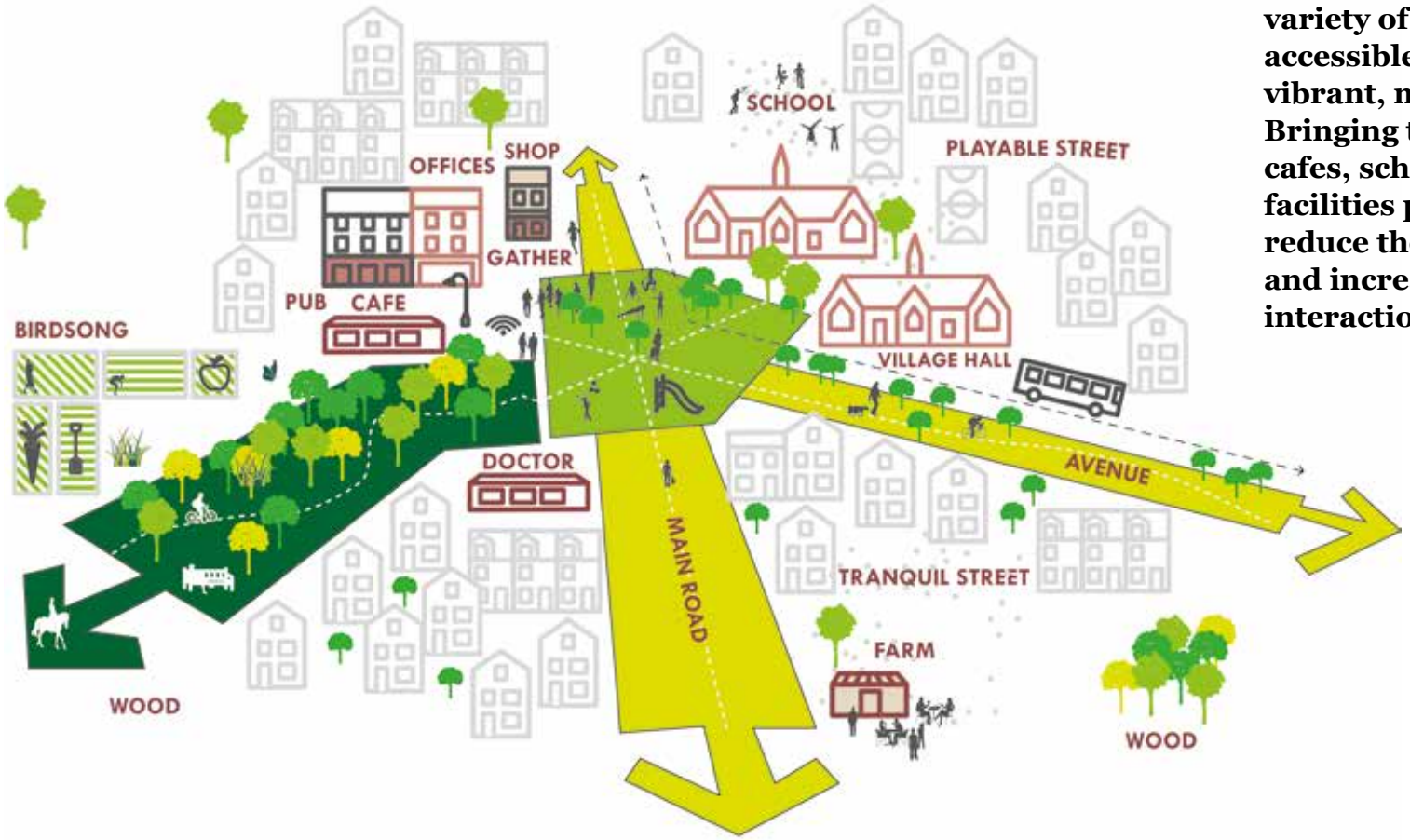
These can be city and town squares, market places, residential garden squares or village greens through to less formal spaces that form part of the street network. Factors include:

1. Events: If one of the key functions of the space is to accommodate outdoor events or market stalls, proposals should include a power supply and lighting.
2. Frontage: Buildings should provide a level of enclosure around the space that is suitable to its context and setting. All buildings should have their fronts facing the space. Spaces such as new town squares provide an opportunity for public uses such as education, and other active uses such as pubs, restaurants and cafes, and provide a gathering space to accommodate large numbers of people.
3. Green infrastructure: Street trees are to be provided within squares and other public spaces but sited to not compromise the flexibility of the space.
4. Setbacks: For a town square the building line will be at the back of pavement but in smaller scale, more informal areas, setbacks for gardens are allowed.



A well integrated urban square, a component of a wider network of routes and spaces.

Code Requirements for Uses



This diagram shows that grouping a variety of uses together in a centrally accessible location can help to create vibrant, mixed-use neighbourhoods. Bringing together shops, offices, cafes, schools, community and health facilities provides opportunities to reduce the need for multiple journeys and increases the chance of social interaction.

This chapter sets out guidance on the requirement to create vibrant, mixed-use neighbourhoods. These bring together facilities for existing and future communities to live, work and play and contribute to the creation of sustainable development.

In addition to an appropriate mix of commercial, employment and community uses, new places must have an appropriate mix of housing types to suit people at all stages of life including self-build and custom build options.

The way that various uses are located in any new development can have a significant impact on the vitality of the place and can impact on the success or otherwise of planning for active travel and contributing towards net zero.

The majority of the mixed-uses in a new development must be clustered so that all residents in a scheme (and in existing communities where relevant) benefit by being able to easily walk to them for multiple purposes.

At a more detailed level, a key characteristic of vibrant places is that the shops, cafes, offices, community facilities etc all have their entrances facing onto the street.

Uses Checklist

Required Outcome	Supporting Information
U-01 - A place where access to the majority of residents' daily requirements, such as shopping, meeting people, play, health and education are available within about a ten minute walk from their front door.	**Plan showing location of non-residential uses.** A plan indicating the location of all proposed non-residential uses in the scheme demonstrating how residents from all parts of the scheme or neighbourhood can readily walk to shops, schools, jobs and community facilities and so on using a 10 minute walk isochrone.
U-02 - A place where the street is vibrant and lively with a range of services and facilities available in a conveniently located clustered development.	**Plan showing where the main entrances are for non residential uses.** A plan showing the location of the main entrances to all buildings except for houses.
U-03 - A place that is open to all to live in and provides a diverse range of housing choices to suit people at all stages of life with a full range of types and tenures of homes including opportunities for self-build and custom build.	**Plan of housing types and tenures.** A schedule and a plan showing housing types and tenures.
U-04 - A place that can be phased so that supporting uses are delivered in tandem with housing building a sense of place and supporting self containment from the outset.	**Phasing plan.** A phasing plan for the development identifying opportunities for early delivery of facilities for new and existing residents.
Local Plan Policies for Uses Local Plan policies: DW2, DW3, H6	

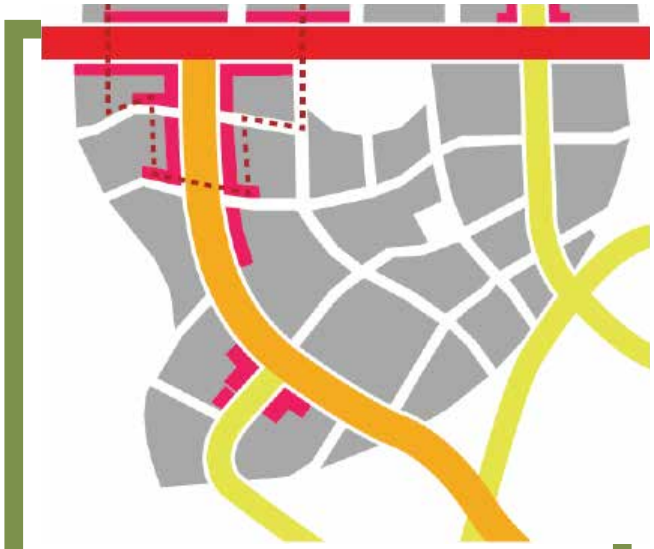
Uses
Required Outcome 1

A place where access to the majority of residents' daily requirements, such as shopping, meeting people, play, health and education are available within about a ten minute walk from their front door.

What we want to see

Non-residential uses in a new development must be located as conveniently as possible for as many existing and new residents as can be achieved. As a rule of thumb, a new neighbourhood will normally be based on an area of around 50-60ha where a centrally clustered, neighbourhood centre is no more than around a 800m radius, which is usually walkable in about 10 minutes.

Not all development proposals will be of this scale and therefore the location of the non-residential uses will be influenced by a number of factors including the scale of the proposed development and whether it is connecting directly into another existing neighbourhood. Schemes that propose a greater amount of development must use the neighbourhood unit above as the basic building block to structure the form and layout of the new place.



The approach to integrating non-residential uses alongside residential uses.

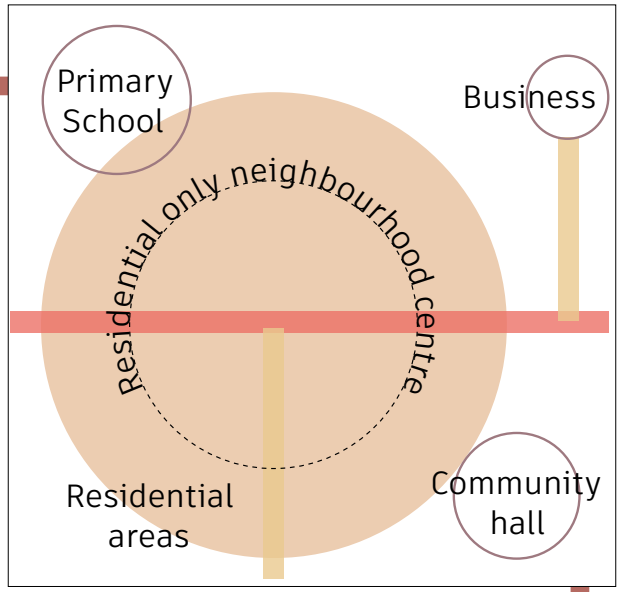
- Neighbourhood Centre Core Area
- Non-residential Uses
- Major Urban Through Route
- Avenue/Principal Street

In smaller developments where footfall is less, a more informal mix of small scale shops, services, live work units and houses might be appropriate providing the buildings are designed to be adaptable and to enable future changes of uses.

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

What we don't want to see

We don't want to see proposals for new developments where the non-residential uses are segregated or where their layout is likely to encourage visits by car.



Isolated non-residential uses and facilities perpetuate single purpose destination trips and are unlikely to create a walkable neighbourhood or support variety within the neighbourhood centre.

Uses
Required Outcome 2

A place where the street is vibrant and lively with a range of services and facilities available in a conveniently located clustered development.

What we want to see

Ground floor uses in mixed-use locations should have their front doors and windows facing onto the street and be designed to be flexible enough to change uses over time. Upper floors may be other uses such as flats or workspace.

An example of ground floor shops and café with flats or offices above.

What we don't want to see

We don't want to see blank frontages or blocked off doors and windows in mixed-use locations.

Uses
Required Outcome 3

A place that is open to all to live in and provides a diverse range of housing choices to suit people at all stages of life with a full range of types and tenures of homes including opportunities for self-build and custom build.

What we want to see

All schemes will be expected to provide a mix of types and tenures of home consistent with the most recent Housing Needs Survey. The distribution of homes around the scheme must be tenure blind, which means that it shouldn't be possible to distinguish a privately owned home from a rented home simply by the quality of their external appearance.

What we don't want to see

We don't want to see enclaves of one type or tenure of home or proposals for gated housing estates.

Uses
Required Outcome 4

A place that can be phased so that supporting uses are delivered in tandem with housing building a sense of place and supporting self containment from the outset.

What we want to see

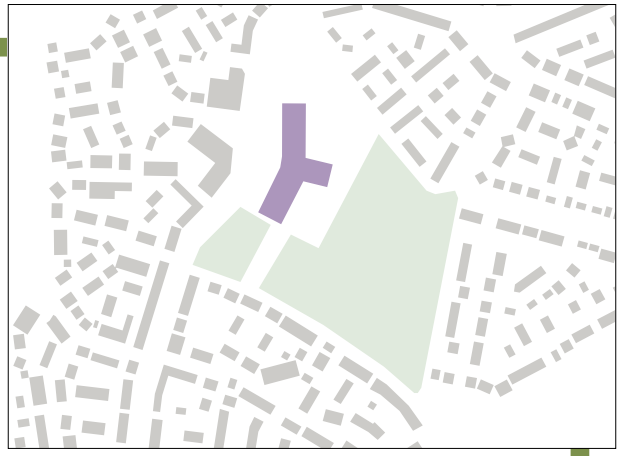
A phasing plan that shows how key non residential uses will be phased in from early stages in the development.

