

This note is the first in a series aimed at improving the design standards of residential development and sets out key aspects of design that help to shape the successful layout of the places where people live.

Why is the design of residential areas important in Teignbridge?

Design of residential neighbourhoods has a significant affect on people's quality of life.



Well laid out places with good accessibility will enliven the districts' streets, create attractive, durable, efficient and adaptable places. This will help to promote a sense of pride in the area's towns and villages whilst reducing the potential for crime and vandalism. Well designed places will age well and help to provide for the district's future needs. Well designed convivial open spaces will encourage leisure activities, healthy lifestyles, neighbourly behaviour and enhance the biodiversity of the area.

Securing good design is central to good

planning. The appearance of a proposed development and its relationship to its surroundings are material planning considerations.

The Council is committed to delivery of well designed developments and will, in accordance with advice set out in National and Local Planning Policy, not accept designs that fail to take the opportunities available to improve the character and quality of the area and encourage those that make a positive contribution

1. CHARACTERISTICS OF GOOD DESIGN

To achieve high quality, sustainable development the Council would expect to see the following characteristics in all proposals:

High Quality Townscape, Landscape and Amenity

Accessible layouts of buildings, routes and spaces that promote health and well-being of the community, and which complement the existing settlement. Good enclosure, high quality; landscape and green infrastructure, public and private spaces, active frontages, visual delight and residential amenity.

High Architectural Quality

Dwellings that are fit for purpose, providing space standards and facilities which can adapt to meet a range of needs over time, which minimise energy consumption and can respond to climate change. Buildings and boundary treatments that are designed to be durable, well built and aesthetically pleasing and respond to their context.

Places Which Have Their Own Distinct Identity

Development that works with the sites natural assets whilst either enhancing and/or creating local distinctiveness and helps people find their way around by the layout and building design. Schemes which are built using or reflecting the local palette of materials and architectural details and which have a clear design rationale related to the built form proposed.

Permeable Layouts

Development which has good connections within the site and to places and facilities beyond it for all modes of movement and transport.

Pedestrian and Cycle Friendly Places and Routes

Layouts which give priority to pedestrian and cycle movement with safe and convenient routes within development sites and to destinations beyond.

Energy and Water Efficiency

The minimisation of energy consumption in the construction and operation of developments, and maximising of the use of renewable energy supplies and sustainable drainage systems. The use of materials from sustainable sources to reduce the impact of housing on the earth's finite resources.

Well Designed, Managed and Maintained Public Realm

A public realm, which includes open space and green infrastructure that is well managed and maintained. The adoption of mechanisms which ensure the long-term retention of high quality public realm.

Inclusive Places

Development which includes layouts and housing types that meets the needs of a diverse community which integrates affordable housing into the layout and provides buildings and spaces that are built to high standards.

Safe Places

Places that are designed to reduce the fear of and opportunities for crime. Safe places and buildings which do not detract from the quality of the townscape or architecture.

Green Infrastructure and Integrated Wildlife Habitats

Development which contributes to the provision of a green infrastructure and enhancement of ecological assets, including the integration of existing and new wildlife habitats.

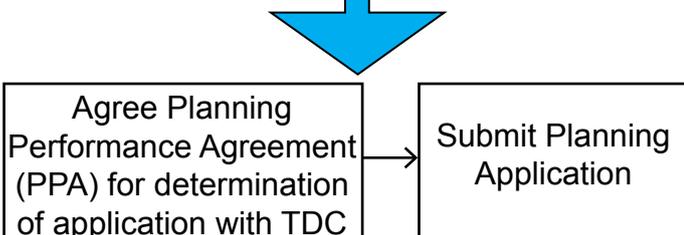
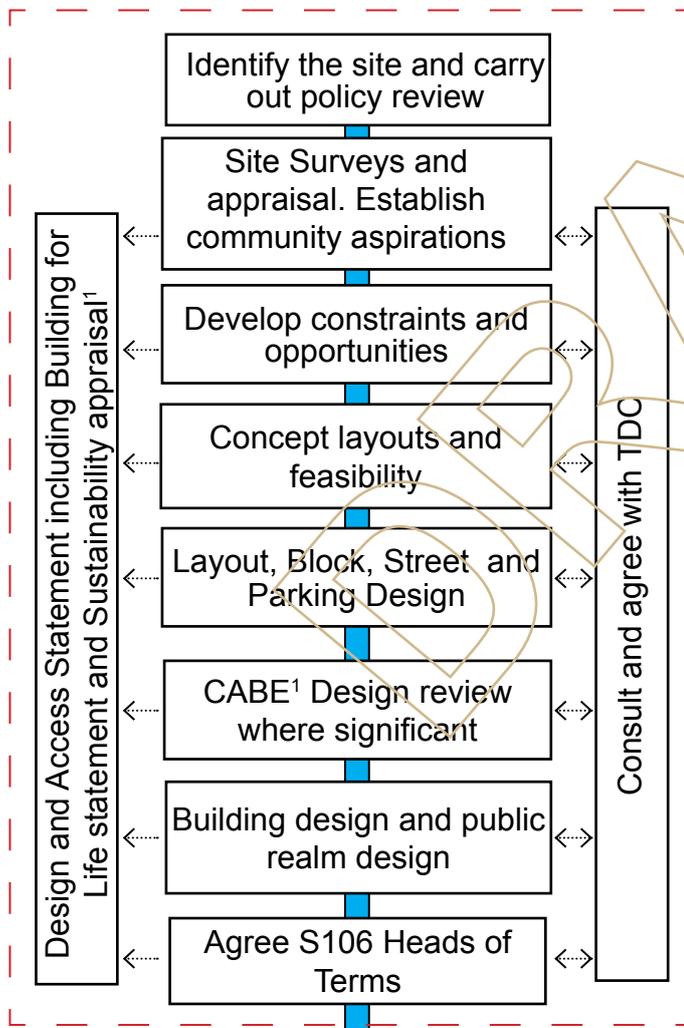
2. PROCESS

The delivery of high quality development is dependent upon a process which takes all the relevant design issues into account at the earliest possible stages.

To help ensure a design proposal has officer support at the time of submission, prospective developers should follow the design process flow diagram below.

Developers should consult with Parish/Town Councils and local people including groups that may be hard to reach at one or more stages of the process

At pre-application meetings developers should be able to evidence the previous stages of the process up to the point at which information is presented.



Preferred design process flow diagram.

Site Identification and Policy Review

A plan showing the proposed development site should be assembled at the earliest stage. An appraisal should be undertaken to show how all relevant planning policies and other regulations would support or control development of the land and the standards to be achieved.

Survey and Appraisal

Developers will be required to demonstrate sound appraisal of the site's social and environmental context. The analysis should go beyond the recording of data to show how research informs priorities, principles and objectives for development.

Constraints and Opportunities

Constraints and opportunities should be identified and illustrated in order to demonstrate how findings of the appraisal work interact and are to influence future proposals. This may be a good stage to consult with Town and Parish Councils.

Concept and Feasibility

Developers may need to prepare a number of concept options based on the constraints and opportunities and appraisal work in order to test, assess feasibility, and develop ideas. These should spatially identify the arrangement of land uses based on the principles identified under Layout Design (section 6). This may be a good stage to consult with local people.

Developers will be expected to demonstrate clear links between the process of appraisal and the proposals made as a project progresses to layout, block, street design and beyond.

Later Design Stages

The latter design stages will refine the initial layout and add layers of detail as the scale of the components within the layout diminishes from blocks, to streets, to the design of buildings and spaces.

Section on 106

Applicants should have agreed Section 106 Heads of Terms with the Council prior to the submission of a planning application.

1. Refer to section 3.

3. MEASURING QUALITY

To facilitate decision making the Council will draw on relevant guidance and standards to promote the use of appropriate tools and guidance.¹

National Planning Policy Framework and Local Plan, Regional and Local Plan Policy

Planning policy sets national-to-local requirements for development of all kinds. The Council will apply all relevant policies where applicable to ensure the delivery of high quality sustainable development.