Developers should consider identifying existing buildings or structures already on site that may be able to provide an affordable and relatively quick way to start to provide a shop or other focus for early place-making.

What we don't want to see

Developments that are substantially built out before supporting uses are considered or delivered.

Temporary buildings or existing structures can be used to help to establish non-residential uses and establish a new place



In this example, at Cranbrook to the east of Exeter, the primary school (highlighted on the plan) was built before the majority of the houses in this first phase.

Code Requirements for Homes and Buildings

This shows that access to good quality outdoor space must be achievable for all new developments including flats.

New homes and buildings must have suitable space standards, have access to private outdoor space and that the mix and type of homes and buildings provide diversity for all potential users. Research by Public Health England indicates that improved quality of housing, the provision of more affordable homes, and a broader range of types of homes, along with more affordable homes for people with specific needs, can have Health and Wellbeing benefits.

1. A building with shaded balconies that overlook an internal courtyard with an attractive community garden
2. Communal Garden
3. Private balconies, deep enough to provide shade

Homes and Buildings Checklist

Required Outcome	Supporting Information
HB-01 - A welcoming place for all with a range of homes and buildings that each provides physical accessibility, adequate levels of internal and external space, and privacy for the enjoyment of users of all ages, abilities and needs.	**Confirmation of commitment to Nationally Described Space Standards.** Confirmation of commitment to use the Nationally Described Space Standards as a minimum on all new homes. **Plan showing access to outdoor space for every home.** A plan that demonstrates that every home will have access to outdoor private space such as a garden, balcony or communal open space. **Plan of house types showing location of affordable housing.** A plan showing the proposed distribution of plots by type and tenure demonstrating that the housing mix will be diverse and tenure blind. Confirmation that the housing mix will provide for a range of households and that the required amount and type of affordable housing is being provided.
Local Plan Policies for Homes and Buildings Local Plan policies: DW2, H4, H5, EN12	

Homes and Buildings Required Outcome 1

A welcoming place for all with a range of homes and buildings that each provides physical accessibility, adequate levels of internal and external space, and privacy for the enjoyment of users of all ages, abilities and needs.

What we want to see

Policy H5 in the Local Plan requires new homes, as a minimum, to meet the nationally described space standards with regard to gross internal floor areas and storage. Exceptions to this will only be acceptable where the housing product has been specifically custom designed as a “compact home”.

Access to external open space is required for all homes. This may be in private gardens, balconies or terraces or communal garden areas.

When site specific codes are being prepared it is important that the proportion of homes that meet Building Regulations M4(2) accessible and adaptable standard or M4(3) wheelchair user dwelling standard are agreed with the council and the resulting targets incorporated into the site code’s requirements.

A site specific code can also set a target for the proportion of Accessible homes to be provided on a development, based on an assessment by the local authority.

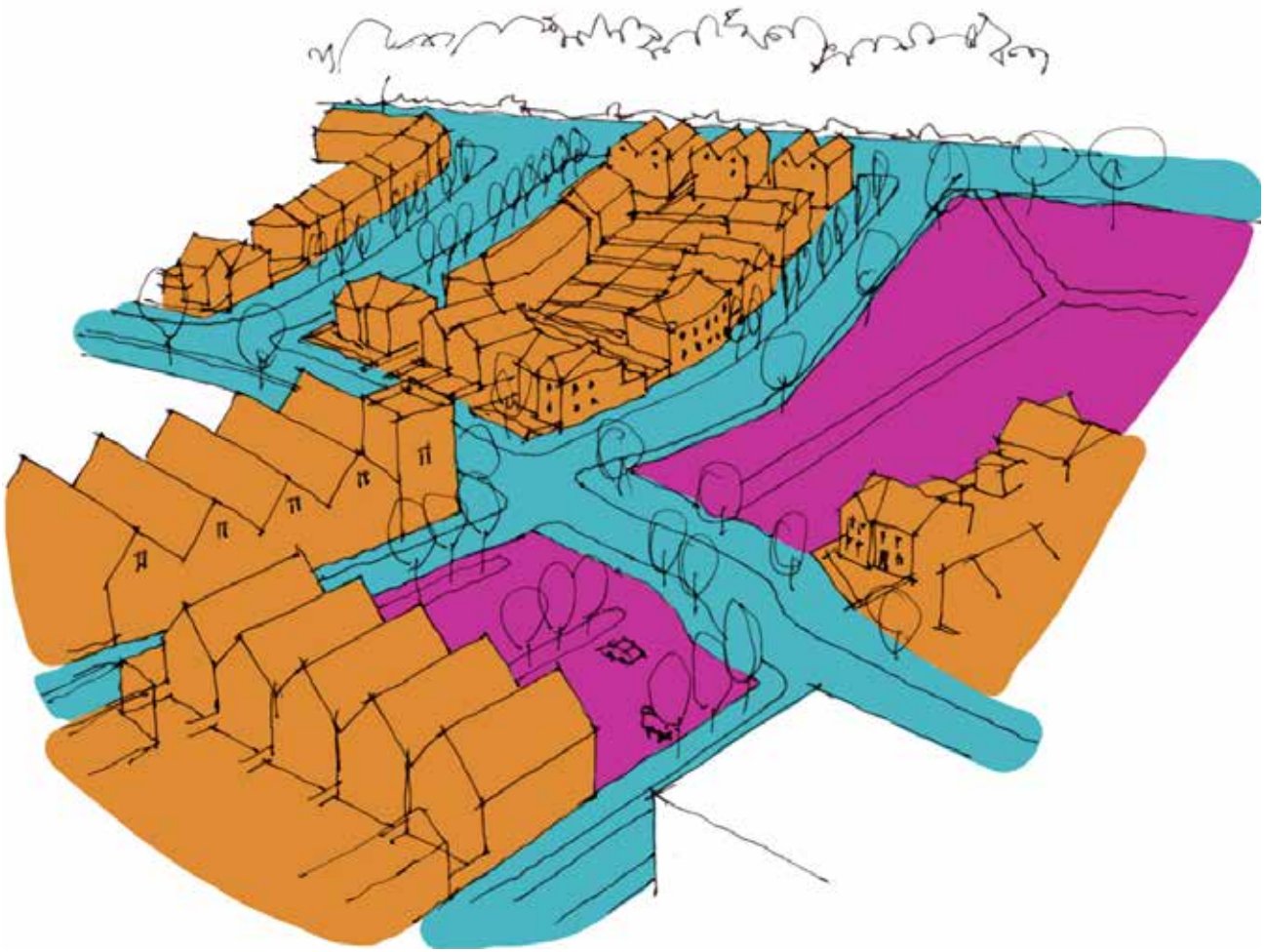
Residents must be able to enjoy appropriate levels of comfort and privacy without feeling unduly overlooked or enclosed. As a general rule in Teignbridge, distances between habitable room windows at the rear should be at least 20m. North facing, single aspect homes should be avoided as these are unlikely to provide adequate internal daylight.

What we don’t want to see

We don’t want to see homes that don’t provide adequate levels of accessibility, space standards or access to external private space.

We don’t want to see all of the affordable housing, or large numbers of non-market homes, in a location that feels like a separate enclave and we don’t want to see housing developments that have gated or controlled access.

Code Requirements for Lifespan



Proposed management and maintenance responsibilities

This diagram shows that for every element of the new place there must be a clear proposal for who will be responsible for managing and maintaining it into the future.

This is particularly important for new public spaces and green spaces where the local community should have the opportunity to be involved in how things are managed in their neighbourhood.

- Management company
- Adopted by local authority
- Privately owned

This chapter sets out guidelines to ensure that the way in which places are managed into the future is considered and agreed at an early stage in the design process. Whilst the majority of most new schemes will consist of homes and other buildings that will be privately owned by individuals, businesses or other organisations, such as Registered Providers, some areas of the new place will require agreement on who will take on the responsibility for looking after them in perpetuity. These may include public open spaces, squares, parks, play areas, areas for wildlife and nature, Sustainable Urban Drainage schemes, street trees and verges, and, in some instances, shared surfaces or roads. Local Plan Policy DW2 requires that the maintenance and management of these facilities will be transferred to a responsible organisation. This must be offered in the first instance to Community Interest Companies and Town or Parish Councils.

Lifespan Checklist

Required Outcome	Supporting Information
L-01 - A place that is cared for and actively managed with clear responsibility and budgets for the management and maintenance of every component of the new scheme and where residents and other users know who to contact if something needs to be changed or fixed and where residents can get involved and have a say in the way in which the place is being looked after.	**An outline Management Plan for stewardship.** An outline Management Plan that clearly identifies all elements of the public realm in the proposed development that describes: - who the proposed owner will be, with all open space and infrastructure marked up on a plan; - what the proposed mechanism is for generating funds to pay for ongoing costs and reviewing these costs in line with evidence; - what the management structure will be, including how residents will be involved, to enable the long term stewardship of each element.
Local Plan Policies for Lifespan Local Plan policies: DW2, EN6, EN10	

Lifespan Required Outcome 1

A place that is cared for and actively managed with clear responsibility and budgets for the management and maintenance of every component of the new scheme and where residents and other users know who to contact if something needs to be changed or fixed and where residents can get involved and have a say in the way in which the place is being looked after.

What we want to see

Spaces and facilities that will require long term maintenance or management should be simply and robustly designed from the outset.

Developers should consider early in the design process who they anticipate will take responsibility for owning and managing each element of the public realm as set out above.

What we don't want to see

White elephants; lack of clarity on who will be taking on the responsibility for the management of spaces and infrastructure.

8. Bringing it All Together

In Chapter 4, A Shared Purpose, we set out the process that designers and developers must use to achieve a well-designed place.

As emphasised earlier, an understanding of and response to each of the ten characteristics of well-designed places will be important contributors to the overall design and quality of the proposed place but particular emphasis must be placed on the fundamental design outcomes of local engagement, low carbon and green infrastructure.

Local Engagement will provide an opportunity for local communities to contribute to the design of the new place. There must also be an opportunity early in the process to consider the role for local people in the stewardship of the place. Schemes must provide the key facilities and infrastructure to ensure the new development integrates with existing places and doesn't put additional demand on existing facilities and infrastructure. One of the very first things that any prospective developer will do is to discuss and agree a Strategy for local engagement with the council to ensure that local people can contribute to the process of developing the new scheme.

Designing for reduced or zero carbon will reflect the council's commitment to be a net zero authority, resources consumed and carbon emitted through both the construction and operational phases of development will be minimised through the design of buildings and infrastructure and through compact site layouts.

As part of green infrastructure, designing for nature will reflect the council's commitment to work with statutory and other partners to protect, enhance and restore the biodiversity of the District. Developer's proposals will result in a net biodiversity gain and will connect and link up habitats on site and in surrounding areas.

Each of the ten characteristics of well-designed places that are set out in the government's National Design Guide and Model Design Code, focuses on the specific requirements for that characteristic but, clearly the designer's skill and their clients' commitment will be best demonstrated in how all of these characteristics and requirements are brought together to create clear proposals for an attractive place to live. Designers must focus on ways in which the outcomes can be achieved and the resulting illustrative masterplan, regulating plan, parameter plans and code details must come together into a spatial vision that gives confidence to the council and the local community that the plans for a new, well-designed development will be realised on the ground.

Checklist

As detailed on page 10 of this code, this checklist brings together the code requirements for each of the design themes set out in chapters 6 and 7. This checklist comprises the required outcomes and supporting information. Where supporting information is shown as a requirement, this is based on Local Plan Policy.

The checklist is to be used by any prospective developer and it will also be used by the council to ensure that the required information has been submitted in the format required by the developer.

The checklist also represents the template for the preparation of the site specific codes for schemes of 30 homes or more, and for custom and self-build sites of 2 homes or more as detailed in Local Plan Policy DW1.

The District Design Code should also be used to inform any design elements of planning proposals not otherwise required to provide design information as per Figure 6 and Table 3. Not all of the District Code will be relevant to a particular development due to differences in size, location and the type of development proposed. Therefore, the elements of the code relevant to the proposed development should be agreed with the Council at outline stage.

These requirements of the code are to be worked up using steps 1-3 of the Five Steps process set out above in order to bring the whole design together.

Local Engagement Checklist

Required Outcome	Supporting Information
LE-01 - Local communities have been engaged in the design of the proposed development.	**Engagement Outcome Report** For any development of 30 homes or more, or 1 ha or greater, an Engagement Outcome report that is proportionate to the scale of the proposed Development, setting out how the developer intends to reflect the views and concerns of and incorporate the design preferences of local people.