Design and Access Statements

Design and Access Statement should show how a proposal would result in good design and explain how it relates to design policy and site context. A draft statement can be a useful tool to steer discussions at pre-application stages and evidence the progression of a design.

Building for Life (BFL12)

It is intended that the planning advice note will help to promote a quality of design which will meet the design standards set in BFL12. Reference is made to the BFL12 criteria pertinent to each section at the head of each page.

Applicants are encouraged to demonstrate their proposals ability to score as many greens as possible without reds.

Lifetime Homes

Lifetime Homes incorporates 16 design criteria to ensure homes are more flexible and inclusive to support the changing needs of individuals completed to Lifetime Home Standard². Applicants should incorporate as many standards as practicable across all proposed new housing.

Design Codes

A design code is a set of written and graphic rules that establish with precision the two and three dimensional design elements for a particular development area³. The Council will require the development of design codes against which proposals will be measured for large (or multiple small sites) that will be built in phases over a long period of time, sites

in multiple ownership or where coordination between parties is desirable, or on sites that are likely to be developed by several different developers or/and design teams.

Space Standards

CABE (Commission for Architecture and the Built Environment) reports that the smallest homes in Europe are built within the UK⁴. The Council believes that a set of minimum standards should be applicable to all dwellings to ensure that they are fit for purpose.

Design Review

Design review will be used as a tool to help establish design quality.

Crime and Disorder

The Council will assess if proposals focus on the prevention of crime and disorder in the design and layout of proposed development.

(1) *By Design – Urban Design in the Planning System: Towards Better Practice*, DETR, 2000.

– *Safer Places – the Planning System and Crime Prevention*, ODPM, 2004.

– *Planning and Access for Disabled People: A Good Practice Guide*, ODPM, 2005.

Also relevant is:

– *Better Places to Live By Design: A Companion Guide to PPG3*, DTLR, 2001.

– *Secured by Design*, see www.securedbydesign.com

– *Building for Life Standards*, see

www.designcouncil.org.uk

– *Design Quality Indicator toolkit*, see www.dqi.org.uk/DQI

– *Manual for Streets Guidance* (DfT/Communities and Local Government).

- *Devon Structure Plan 2001-2016*

- *Teignbridge Local Plan 1998-2001 Policy H11.*

- *HCA Design and Quality Standards, Annex2, (2007)*

(2) - <http://www.lifetimehomes.org.uk>

(3) - *Preparing Design Codes – A Practice Manual*, Communities and Local Government 2006.

(4) - *Improving the design of new housing - what role for standards - CABE 2010*

4. TEIGNBRIDGE - DEVELOPING A SENSE OF PLACE

The aim of this advice note is to promote high quality, locally distinctive and sustainable design. Its role is not to prescribe a particular architectural approach but to encourage development that responds to its context by being informed by the underlying characteristics of the settlement and area to which it will connect and will be set.

In the appraisal of land and its surroundings developers should be able to demonstrate an understanding of the components that define the specific character of the area and to show how these relate to their proposal.

Landscape Character

Settlements relate to landscape character in different ways throughout the district. Some settlements sit protected by landform and fragmented by trees and field patterns at the base of valleys (e.g. Abbotskerswell) others sit proud against the elements exposed to the sea (e.g. Teignmouth). What ever the arrangement the identified landscape character will have a profound effect on the layout of streets and the arrangements of buildings¹.

Landform

The topography of the area varies from coastal edges and estuarine plains in the east to the spinal ridge of Haldon and the lower rolling slopes of Dartmoor. The arrangement and form of streets buildings, and spaces relate closely to the angle, position and aspect of sloping ground.



Well-to-do Italianate villas with dominant gables positioned on high ground with a backdrop of mature trees look down at Newton Abbot below.