Climate Resilience Checklist

Required Outcome	Supporting Information
CR-01 - A compact and walkable place planned to reduce demand for energy use in transport, buildings and infrastructure and which encourages self-containment and a reduction in private car trips from the outset.	**Information illustrating a compact and walkable place.** Information that shows how people can walk or cycle to facilities/services without the need for car use. For larger schemes of 30 or more homes, a diagram using isochrone accessibility maps that show what the approximate walking distances are from the edges of the proposed development to key facilities such as the local centre, school, employment and public transport stops.
CR-02 - An approach to the design and construction of onsite infrastructure, building fabric and provision of onsite energy and heat infrastructure that drives down carbon emissions supporting delivery of the Teignbridge Local Plan Policy CC2 - Carbon Statements commitments.	**A Carbon Statement/ Strategy for the development.** A carbon statement/strategy that describes the sustainable energy system for the development and how it can achieve low carbon emissions.
CR-03 - A development process that actively minimises the amount of carbon produced during the construction of the new place which includes the retention and reuse where possible of existing buildings and other features, such as hedgerows, that store carbon.	**A Carbon Statement for construction.** All developments which propose the construction of new homes or non-residential floorspace will be required to submit a Carbon Statement to the council for approval and implementation, demonstrating how they will minimise the amount of carbon produced during construction, and fulfil the principles of the energy hierarchy and the minimum standards as set out in Local Plan Policy CC2.
Local Plan Policies for Climate Resilience Local Plan policies: GP1, CC1, CC2, CC3, CC4, DW2	

Green Infrastructure Checklist

Required Outcome	Supporting Information
GI-01 - A place where the layout and structure of the development enables increases in biodiversity to be embedded in the networks of streets and spaces, parks, play areas and other green spaces, including green routes for active travel, which connect into the surrounding environment to support nature.	**Plan of the Green Infrastructure Network for biodiversity and nature.** A plan showing the green infrastructure network for the proposed scheme highlighting the strategy for integrating and increasing biodiversity and important retained features on the site such as woodland, hedgerows, trees and watercourses.
GI-02 - A place with a connected network of well-designed parks, play areas and other green spaces, including ease of access to large areas of green space, which link with the surrounding environment and which meet peoples' recreational needs and enhance health and wellbeing.	**A plan showing proposed Green Infrastructure including overall area in square metres.** A plan showing the green infrastructure network for the proposed scheme. For smaller schemes of less than 30 homes this will be relatively simple but for a larger scheme it will include green public open spaces, spaces for nature, SuDs, street trees, children's play areas, sports pitches, allotments and accessibility to larger green spaces. **A plan of the retained features on the site.** A plan to highlight important retained features on the site such as woodland, hedgerows, trees and watercourses highlighting how these maintain or enhance green connectivity. **Details of proposed street trees.** Details of the proposed species of street trees in the scheme, a strategy for ongoing maintenance, and the technical details of how they will be accommodated in the scheme avoiding conflict with Highway Requirements and those of utility providers. **A strategy for ongoing maintenance of green infrastructure.** A strategy for ongoing maintenance of Green Infrastructure that clearly sets out how good quality will be maintained, and benefits for local communities, and the nature and climate resilience will be prioritised.

Green Infrastructure Checklist

GI-03 - A place whose structural design and layout attractively incorporates natural water features such as watercourses and wetlands, as well as newly designed sustainable urban drainage schemes into the network of streets and open spaces. A place where flood risk is minimised.	**SuDs Plan.** A plan showing details of the proposed SuDs arrangements and how the SuDs network supports nature and biodiversity. **Flood risk plan.** Flood Risk mapping and proposals on flood risk mitigation and resilience for the proposed scheme in accordance with Local Plan Policy EN6 - Flood Risk and Water Quality.
Local Plan Policies for Green Infrastructure Local Plan policies: DW2, DW3, EN1, EN4, EN6, EN10, EN11, EN16	

Context Checklist

Required Outcome	Supporting Information
C-01 - A place that contributes to or enhances the positive characteristics of the existing area.	**Site Context Plan.** A plan that identifies the key characteristics and features from the site's context, including the existing nature and biodiversity and the historic and built environment and how the design might respond to them.
C-02 - A place that complements the existing surrounding places physically, and in terms of its appearance, and connections to nature.	**Wider Context Plan.** A context plan showing the proposed site in its wider setting highlighting key infrastructure connections, particularly for movement and green infrastructure including existing natural features, and demonstrating how the proposed development would integrate visually and functionally with the existing place.
Local Plan Policies for Context Local Plan policies: DW1, DW2, DW3, GP6	

Identity Checklist

Required Outcome	Supporting Information
I-01 - A place that feels distinctively local using typical street layouts, building forms, materials and details from the existing place.	**Character Appraisal.** The appraisal should identify the distinctive design and materials in the area that contribute to a positive local identity and confirm how they are to be incorporated into the scheme. The appraisal could also include the story of the place, its distinctive features and details, prominent or distinctive materials, and craft or art works.
I-02 - A place that works with the distinctive topography of the site.	**Cross sections and elevations.** Cross sections and elevations of local examples demonstrating how new buildings will be arranged to work with the topography of the site.
I-03 - A place with well-designed and proportioned buildings that reflect the distinctiveness of the district.	**How the information about character will be used.** Developers should draw out features and details from the contextual appraisal that will be integrated and adapted for use in the design and appearance of the scheme and its buildings with indicative illustrations.
Local Plan Policies for Identity Local Plan policies: DW2	

Built Form Checklist

Required Outcome	Supporting Information
BF-01 - A place that promotes active travel using an urban structure that is well connected, permeable and legible.	**Plan of the development blocks.** A plan of the proposed development showing the dimensions and density of each development block and the proposed storey heights of buildings across the development and active travel routes.
BF-02 - A place that provides clarity between the areas that are public and those that are private.	**Perimeter block plan.** A plan of the proposed development showing the use of perimeter blocks and highlighting all the private space and gardens for homes and indicating the location of courtyard parking and other servicing arrangements.
BF-03 - A place that is edged with attractive buildings and boundary treatments creating a coherent frontage with frequent doors and windows animating the public realm.	**Elevations of street types.** Elevational drawings of each street type demonstrating an attractive edge to the street with the fronts of buildings with well-proportioned doors and windows facing the street, and appropriate boundary walls or hedges. The locations for utility boxes and similar services should also be shown on the elevations.
Local Plan Policies for Built Form Local Plan policies: DW2, DW3	

Movement Checklist

Required Outcome	Supporting Information
M-01 - A place that has a well-connected walkable and cyclable active travel network comprised of streets and public spaces that is easy to understand and navigate and which facilitates good connections for all modes of transport within and beyond the development and creates a clear street hierarchy.	**Plan of movement network.** A plan showing the street hierarchy of the proposed movement network for the scheme indicating the Primary, Secondary (or Local), and Tertiary streets and showing how these routes connect to the wider area. The plan should also show proposed locations for Car Clubs and Electric Vehicle public charging points. **A plan showing walking distances to public transport.** An isochrone plan showing walking distances for all residents to public transport stops.
M-02 - A place that prioritises active travel, primarily walking and cycling, making it convenient, safe, attractive and easy for users.	**Plan of walking and cycle routes.** A plan showing the cycling routes, walking routes and shared walking & cycling routes, and the public transport network. There should also be a description of how active travel has been prioritised in the movement network. This should also show the walking distance (isochrones) from mixed-use areas and bus stops and show connectivity into the wider active travel network on the plan. **Typical junction details.** Typical junction details showing how cycle movements and pedestrian crossings are to be balanced with the movement of vehicles for all junction types.
M-03 - A place that comfortably accommodates allocated and unallocated car parking and servicing, including bin stores, whilst maintaining an attractive pedestrian environment.	**Car parking details.** Plans of typical parking details for both on street and on plot car parking for all street types. **Cycle parking details.** Details of typical cycle parking provision on street for public use and also on plot, particularly the provision for apartments. **Bin store details.** Typical bin store details for individual homes and for shared facilities such as for flats showing location and how they are screened from public view.
Local Plan Policies for Movement Local Plan policies: CC3, DW2, DW3	

Streets and Public Spaces Checklist

Required Outcome	Supporting Information
SPS-01 - A place that is simple to understand and navigate around and that feels distinctively local to Teignbridge. A place where the height of buildings and widths of streets and spaces define the right size of street to accommodate the functions it needs to accommodate relative to its place in the street hierarchy.	**Plan of street hierarchy.** A plan showing the proposed street hierarchy for the new development illustrating the primary, secondary and tertiary street network. **Relevant local examples of street types.** Sections of existing, appropriate locally distinctive examples of each type of street in the hierarchy highlighting the distinctive features to be incorporated into the new scheme. **Plan and cross section of each proposed street type.** A cross section and plan for each street type, including measured and drawn details of enclosure, frontage, active frontages, setbacks, footways, service roads, on-street parking, verges, street trees, positioning of services and utility apparatus and other green infrastructure, bus lanes, cycle facilities and carriageway widths. Developers should also provide a commentary on the locally distinctive features that are based on the analysis of existing streets.
SPS-02 - A place where the public spaces are in the right place, are of the right size and shape, and are designed to support a range of functions.	**Plan of public spaces.** A plan that shows the distribution of public spaces in the proposed scheme. **Local public space examples.** Examples of relevant, local examples of successful public spaces. **Plan of each proposed public space.** A plan identifying its key features including a schedule of proposed functions that meets the Local Plan open space requirements.
Local Plan Policies for Streets and Public Spaces Local Plan policies: DW2	

Uses Checklist

Required Outcome	Supporting Information
U-01 - A place where access to the majority of residents' daily requirements, such as shopping, meeting people, play, health and education are available within about a ten minute walk from their front door.	**Plan showing location of non-residential uses.** A plan indicating the location of all proposed non-residential uses in the scheme demonstrating how residents from all parts of the scheme or neighbourhood can readily walk to shops, schools, jobs and community facilities and so on using a 10 minute walk isochrone.
U-02 - A place where the street is vibrant and lively with a range of services and facilities available in a conveniently located clustered development.	**Plan showing where the main entrances are for non residential uses.** A plan showing the location of the main entrances to all buildings except for houses.
U-03 - A place that is open to all to live in and provides a diverse range of housing choices to suit people at all stages of life with a full range of types and tenures of homes including opportunities for self-build and custom build.	**Plan of housing types and tenures.** A schedule and a plan showing housing types and tenures.
U-04 - A place that can be phased so that supporting uses are delivered in tandem with housing building a sense of place and supporting self containment from the outset.	**Phasing plan.** A phasing plan for the development identifying opportunities for early delivery of facilities for new and existing residents.
Local Plan Policies for Uses Local Plan policies: DW2, DW3, H6	

Homes and Buildings Checklist

Required Outcome	Supporting Information
HB-01 - A welcoming place for all with a range of homes and buildings that each provides physical accessibility, adequate levels of internal and external space, and privacy for the enjoyment of users of all ages, abilities and needs.	**Confirmation of commitment to Nationally Described Space Standards.** Developers will need to confirm their commitment to use the Nationally Described Space Standards as a minimum on all new homes. **Plan showing access to outdoor space for every home.** A plan that demonstrates that every home will have access to outdoor private space such as a garden, balcony or communal open space. **Plan of house types showing location of affordable housing.** A plan showing the proposed distribution of plots by type and tenure demonstrating that the housing mix will be diverse and tenure blind. Confirmation that the housing mix will provide for a range of households and that the required amount and type of affordable housing is being provided.
Local Plan Policies for Homes and Buildings Local Plan policies: DW2, H4, H5, EN12	

Lifespan Checklist

Required Outcome	Supporting Information
L-01 - A place that is cared for and actively managed with clear responsibility and budgets for the management and maintenance of every component of the new scheme and where residents and other users know who to contact if something needs to be changed or fixed and where residents can get involved and have a say in the way in which the place is being looked after.	**An outline Management Plan for stewardship.** An outline Management Plan that clearly identifies all elements of the public realm in the proposed development that describes: - who the proposed owner will be, with all open space and infrastructure marked up on a plan; - what the proposed mechanism is for generating funds to pay for ongoing costs and reviewing these costs in line with evidence; - what the management structure will be, including how residents will be involved, to enable the long term stewardship of each element.
Local Plan Policies for Lifespan Local Plan policies: DW2, EN6, EN10	

9. Technical Advice Notes

Technical Advice Note for Green Infrastructure

As set out in the What we want to see for Green Infrastructure, applicants and prospective developers are expected to bring forward development that is designed around existing natural features, supports increases in bio diversity, creates a network of interconnected green routes and spaces, and effectively manages surface water in existing watercourses and through Sustainable Urban Drainage systems.