Materials

The underlying geology of the area has a significant effect on the character and appearance of the settlements as many of the local stones are used in the construction of built elements. In Teignbridge these include red sandstones in the east of the district and dark limestones in some western areas.¹ Renders and washes are common throughout and red and yellow bricks make common appearances. Slate roofs tend to predominate.

Settlement Pattern

The district has examples of both uniform and variable growth in the layout of its streets and spaces. The main towns; Newton Abbot, Teignmouth, Dawlish, have examples of both. The more rural towns tend to have fewer examples of uniform growth.



Chudleigh: Variable



Newton Abbot: Uniform



Chudleigh: An informal secondary street with variable plot widths, building types, eaves and floor heights, a regular building line, and variable materials and colours.



Newton Abbot: A formal tertiary street with uniform plot widths, building types, eaves and floor heights, a uniform building line, and regular materials and colours.

(1) Teignbridge District Landscape Character Assessment (2009)

- For other contextual information such as Biodiversity Action Plans (BAPs) and Conservation Area Appraisals refer to the Councils' website www.Teignbridge.gov.uk

Townscape

The interest and image that is developed by the focusing of views, placing of landmarks and the framing, delineating and detailing of spaces and routes varies across the district. The three principle towns of Newton Abbot, Teignmouth and Dawlish contain areas that are laid out in deliberate ways. In the more rural areas the approach tends to be more incidental.



Newton Abbot, Devon Square: Deliberate layout of streets around key landmarks



Bovey Tracey, Fore St: A tall gable provides a focus to the view up the main street.

Routes

The layout and proportions of the built environment and landscape components that frame and are contained within routes influences their character, function and capacity.

In rural areas simple unfussy but variable arrangements tend to prevail. In these areas, where the capacity and scale is reduced the arrangements are likely to be at their most basic.

In the more urban settings routes may be characterised by more regular approaches to layout. In these areas building forms, colours and materials may be more regular, repeating or holistically arranged.



Bishopstiegnon: An irregular and intimate arrangement to a lane using a simple palette of building walling and landscape elements.



Newton Abbot: A regular arrangement to a secondary street with a high degree of repetition of form and consistent use of materials.

Buildings

There is huge variety of building types and forms within the district as each proceeding generation has developed buildings to meet the needs of society at the time using the materials and technologies available and influenced by the culture of the era.

The rural vernacular of the district tends to be more informal with looser arrangements of building elements and variety between buildings. Materials tend to be locally sourced, used in common ways, and of a limited range. Materials in their native state are often applied to the lowest order buildings such as outbuildings and barns. Middle order buildings tend to be very simple in style perhaps with clipped eaves and simple verges, roof lines between buildings are often broken by changes in slope angle and chimneys. Windows and doors tend to be deeply revealed and be informally composed. Simple canopies are often set over principle entrances. Walls may have a soft moulded or textured appearance. More formality tends to emerge in elevational treatment in the composition of higher order buildings with greater expression and considered detail emerging.



Rural: A higher order detached house where windows and doors acknowledge proportioning and symmetry.



Rural: A lower order terrace house with a less ordered approach to the layout of windows and doors but consistent in window style.

In the more urban contexts there tends to be more formality throughout the building types and up through the orders. Designs tend to be more contemplative with adherence to systems of proportioning and influenced by fashion and technology.

Parking

There is no uniform approach to parking within the district but it is possible to identify techniques that work well in different locations.

Commonly, the approach in rural areas deals with parking in more informal ways than the more urban and planned parts of the district. The more rural and smaller the scale of the settlement or area the more incidental the arrangements are likely to be. In these areas cars may simply find a slight widening in the carriageway, a space against a wall or under a tree - perhaps as single spaces or in short haphazardly arranged pockets. Where parking is "on plot" boundaries such as walls or hedgerows (or both) tend to enclose parking areas so that parked cars are a relatively minor component of the street scene. Some communities make good use of communal or Council facilities during evenings.



Urban: A Formal and uniform approach to parking where the car is a more dominant component in the view



Rural: Informal and variable approach to parking using a range of solutions

In more urban contexts where the streets tend to have more order, formal and uniform approaches to parking tend to prevail. On-street parking may tend to be more regular with the most formal arrangements being associated with the most uniform streets.