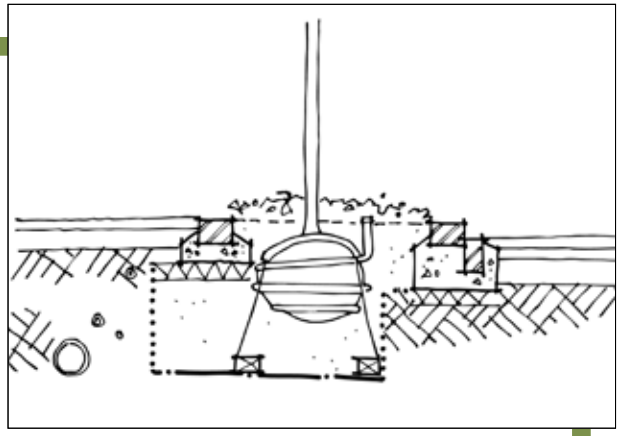
The following Technical Advice Note includes principles for the design of new green spaces and details of street tree planting including spacing in association with providing on-street car parking. The Note also sets out typical details required for new allotments.

New green spaces should be designed using the following principles:

- Distinguishable, well defined, attractive, safe, stimulating and accessible by people of all ages and abilities, particularly children and young people, older people, disabled people and carers;
- Part of the overall natural infrastructure and layout of a site;
- Well integrated within new development such that they have a clear sense of purpose and identity;
- Have the appropriate level of play for the anticipated number and age ranges of children and young people, suitably equipped to meet the needs of the area in accordance with Local Plan Policy DW3;
- A component of the wider network of spaces, including informal active or passive recreation and socialising. Designs should make best use of existing features and provide suitable access. Larger parks should include facilities to promote healthy living such as circular walking routes, trim trails, green gyms and multi-wheeled activity surfaces where appropriate; and
- Are accessible by sustainable travel modes.

As well as protecting our existing trees, woodlands, and hedges, it is important that new development, especially in our urban area and towns, includes new tree planting or other measures to increase natural features and the "greening" of the built environment. Urban greening can help to improve our health, provides habitats for nature and brings people and nature closer together. It also helps to slow down surface water run-off and improves air quality, and improves the appearance of our environment. Studies have shown that being around trees and other natural features can help lift our mood and reduce stress, anxiety and aggression.

The provision of street trees in every street in the new scheme will make the public realm more attractive, more resilient to climate change, provide shade and shelter and support biodiversity. There is an opportunity to use different tree types and species to create variety and interest in different streets and neighbourhoods. In addition to the selection of types of trees, technical details of tree pits and spacing must be provided.



Tree pits for street trees must be designed to the standards required by the Highway Authority.

To enhance “greening” of the urban environment, new trees must be planted in accordance with the standards set out in Table 1. However, if site constraints and characteristics mean that alternative provision is required, then this should be discussed and agreed with the Council.

- New major residential development must include tree planting in line with Table 1, rows A to F
- Minor residential development must provide an improved level of urban greening in line with Table 1, row F only
- Where new major employment development involves the creation of new streets, it must provide new tree planting in line with rows A to C. In other situations, new employment development, with the exception of extensions to existing premises and changes of use, must provide an improved level of urban greening in line with row F

	Type of street/type of development	Planting distances/other requirements
A	Primary streets	15 metre centres
B	Secondary streets	10 metre centres
C	Tertiary/mews streets	Dependant on road design
D	Parallel parking	Taller trees: 20 metre centres (between every 3 parking bays)
E	Perpendicular parking	Taller trees: 9 metre centres
F	Apartment development/ infill with no street frontage	Will achieve an improved level of urban greening relative to current on-site levels through tree planting in public open spaces, green roofs, green walls or green balconies.

Table 1: Urban greening.

	4m	6m
Large Trees		for example: oak, London plane, lime, hornbeam, Turkish hazel
Medium Trees		foe example: callery pear, silver birch, swedish whitebeam, alder
Small Trees	ie. rowan, crab apple, hawthorn	

Table 2: Minimum offset distance from residential buildings to outer canopy edge after 40 years (without management).

Note: proposals that plan to maintain miminum distances through crown management, should be agreed with the LPA prior tothe submission of planning applications.

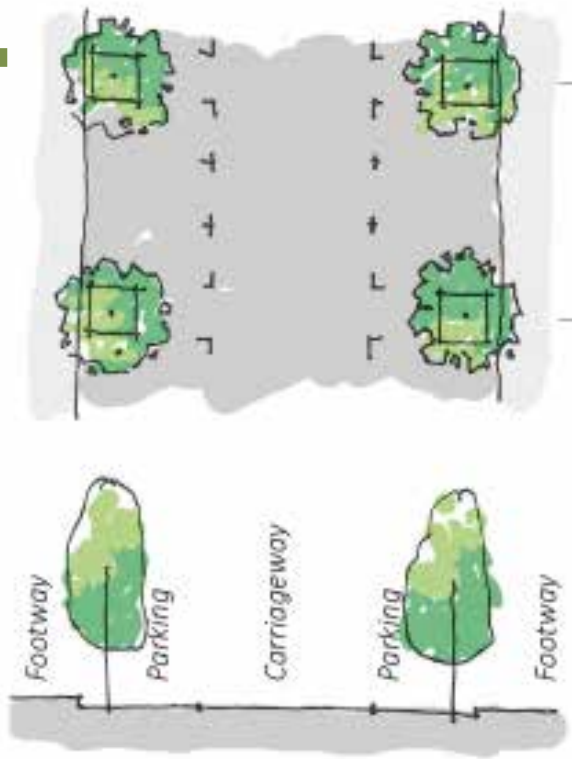
- Where street trees are proposed, evidence must be provided that the Highway Authority is satisfied with the location, species and size of the tree and future management arrangements. Designs must account for tree size after 40 years of plant growth considering street width and proximity to buildings. The most appropriate species for the location must take account of size, honeydew, fruit and leaves. Details are set out in Table 2
- Underground service and utility networks should be designed to be compatible with planting requirements and are to allow for the soil volumes contained within tree pits necessary to support proposed tree species. This should be illustrated through the use of cross sections

Where development results in the loss of a tree/trees of public amenity value, replacement tree planting will be undertaken, preferably on site, in accordance with the standards set out in Table 3.

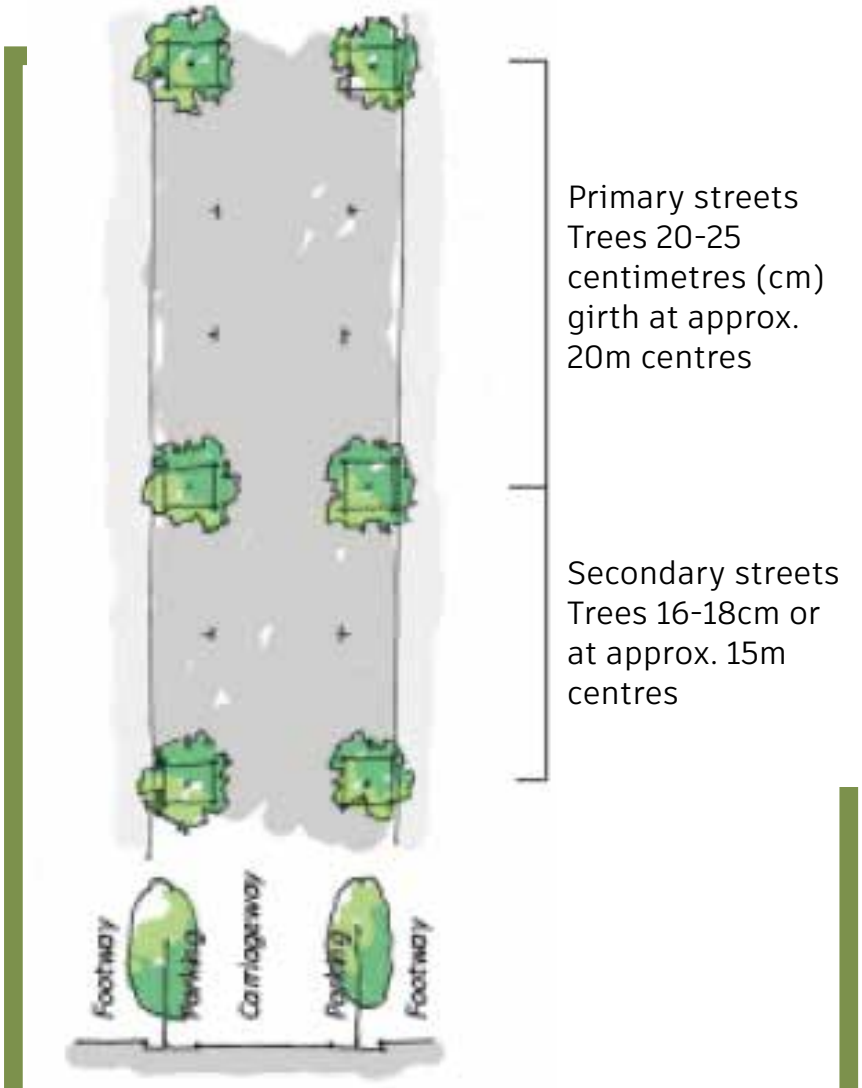
Where this is not possible, green roofs, green walls, balconies or other solutions that provide a commensurate level of urban greening will be used to compensate for the loss, or financial contributions towards off-site tree planting will be considered acceptable. Replacement planting must be achieved where a tree has been lost from the public realm, and achieve a similar tree canopy cover to that lost.

Trunk diameter of tree/s to be lost (measured in cm at 1.5 metres above ground level)	Number of replacement trees required
Less than 19.9	1
20-29.9	2
30-39.9	3
40-49.9	4
50-59.9	5
60-69.9	6
70-79.9	7
More than 80	8

Table 3: Tree replacement requirements



Indicative street tree arrangements for perpendicular parking.



Indicative street tree arrangements for on street parallel parking.

1. Robust boundary treatment
2. Secure community hut (depending on scale and requirements) and seating
3. Level storage area for each plot
4. Plot access paths
5. Central haul way
6. Vehicle access gate
7. Water supply
8. Cycle parking
9. Adequate car parking
10. Disabled accessible plots

Typical facilities expected for new allotment areas

Technical Advice Note for Identity

As set out in the What we want to see for Identity, applicants and prospective developers are required to prepare an appraisal of the distinctive design and materials of the area. The purpose of this is to allow the developer to indicate how these elements are to be incorporated into the proposed scheme. The appraisal will identify features and characteristics such as typical materials and how they are used, distinctive features in the elevations of buildings including the scale and proportion of windows, and boundary features such as walls, railings or planting.

This Advice Note also sets out the key principles for the design of new shopfronts.

The drawings in this Advice Note illustrate a broad range of house types typically used in the Teignbridge area highlighting the qualities and characteristics that give them their particular identity. These indicate the type of appraisal drawings that are to be prepared and submitted by the applicants to show the character of the existing area. These drawings must be supplemented by illustrations that clearly demonstrate the way in which these features and their character are to be reflected in the design and appearance of the buildings in the proposed scheme.

Rendered Town Cottage

1. Understated, simple chimneys
2. Flush verge (no barge boards)
3. Windows set deep within wall construction, often white
4. Render walls in off whites creams or pastel shades
5. Vertical window openings
6. Stepped plinth detail to base of wall
7. More formal door styles with deep reveals
8. Fanlights above doors sometimes with house number
9. Stone or render sills colour matched to render or detailing
10. Render detailing
11. Simple double pitch slate roofs, often with clay ridge tiles
12. Flush eaves more often

Rendered Village Cottage

1. Simple double pitch slate roofs (occasionally thatch)
2. Simple render walls with no decoration often rough texture and rounded corners
3. Mix of vertical and horizontal proportions/openings usually vertically subdivided with sash or casement windows
4. Only occasional exposed lintels
5. Simple door styles, often with vertical planks, set deep within the wall construction
6. Simple porches (timber and slate, occasionally thatch)
7. Simple projecting sills often painted matte black or coordinated with wall or fascias
8. Flush eaves with simple flush timber fascias often painted black
9. Ridges in red or blue/black clay, lead or mortar. Hips mitred

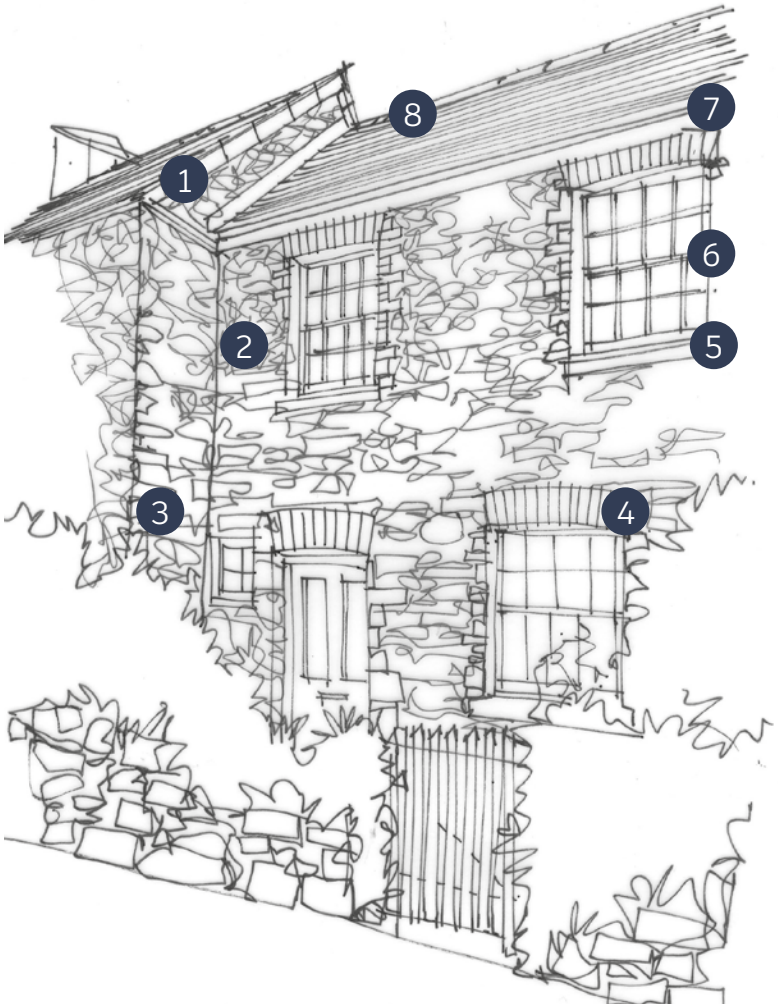
1. Some slate hanging to walls, normally above ground floor
2. Simple projecting sills often painted matte black or coordinated with wall or fascias
3. Painted plinth, often black
4. Informal rhythm to street frontage
5. Unembellished windows set deep within wall construction often arranged irregularly

Town Stone or Brick Railway Cottage

1. Gables in a variety of combinations/sizes
2. Main walls can be in random rubble local stone/brick/render
3. Projecting eaves with timber eaves boards
4. Rendered or brick string courses (often as 3 courses)
5. Brick quoins to window and door openings (occasionally render)
6. Individual buildings often combine to form part of a larger composition
7. Decorated semi-circular or arched openings (brick or rendered)
8. Elevations detailed to turn corners well
9. Sash windows without glazing bars
10. Decorated projecting verges with timber barge boards
11. Ordered composition of architectural elements with a high degree of repetition
12. Elaborately decorated chimneys
13. Slate roofs, which may have clay ridge tiles

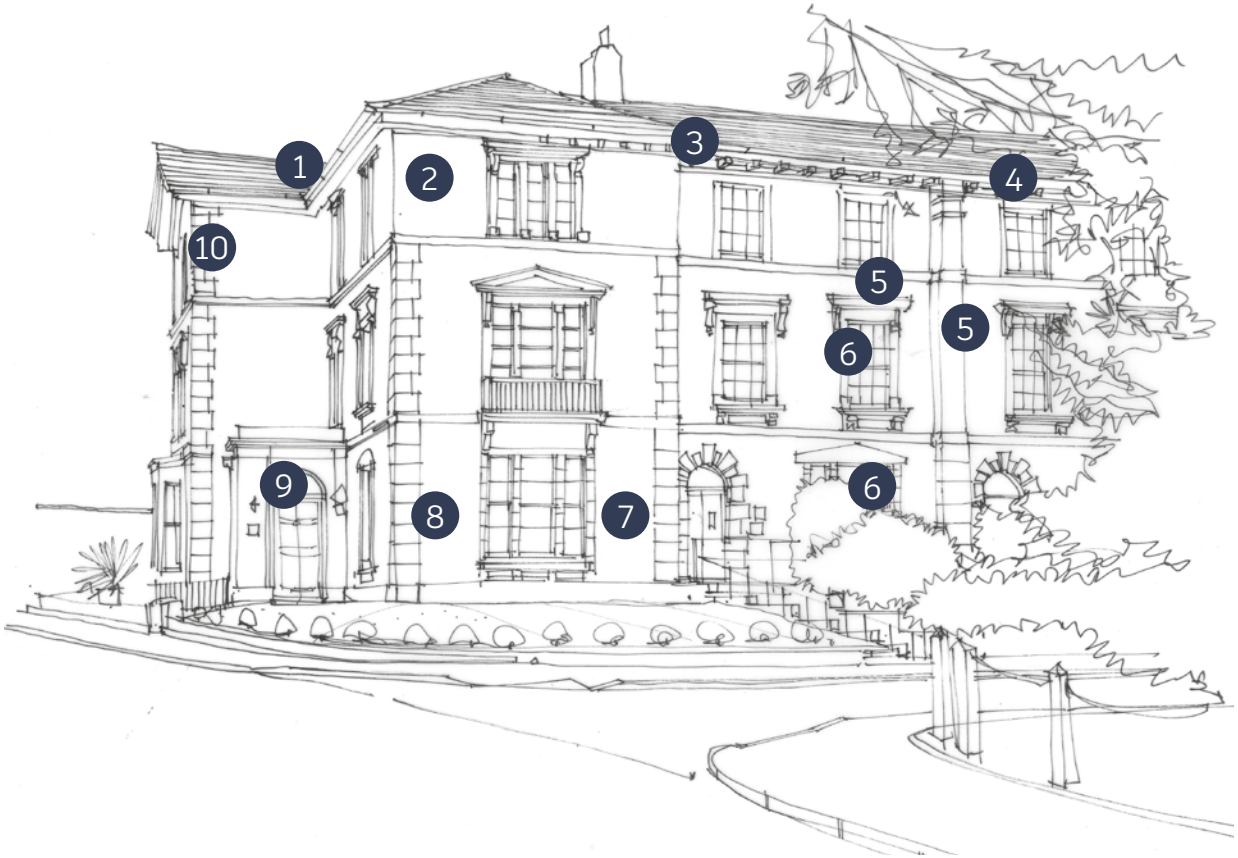
1. Vertical window proportions
2. Simple double pitch slate roofs
3. When in brick, often either red/ orange with pale buff brick detail or vice versa
4. Colour and detail used to create emphasis
5. Door style well integrated

Village Stone Cottage



1. Flush verge (no barge boards) or a flush slate or lead verge
2. Generally vertical proportions to windows (1:1.3/1.5 width to height ratio)
3. Random rubble local stone (sometimes painted)
4. Arched brick, stone or timber lintel with stone or brick reveals
5. Chunky cut or cast stone sills (sometimes slate or double layer of roofing slates)
6. Sliding sash windows
7. Flush eaves with simple flush eaves board usually black, only occasionally exposed rafter
8. Simple double pitch slate roofs with terracotta or grey clay ridge tiles

Large Rendered Town Terrace 1



1. End unit composed to turn corner and emphasise end of terrace
2. Walls colours co-ordinated as part of overall composition
3. Dark roofs
4. Interest created at eaves
5. Arrangements to form and decoration suggest structural integrity and enhance a sense of rhythm and hierarchy
6. Windows sized, proportioned and arranged to support overall composition
7. Composition and design informed by proportioning system
8. Building ordered vertically with a sense of a base, middle and top
9. Entrance doors clearly visible and emphasised
10. Roofs to be hipped or gabled to suit the overall design of the building





Large Rendered Town Terrace 2

1. Walls colours co-ordinated as part of overall composition
2. Limited embellishment where most effective
3. Windows sized, proportioned and arranged to support overall composition
4. Doors styled emphasised and located to coordinate with overall design
5. Building ordered vertically with a sense of a base, middle and top
6. Occasional first floor devices to enhance living
7. Dark roofs
8. Eaves detailed to relate to composition of elevation
9. Overall composition adheres to proportioning system

Shop Fronts

Shop fronts are an important component of a town's or neighbourhood's character and identity. Together they make a valuable contribution towards a place's distinctive image. Attractive and well-designed shop fronts can help to promote a town positively, encouraging people to visit, live and work in an area, and can contribute to a place's attraction, commercial success and prosperity.

- Existing shop fronts of historic interest and significance (including those in conservation areas) should be retained wherever possible.
- Newly created shop fronts inside or within the setting of Conservation Areas should seek to mirror the high quality traditional shop fronts of nearby properties. They must complement the host property in terms of scale, materials and architectural detailing.
- Traditional shop fronts should be retained, restored and reinstated to enhance their historic interest and better reveal their significance.
- Replacement or significant alteration of existing traditional shop fronts would only be found acceptable where it would preserve or enhance the character of the heritage asset and complement the wider area and neighbouring buildings.
- Newly created shopfronts within new development should complement the design of the host property in terms of scale, materials and architectural detailing and the signage should not be overly dominant.

Fascia signs must not span more than one property.

Fascia signs must not be over large.

Shop fronts must be good neighbours.

Technical Advice Note for Built Form

As set out in the What we want to see for Built Form, applicants and prospective developers are required to bring forward designs for places that are compact and walkable, with clarity between the public fronts and private backs of buildings, and where the buildings are beautifully designed with attractive boundary walls and planting.

This Technical Advice Note provides details on typical densities and storey heights for new development within Teignbridge.

New development must make the most efficient use of land whilst complying with other Local Plan policies. To achieve this, the following net density targets should be used as the starting point for developments.

Density calculations should include all private and communal space within the curtilage of an urban block, all parking areas, estate roads, play areas and spaces situated in the secondary and tertiary network. It excludes highways infrastructure, sports pitches, allotments, parks, Sustainable Drainage 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.:

a. 40-60 dwellings per hectare for major urban thoroughfares/avenues/ primary streets and neighbourhood centres;

b. 50-70 dwellings per hectare for main town centre areas;

c. 30 dwellings per hectare + for park edges and around other green spaces;

d. 30-40 dwellings per hectare for all other areas that are well related to settlements.

Some variation may be appropriate where it can be demonstrated that a different net density is more in keeping with the surrounding character, settlement type, topography, viability or for townscape reasons or other constraints. To ensure the efficient use of land, higher density development is encouraged where appropriate. This must take into account the surrounding character, the type of development, the capacity of local infrastructure and our aim of creating attractive, well-designed and healthy places to live.

The height of development blocks will also have an impact on the place. In town centres and local centres, taller buildings that accommodate more homes or employment uses are likely to support more local activity and footfall.

The tables on page 121 indicate the recommended range of storey heights for different circumstances.