The character of some streets is detrimentally affected by poor parking arrangements for example; where cars are parked at the front of dwellings at right angles to views along a street, with little or no means of enclosure to property frontages, or where they are long uninterrupted lines each side of the carriageway.

Public Realm

The public realm is the area of land that is accessible to the public such as streets, paths, open spaces, squares and village greens. It is often defined by buildings, walls or landscape components. Its character may be enriched or impoverished by areas of land that are within private ownership yet visible from public areas.

The public realm within both rural and urban areas tends to be defined by simple practical and durable designs that respect natural features. Regular designs tend to complement the more uniform layouts that tend to be found in urban areas.

Materials tend to be locally sourced or even found on site and are used in construction in ways that are straight forward to maintain. Where natural durable materials have been used these have tended to improve with age.

The quality of workmanship and detailing of public realm design is very high in many parts of the district and makes a valuable contribution to the way it feels and appears. This high quality may apply equally to the arrangement of the components within the street or spaces; to the careful and individual design of components such as gates and railings, laying of materials within the footway, detailing of thresholds, to the style and positioning of street furniture.



Simple robust details will stand the test of time and look right from the outset.



Further Reading:

- *Conservation Area Appraisals provide useful contextual information related to various aspects of locally distinctive character of many parts of the district and can be found on the Councils' website - www.teignbridge.gov.uk*

- *Streets for All South West, DfT (2005)*

5. SITE APPRAISAL - UNDERSTANDING THE ENVIRONMENTAL, SOCIAL AND POLICY CONTEXT

BfL questions to answer in this section: 1,2,3,4,5,6

Understanding a site in its social, physical and planning policy context is crucial to the creation of development that is locally distinctive and contributes positively to its surroundings.

Analysis should go beyond the recording of data and start to draw conclusions about principles priorities and approaches to design.

Developers should be able to demonstrate:

- That a full site appraisal has been carried out and from this the constraints and opportunities identified and the key priorities and objectives for development defined.
- An understanding of the planning context showing how, for example, proposals meet present local needs and could adapt to those of the future

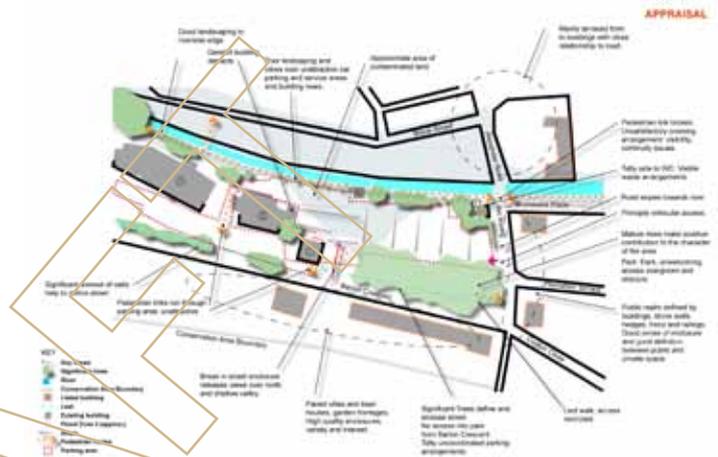
Planned engagement and consultation with existing and new communities should be part of the process of developing and establishing new residential areas.

A range of factors are likely to influence the form of development and will need to be appraised in order to inform the layout and design of proposals.

Areas of study are likely to include:

- Solar orientation and microclimate
- Topography
- Foot, cycle and public transport routes and connections
- Existing and proposed utilities routes
- Existing trees¹ and hedgerows
- Biodiversity²
- Drainage/likelihood of flooding
- Landscape³ and townscape character, sensitivity and views
- Archeology
- Patterns of crime and disorder⁴
- Locally distinctive urban form and materials and patterns of use
- Location of and proximity to key destinations such as to local shops and services
- Environmental health factors such as air quality or noise
- Local needs such as for affordable housing, health, school, or green space provision⁵.