Major thoroughfares/townscape
70+ dph

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

Neighbourhood centres
45-60 dph

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

Terrace houses 40-55 dph
(some as flats)

Park edge - Paired villas when
as flats 40-55dph

Teignbridge residential density examples

Primary Network

	High Streets	Major Urban Thoroughfares	Avenues/ Principal Streets
Inside a village or neighbourhood centre boundary	2 - 3.5	2 - 3.5	2- 3.5
Inside a town centre boundary	3 - 5	2.5 - 5	2.5 - 4
Outside a town or neighbourhood centre boundary but not adjacent to an open space	X	2.5 - 3.5	2 - 3.5
Adjacent to an open space	3 - 5	2.5 - 5	2.5 - 4
At places of significance for legibility	3 - 5	3 - 5	3 - 5

Secondary Network

	Secondary Link Streets
Inside a village or neighbourhood centre boundary	2 - 3.5
Inside a town centre boundary	2.5 - 3
Outside a town or neighbourhood centre boundary but not adjacent to an open space	2 - 3
Adjacent to an open space	2.5 - 3
At places of significance for legibility	2.5 - 4

Tertiary Network

	Fine Grained Streets	Mews
Inside a village or neighbourhood centre boundary	2 - 3	2 - 2.5
Inside a town centre boundary	2 - 3	2 - 2.5
Outside a town or neighbourhood centre boundary but not adjacent to an open space	1 - 3	1 - 2.5
Adjacent to an open space	2 - 3	x
At places of significance for legibility	2.5 - 3	x

Storey heights: scale ranges derived from research of towns and villages within Teignbridge

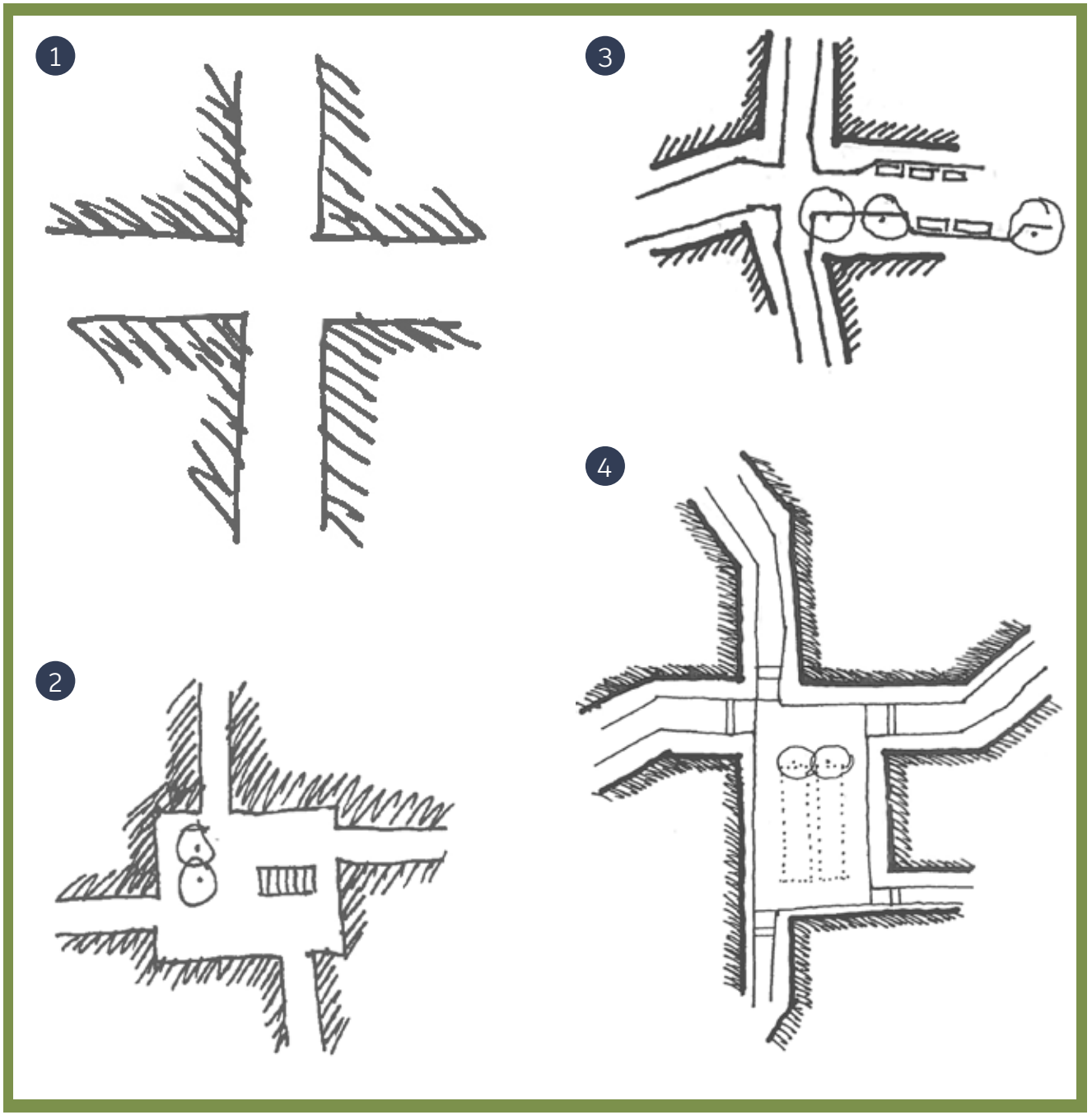
Technical Advice Note for Movement

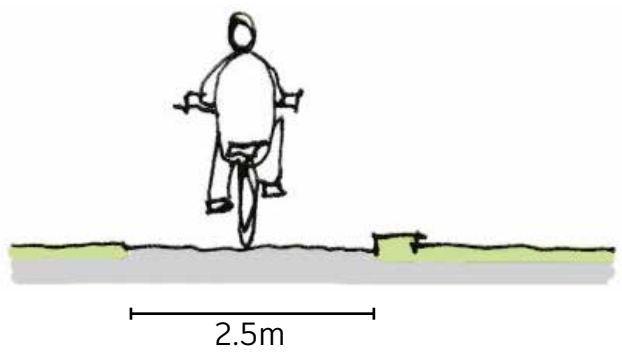
As set out in the What we want to see for Movement, applicants and prospective developers are required to bring forward designs that create a well-connected network of routes, each route being appropriate for its function, and which prioritise Active Travel and provide well-designed solutions for allocated and unallocated car parking.

This Technical Advice Note provides further details on junction designs that are easy for pedestrians and cyclists to use, the design of cycle paths and some options for on-street car parking arrangements.

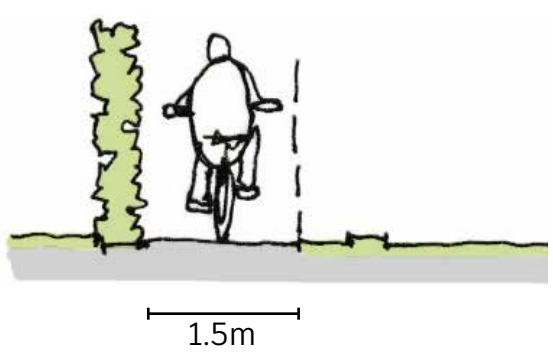
Typical Junction Designs that prioritise use by pedestrians and cyclists

1 A cross road allows for efficient onward movement of its users. Accentuating the corner features and ensuring private and public areas are well defined can make a junction more memorable.
2 A junction space that could function as a social space as well as for onward movement for drivers and pedestrians.
3 Deforming the arrangement of buildings and footways makes the corner features more prominent and provides the opportunity to improve pedestrian amenity.
4 Adjusting the alignments of routes to foreshorten views leading into a junction helps to create a greater sense of enclosure and must help reduce vehicle speeds.