Analysis Drawings



Simple drawings like these can show how factors interact and can help to prioritise and structure decisions to be made at a later date.

SITE APPRAISAL - COMMUNITY FACILITIES



Achieving walkable neighbourhoods where local facilities are within 10 minutes walking distance (about 800m) is a key priority. Mapping existing facilities and movement patterns within an area can help to identify development zones or where connections may

- (1) *Trees and Development SPD, 2005*
- (2) *Teignbridge Biodiversity Action Plan, 2006*
- (3) *Teignbridge District Landscape Character Assessment (2009)*
- (4) *Devon and Cornwall Architectural Liaison Officer*
- (5) *Teignbridge Green Space Strategy, 2008 and Teign Green Network Heart of Teignbridge (2011)*

6. LAYOUT DESIGN

BfL questions to answer in this section: 1,2,3,5,6,7,8,10,11,12

Layout

The layout is the arrangement of the development blocks, streets, buildings, open space and landscape that make up the development area.

A successful layout design should be based on the following principles:

Character

New development must create places of distinct, identifiable character.

Sustainable Design

The design should be laid out in a manner that reduces energy demand and generates it where possible, enhances the potential for biodiversity, and encourages local living.

Integrated Landscape Design

The design should be laid out to retain and integrate all valuable assets whilst taking opportunities to develop valuable multipurpose spaces.

Clear Movement Framework

The design must ensure that places are well connected by safe and attractive routes leading to places where people want to go.

Services

The design must integrate service routes in relation to existing and proposed features.

Drainage

Sustainable urban drainage systems must form an integral component of the layout design and take the opportunities available to maximise the potential for biodiversity.

Mix of Uses and Density Distribution

The design must allow for an appropriate mix of uses in suitable locations at appropriate densities in order to minimise the need to travel, support local facilities and enable people to conveniently access their daily needs.

Blocks

The blocks within a layout are the areas of land that are contained and defined by the pattern of routes. Block shapes can be influenced by a range of factors including topography, building types and landscape features.

A block structure that is influenced by local context should be developed to ensure that:

Block Structures

New block structures mesh well with existing block structures, reference existing and create new townscape and landscape features, relate to the areas character and create good levels of enclosure.

Block Dimensions

Block dimensions respond to the proposed building and use types within them and are designed to encourage walking.

Active Frontages

Buildings face positively onto public routes and spaces - providing surveillance of public areas and privacy for residents. Block rears are attractive communal areas, private back gardens, or wrap other uses and are contained by built form.

Continuous Frontages

Building lines define the block edge with built form. Locally distinct, high quality walls, gates and landscape features are used to close gaps where arrangements are more open.

Creating Emphasis

Block forms respond to special locations such as corners, junctions, midpoints, or important places or spaces within the layout.

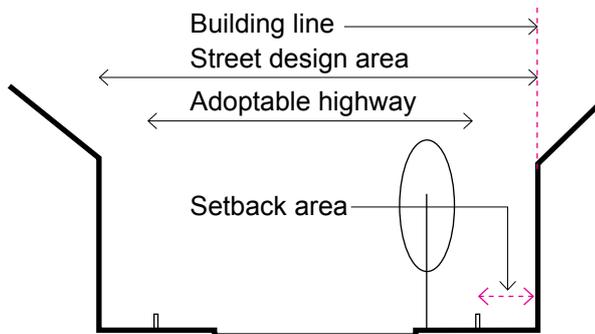
Layout designs should be expressed in the form of drawings (plans, sections and perspectives) and models/photomontages and other 3D imagery in order to clearly describe the three dimensional form of the development proposed

7. STREET DESIGN

BfL questions to answer in this section: 5,7,8,9,10,11,12

Streets

The streets are the publicly accessible areas of land that function as places as well as for movement. They occupy the area between buildings or landscape components and often extend beyond the adoptable highway.



Typical street cross-section

Streets should be safe¹ and pleasant places to be; where design for pedestrian, cyclists and public transport is prioritised over cars, and where the highway forms an integrated component of the street design.

Street Hierarchy and Scale

Streets tend to be larger in scale and have greater capacity for movement the closer they are to the main through-routes that connect areas or towns together.

A street hierarchy based on an understanding of the characteristics of the surrounding network, the layout plan proposals and block plan should be established in order to structure the scale and characteristics of streets within the development.



Chudleigh: The highest order street through the town - the scale of its layout reflect its status and function



Chudleigh: A lower order street more intimate in scale and arrangement

Street Characteristics and Composition

Street character is very much determined by the three dimensional arrangements of the elements that define it. The more irregular that arrangement the greater tendency towards informality and visa versa. Both formal and informal streets can be found throughout the district. The degree of formality for proposed new streets should be related to the underlying characteristics of the site, its surroundings and sense of place (see section 4). Typical characteristics affecting formality could include:

- Carriageway and footway widths, parking arrangements, landscape and drainage components.
- Regularity of plot widths.
- Consistency of building type, scale and character, eaves and floor heights and building line.
- Uniformity of material and colour.
- Setback type, its width and consistency.

Greater informality will tend to be evident where more variety is present within the characteristics identified.

At outline stages developers should identify the principle characteristics that streets are to have in order to inform final detailed designs. Full applications should establish the principles first and develop these into firm proposals².

Nodes

Nodal points are the areas where linear streets come together. These can be in the form of simple T or Y-shaped junctions to more formal squares, circuses or crescents.

At nodal areas developers should ensure that townscape is well defined and pedestrian movement is fully integrated.

(1) Safer Places - The planning system and crime prevention, ODPM/Home Office, 2004

(2) Circular 01/06 refers to establishing the principles upon which development is to occur

See also Manual for Streets, DCLG/DfT, 2007

8. PARKING DESIGN

BfL questions to answer in this section: 10

Car Parking

Well thought out parking arrangements can contribute to the creation of safe, convivial and convenient places. Design-led parking arrangements should be developed at the block and street stages of the design process to ensure that an integrated proposal arises that balances the need to provide convenient access to vehicles and creates streets that are attractive places that function well.

Developers should provide car parking that is integrated with other aspects of the design to achieve the following:

High Quality Places

Streets, courtyards and squares that are not dominated by parked cars that achieve arrangements which integrate well with the built form, landscape and the surroundings.

Parking Courts

Where parking courts are necessary they should be designed to be secure and attractive spaces in their own right.

Aid Traffic Calming

Cars parked as part of the street should help to reduce traffic speeds.

Pedestrian and Cycle Movement

The arrangement of parked cars should be pedestrian and cycle friendly particularly in relation to their movement and safety.

Keep Cars in View

Cars should be kept in view to reduce the opportunities for crime and vandalism.

Developers should show how their design proposals achieve an appropriate level of parking across the scheme in relation to:

- Proximity to public transport and local facilities.
- Street type and character (section 7).
- Other facilities in the area/permit schemes/ car clubs in operation or proposed.
- Number of units, type, and number of bedrooms/floor area.

- Tenure.
- Approach to allocated/unallocated spaces
- Approach to visitor parking
- Amount of disabled parking proposed
- Any required standards

Cycle parking.

Good quality cycle parking is a key element in developing a cycle-friendly environment. The absence of secure, convenient cycle parking can be a serious deterrent to cycle use.

Developers should provide cycle parking that meets the needs of residents and visitors at their homes and key destinations by:

- Providing space at the property or in communal areas to convenient accessible, secure and weatherproof storage of bicycles.
- Provide well overlooked cycle parking that is away from pedestrian desire lines and can be detected by the blind in areas where there are commercial or communal facilities.