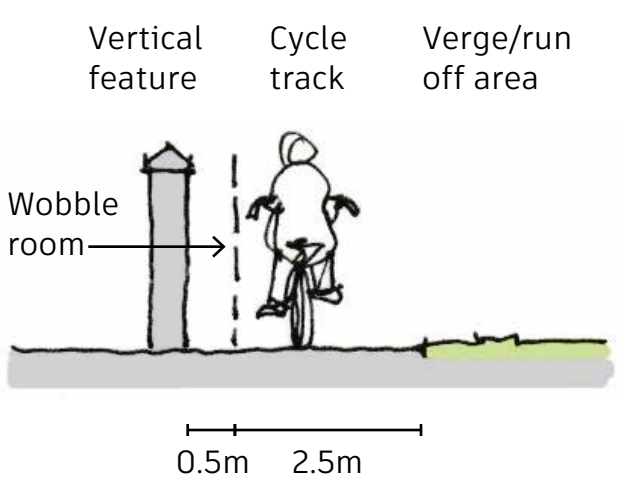




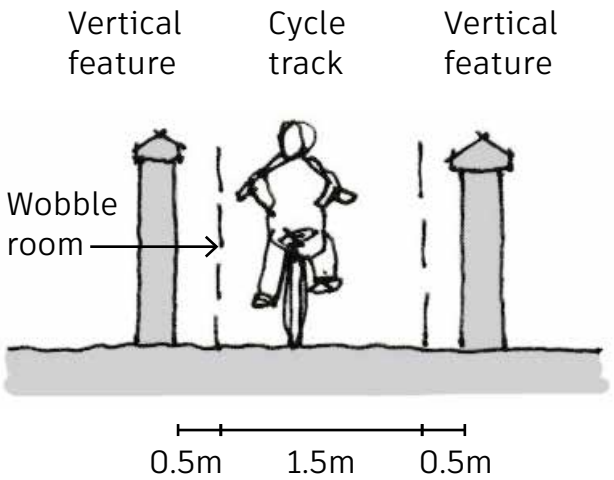
Standard minimum unconstrained width



Absolute minimum where constrained for <100m

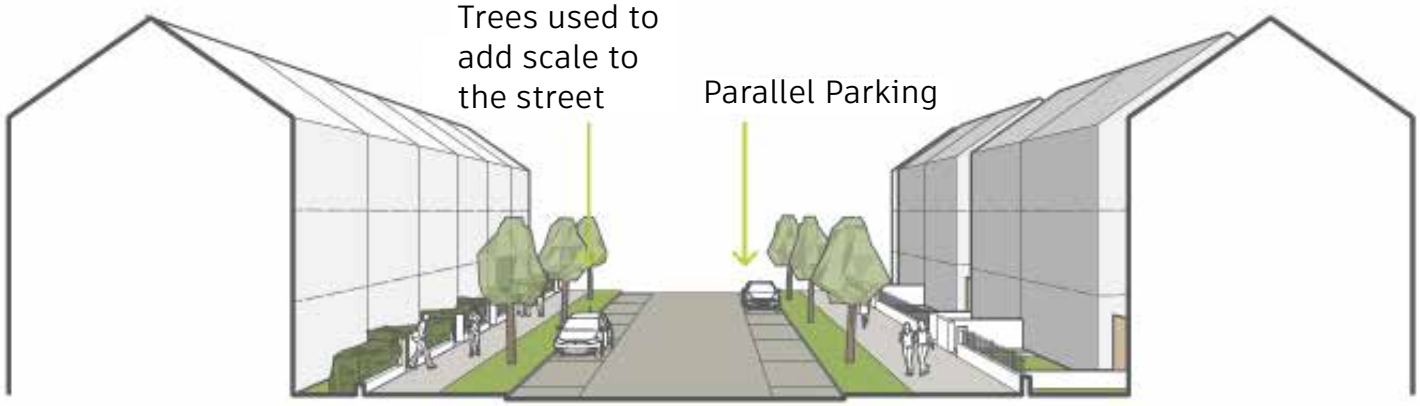


Constrained width, one side, long lengths

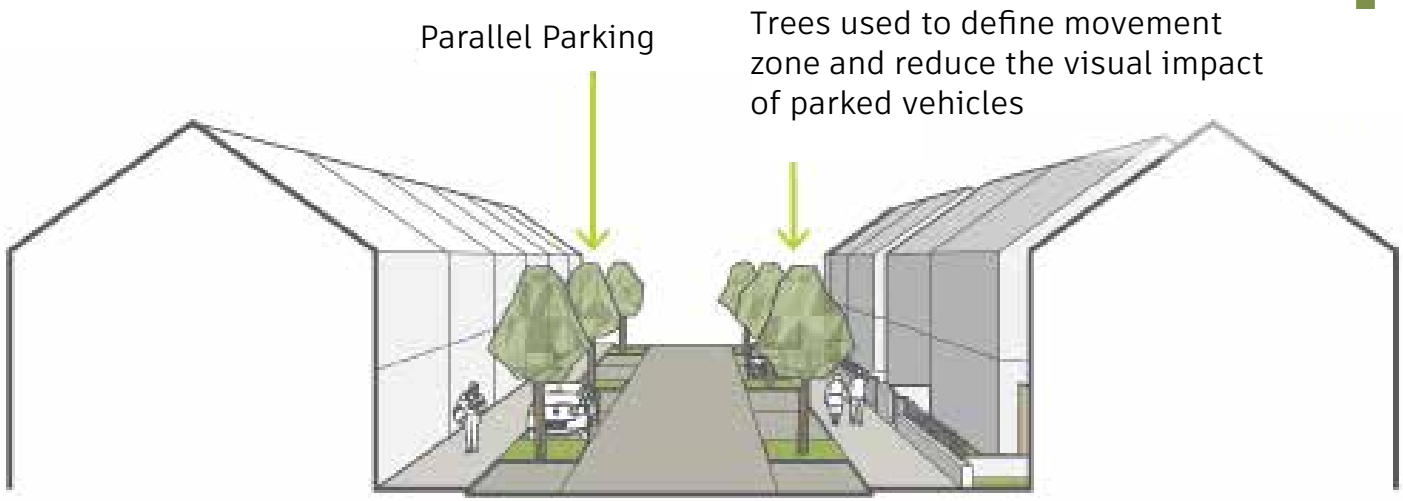


Constrained width, both sides, long lengths

Minimum Widths - Cycle Tracks



Parallel parking within a primary street



Parallel parking with intermediate tree planting

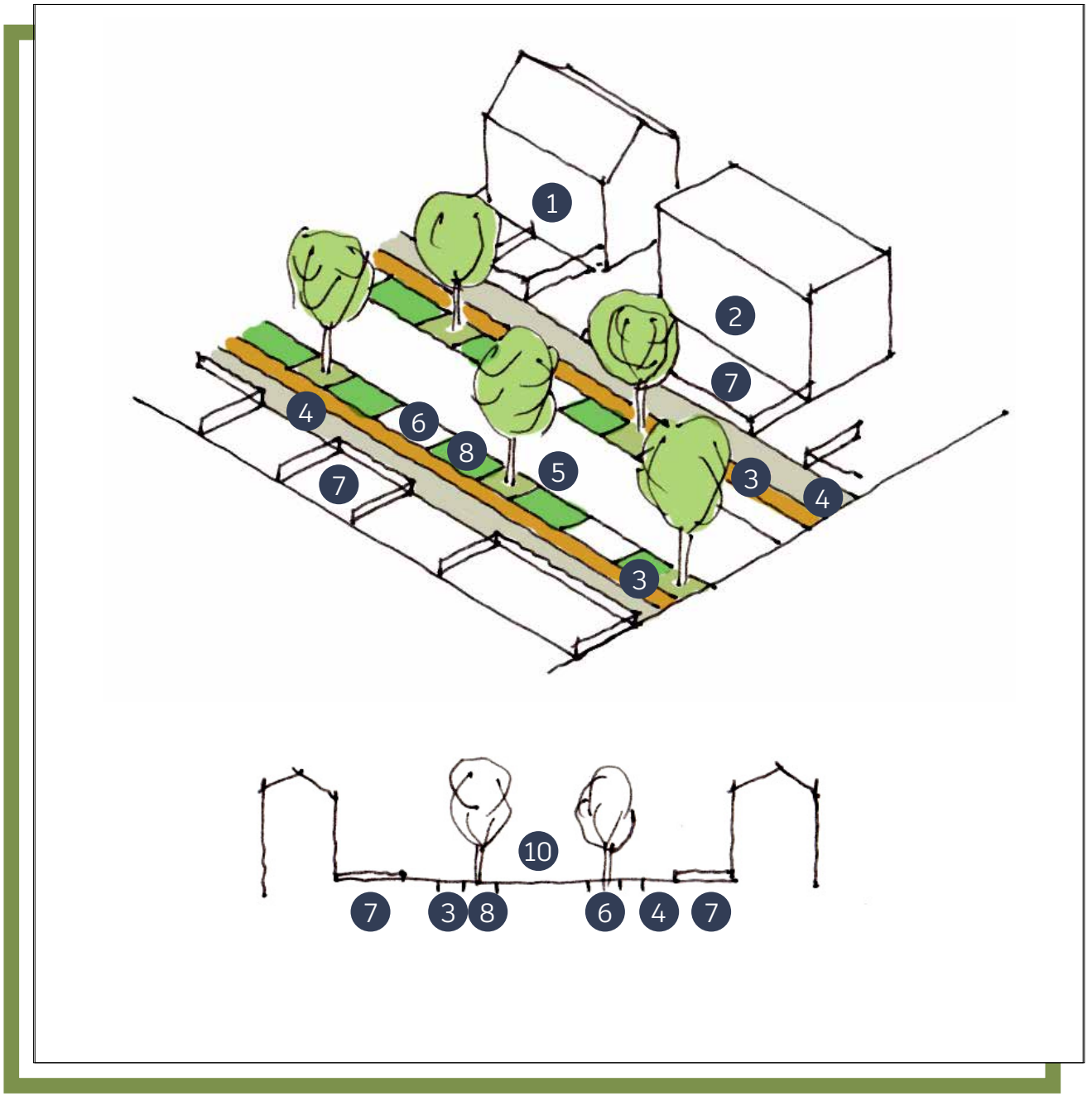
Technical Advice Note for Streets and Public Spaces

As set out in the What we want to see for Streets and Public Spaces, applicants and prospective developers should provide a clearly defined hierarchy of streets based on an analysis of appropriate local precedents. Details of each proposed street type should also be provided broadly based on the function of each street as a primary, secondary or tertiary route. Details should also be provided of all of the proposed public spaces in the new scheme to ensure they are in the right place, are of the right size and shape, and can support a range of functions.

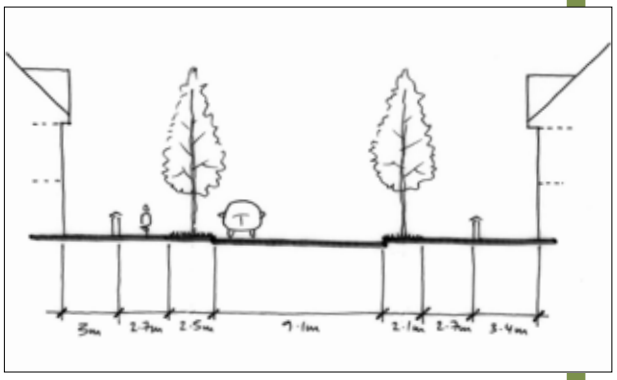
This Technical Advice Note sets out the typical details required for each primary, secondary and tertiary route with a local example showing the kind of analysis expected from the local precedents. The Note also offers advice for designing for people with dementia and for designing with security in mind. In addition, the Note includes examples of well-designed, good quality local parks in Teignbridge.

Primary streets

Primary streets, which may be Parkways, Boulevards, or Avenues, are those that need to be designed to take through traffic and public transport and have a design speed not greater than 30mph. For existing routes there is the potential for conversion of relief roads and ring roads to pedestrian friendly streets. Proposals for new primary streets should incorporate the following requirements:



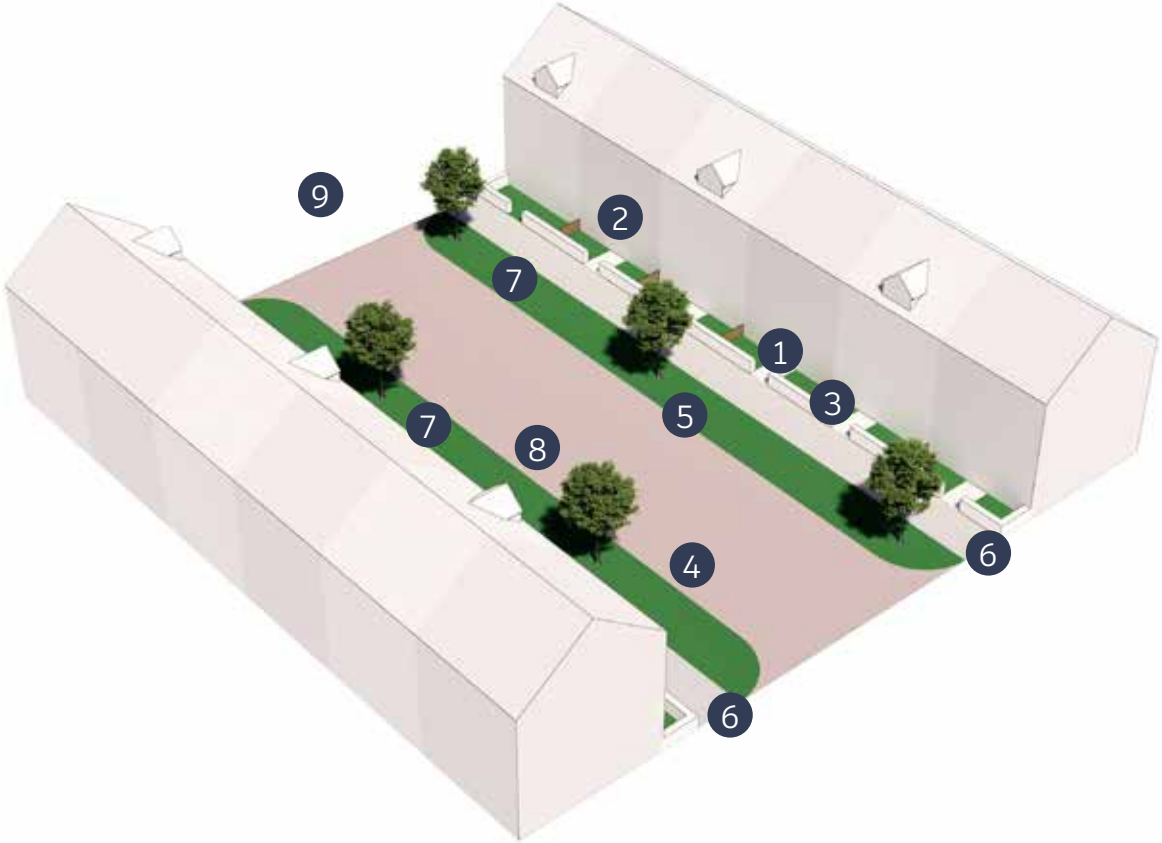
1. Frontage: On primary streets buildings should have their fronts, including where the front door is, facing onto the street so that it makes a positive contribution to the vitality of the street.
2. Active Frontages: In clearly defined, key areas, buildings will be expected to have uses other than residential at street level. This will include shops and cafes and requires main entrances for other uses to also face the street.
3. Cycle facilities: Dedicated cycle ways should be provided in both directions on all primary streets.
4. Footways: The minimum width for a footway on a primary street will be 2 metres and, at junctions, pedestrian crossing facilities should be as direct as possible.
5. Bus lanes: Dedicated bus lanes should be provided along all primary streets where feasible and appropriate.
6. On-street parking: Where this is provided it should be carefully designed to incorporate the street trees.
7. Setbacks: In town centres there may be little or no setback. Where the primary street goes through predominantly residential areas then some set back may be appropriate with a sense of street enclosure created by street tree planting.
8. Green infrastructure: Street trees should be provided on both sides and along the full extent of the primary street spaced as specified in the Green Infrastructure Code Requirements section. Other green infrastructure such as planting, SuDs and swales can form part of the strategic network of connected green spaces for drainage, recreation and wildlife.
9. Servicing: Where there are significant servicing requirements a servicing lane may be provided on each side of the primary street.
10. Enclosure: The proportions of the street width relative to the height of the buildings on each side of the road has a significant influence on how it feels as a place.



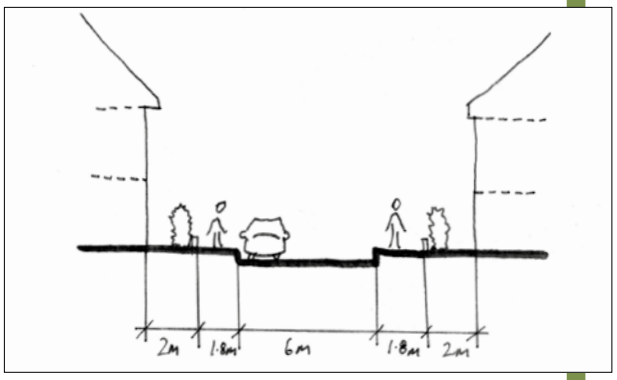
Primary street local example
The Avenue, Newton Abbot

Local and secondary streets

Local and secondary streets typically make up the majority of the streets in a settlement and there are likely to be a number of different secondary street types. Proposals for local or secondary streets should incorporate the following requirements:



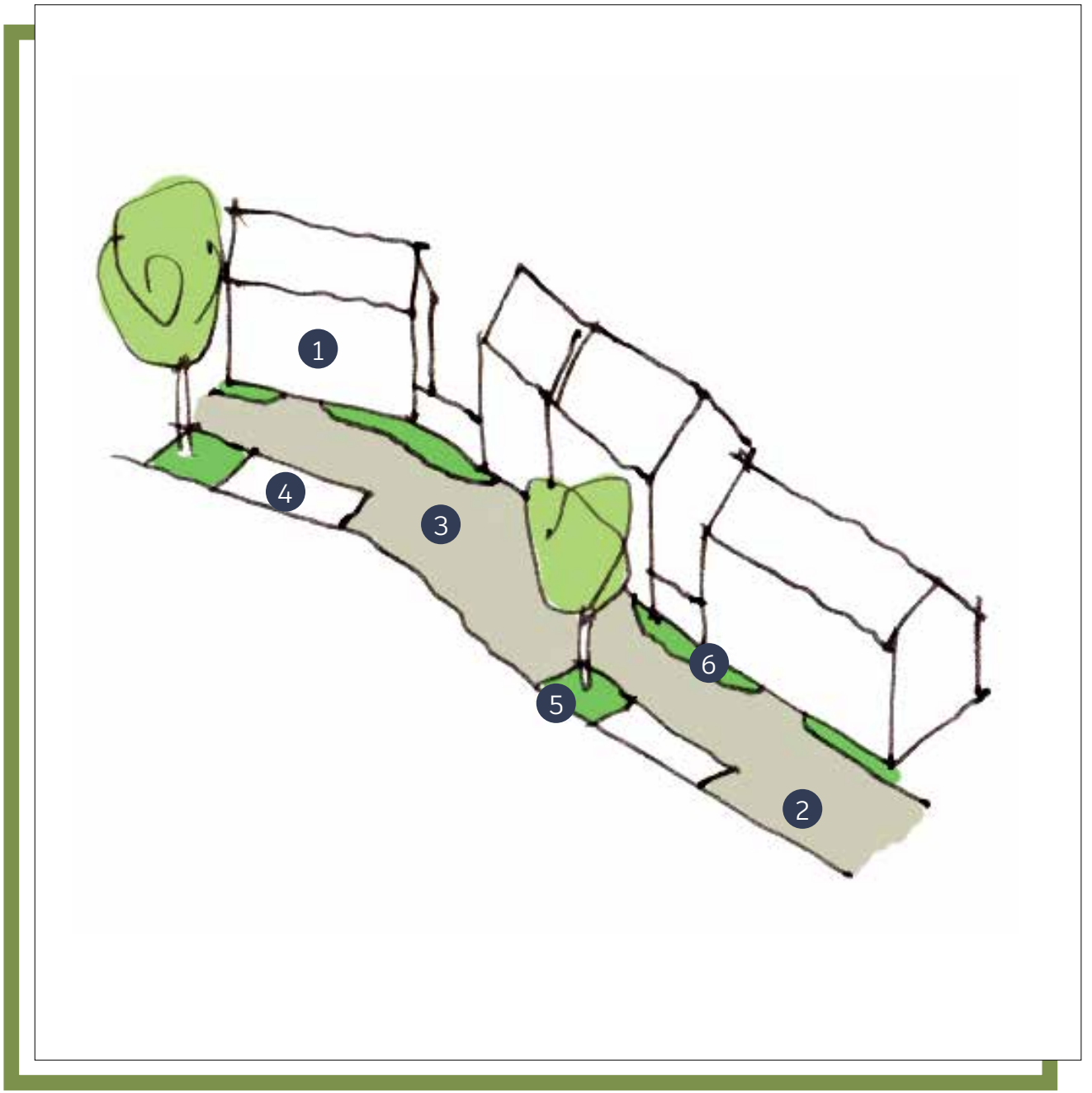
1. Active Frontages: Non-residential uses such as shops and cafes, are not required but may be allowed.
2. Frontage: On local or secondary streets buildings should have their fronts, including where the front door is, facing onto the street so that it makes a positive contribution to the vitality of the street.
3. Setbacks: Housing may be set back behind a privacy strip to accommodate a front garden or bin store.
4. Cycle facilities: Dedicated cycle ways are not required on secondary and local streets.
5. On-street parking: May be provided in designated bays where space is available.
6. Footways: The minimum width for a footway on a secondary or local street will be 2 metres and, at junctions, pedestrian crossing facilities should be as direct as possible.
7. Green infrastructure: Street trees should be provided on both sides and along the full extent of the secondary or local streets, spaced as specified in the Green Infrastructure Code Requirements section. Other green infrastructure such as planting, SuDs and swales can form part of the strategic network of connected green spaces for drainage, recreation and wildlife.
8. Servicing: Deliveries and refuse collection should be from the front of the property.
9. Enclosure: The proportions of the street width relative to the height of the buildings on each side of the road has a significant influence on how it feels as a place.



Secondary street local example
Powderham Road, Newton Abbot

Tertiary streets

Tertiary streets provide finer grained links between Primary and Secondary Streets enabling a permeable block structure, provide for safe, on road cycle movement and have design speeds not greater than 20mph. Tertiary streets should be relatively short and can provide an opportunity for design informality in alignment and setbacks including HomeZones. Street forms include mews to the rear of larger houses, back streets and closes and cul de sac along with lanes in villages and more rural edge locations. Proposals for Tertiary Streets should incorporate the following requirements:



1. Frontages: As with primary and secondary streets, buildings should have their entrances and front doors facing the street.
2. Footways: In these streets it may be appropriate for a single footway to be provided or a shared surface for all users including pedestrians, cyclists and private vehicles.
3. Enclosure: These smaller streets can provide a more intimate set of spaces in the street hierarchy with more informality in the alignment of the street.
4. On Street parking: Some informal on-street parking spaces can be accommodated on tertiary streets taking advantage of the spaces created by a more informal building alignment.
5. Green Infrastructure: Tertiary streets should form part of the network of green infrastructure links including the provision of street trees.
6. Setbacks: Smaller scale setbacks should be considered for most front gardens and planting strips with an opportunity for design diversity and informality.

Tertiary street local example
Waltham Road, Newton Abbot

While the design of the built environment must respond to the needs of people of all ages, abilities and disabilities, it must give serious consideration to the specific needs of people living with dementia to create an environment that is accessible, safe and secure but also importantly provides the stimulus and conviviality of a mutually supportive community environment. Six key design principles must be considered when designing dementia friendly environments:

Familiarity - People living with dementia relate to their environment through familiar places, objects, or landmarks;
Distinctive Environments - To assist people with dementia move freely and independently around their homes and their neighbourhood, environments should generate a sense of place through distinctiveness of design;

Legibility - To navigate their surroundings people with dementia need help in finding their way to where they want to go;
Accessibility - The design of all environments should respond to the needs of all potential users including those living with dementia;
Comfortable and Stimulating Environments - Environments should reduce stress and disorientation and encourage participation, interaction, conversation and activity; and

Safety - The safety of people with dementia in both the home environment and the external spaces they use, is an essential consideration.

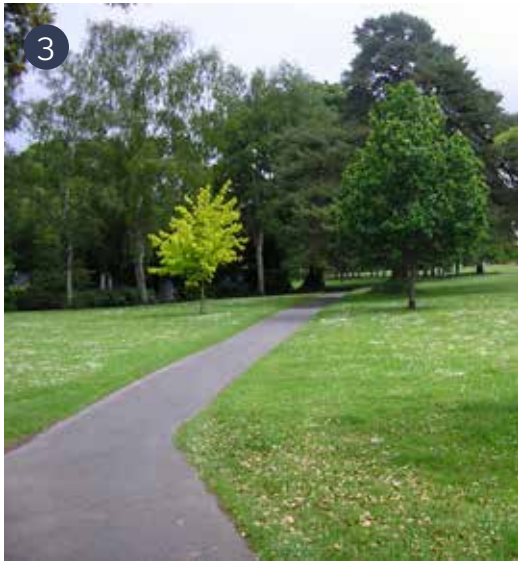
In preparing scheme designs and layouts, applicants are encouraged to liaise with The Alzheimers Society or other relevant body to advise on designing places that will work for people with dementia.

Security and Public Space

New developments will incorporate the principles of Secured by Design. Many of the principles set out by Secured by Design reflect some of the characteristics of well-designed places as set out elsewhere in this code. For example, development should create a clear distinction between public fronts and private backs which can be achieved with the use of Perimeter Blocks. Buildings should overlook and front onto all public spaces, whether urban or green spaces, to provide natural surveillance. Layouts should provide clear, well defined pedestrian routes as part of a network of streets and public spaces. In addition to these characteristics, developers must incorporate appropriate and non-obtrusive levels of lighting where these don't conflict with dark areas to support biodiversity.

Urban Parks of different character reflecting their locations uses or functions:

1. Courtenay Park - Newton Abbot: Implemented as part of the historic town plan responding to the link between St Paul's Church and the station. Clear sense of identity, buildings and boundaries define and frame the park edge, paths follow desire lines and link well to access points into the space. Play is well overlooked.
2. Victoria Gardens - Newton Abbot: A new park within the centre of the town providing high quality space for visitors to relax and socialise.
3. Mill Marsh Park - Bovey Tracey: A centrally located and successfully integrated park that includes play, gym, natural features, cycle track, formal trees and caters for uses from community events to private picnics.
4. Widecombe Village Green: An urban park sitting comfortably with its rural, moorland, setting providing a village green function for social or passive recreation.



Countryside Parks

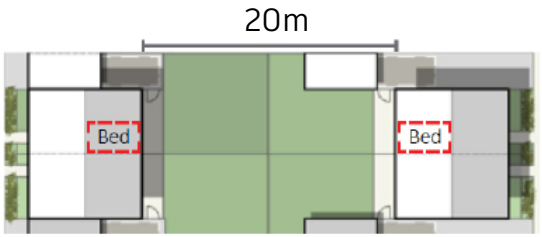
Where large new neighbourhoods are proposed and there is no meaningful existing provision, the creation of a countryside park should be considered, with safe convenient access for residents of the development.

Dawlish Countryside Park

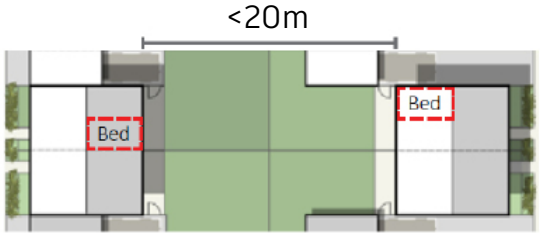
Technical Advice Note for Homes and Buildings

As set out in the What we want to see for Homes and Buildings, applicants and prospective developers are expected to commit to use the Nationally Described Space Standards as a minimum for all new homes, ensure that every new home has access to good quality private outdoor space, and that the scheme consists of a good mix and range of housing types and tenures.

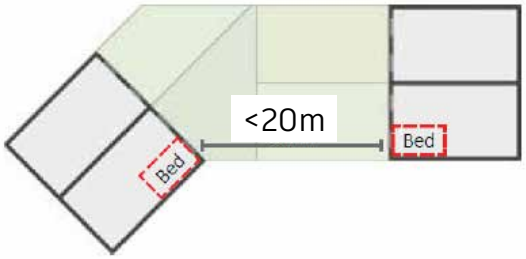
This Technical Advice Note sets out the recommended back to back and privacy distances for new homes.



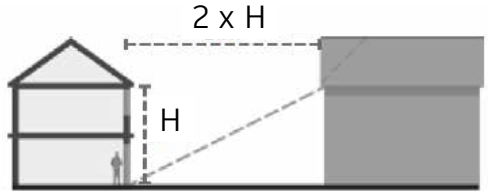
General rule: distance between habitable room windows should be a minimum of 20m



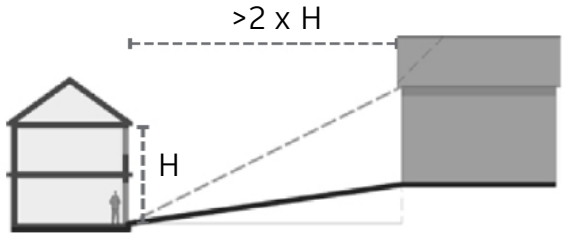
Distance between non-habitable room windows may be reduced to <20m providing adequate privacy and amenity can be achieved



Distance between habitable room windows may be reduced due to building angles



Minimum distance between two buildings should be approx. equal to twice the building height unless there are design features to ensure mutual privacy for occupants



Minimum distance between two buildings may need to be increased in situations where there are level changes

Back to back arrangements.

Ancient Egypt

Old Kingdom

Pyramids

Giza

Saqqara

Dahshur

Sphinx

Valley Temple

Mortuary Temple

Middle Kingdom

Pyramids

Lisht

Hawara

Labyrinth

New Kingdom

Valley of the Kings

Valley of the Queens

Deir el-Bahri

Mortuary Temple of Hatshepsut

Ramesseum

Medinet Habu

Colossi of Memnon

Karnak

Temple of Amun-Ra

Great Hypostyle Hall

Sacred Lake

Luxor

Temple of Luxor

Avenue of Sphinxes

Temple of Khonsu

Temple of Mut

Temple of Ptah

Temple of Montu

Temple of Opet

Temple of Ramses II

Temple of Seti I

Temple of Ramses III

Temple of Khnum

Temple of Hathor

Temple of Isis

Temple of Horus

Temple of Sobek

Temple of Thoth

Temple of Nephthys

Temple of Osiris

Temple of Anubis

Temple of Bastet

Temple of Sekhmet

Temple of Wadjet

Temple of Nekhbet

Temple of Neith

Temple of Serket

Temple of Selket

Temple of Heket

Temple of Meskhenet

Temple of Renenutet

Temple of Shai

Temple of Hapi

Temple of Duamutef

Temple of Imsety

Temple of Qebehsenuef

Temple of Amun-Kamutef

Temple of Amun-Min

Temple of Amun-Re

Temple of Amun-Re-Harakhty

Temple of Amun-Re-Kamutef

Temple of Amun-Re-Min

Temple of Amun-Re-Sonter

Temple of Amun-Re-Sonter-Kamutef

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