Developers should evidence the amount of cycle parking provided based on:

- The potential for each resident of an individual dwelling to own a bicycle.
- The mix of uses and building type proposed within an area

See also:

- See also *Manual for Streets, DCLG/DfT, 2007*
- *Car parking What Works Where - English Partnerships, 2006*
- *NPPF - Transport, - Housing,*
- *Cycle Infrastructure Design, DfT, LTN02/08, 2008*

9. BUILDING DESIGN

BfL questions to answer in this section: 4,5,7,11,12

Buildings

Building design and detailing, materials used in construction, and their inter-relationship between each other and other elements of built form and landscaping affects the way a place feels, appears, functions and performs.

Developers should evidence how the design of their buildings captures the following principles:

Fitness for Purpose

Buildings should be fit for the purpose for which they are designed. Houses should be safe, efficient, accessible and have good levels of internal and external spaces.

Adaptability

Buildings should be adaptable and accessible to meet the changing needs of their users, climate change, and potential technological developments over time.

Energy and Resource Efficiency

Buildings should be energy and resource efficient in their design, construction and throughout their design life.

Everyday Needs

Building design should support peoples everyday needs and encourage sustainable living - for example, by providing good levels of storage and designated well placed spaces for bicycles, waste, recycling and drying.

Equality

Buildings within a scheme should be designed in a manner that is tenure-blind.

Architectural Quality¹

Buildings should be well designed where:

- Attention is paid to the durability and sustainability of materials used.
- Elevations are visually well organised shown by things like symmetry or asymmetry, balance, proportion and hierarchy that results in a building that is aesthetically pleasing.
- The structure and detail of a building fits together as part of a clear approach to style and building function.
- Openings are designed and placed to create positive and safe links between internal

spaces and private and public external spaces.

- The detailing and design of a simple palette of materials is well considered and informed by local context.
- The form and positioning of the building, its internal arrangements, openings and external spaces responds to and makes best use of sunlight throughout the year.
- The position and design of a building's external services, vents, plant, antennae, meter housings, and pipe work are out of view or complement its design.



Contemporary and traditional interpretations of local building styles - both equally valid.

Townscape

Buildings should play their part as components in a street, neighbourhood, settlement, and landscape setting. They should relate positively to their environment and enhance the way it functions and appears. Key buildings and structures such as civic or corner buildings should be located and designed to respond to their role or prominence.

Building Character and Types

The building types (town house, terraced, semi-detached etc.) selected should relate to earlier stages of the design process and be at appropriate densities with the mix of uses identified and agreed.

Building characters should relate to the informal or formal nature of the street identified within the "street design" stages of the process and should influence the way in which buildings are proportioned, composed and embellished.

(1) *Creating excellent buildings a guide for clients*, CABE, 2003, (p13)

10. PUBLIC REALM DESIGN

BfL questions to answer in this section: 5,7,9,11

Public Realm

The public realm is the area of public or private land that is for use by everyone such as streets, and green networks, parks, squares, plazas, sea frontage promenades, sport and recreation facilities or public buildings¹. Its shape, form and way it is detailed is as important as the buildings that may frame or define it. It can contribute to the way people feel about the places in which they live, their health and well-being as well as providing opportunities for leisure and enhancing biodiversity.

Developers should ensure that their proposals capture the following principles:

Well Designed¹

That safe, uncluttered, accessible, attractive and well managed routes and spaces are designed to have:

- Accessible networks of open and green spaces that respects natural features.
- Ground floors designed to relate well to the public realm creating activity and interest for passers by.
- Public space that relates well to the buildings around it - having a purpose and function.
- Streets and spaces that are well overlooked and fronted by development.
- Designed with consideration of microclimate factors such as wind, sun, and daylight, in relation to the design and arrangement of buildings and their associated spaces.

Local Needs

The public realm should provide for the range of spaces and facilities required to meet local circumstance and meet standards as required by the Council²

Sustainable

The public realm should contribute to the overall sustainability of the development in ways such as for energy, and food production, sustainable drainage, and improving biodiversity.

Co-ordinated

The different elements within a design should

be co-ordinated with each other both at the scale of the site and its setting³, and in relation to individual and adjacent components and finishes within a scheme.

Well Maintained

The public realm should be designed in a manner that is durable and straight forward to maintain and manage in the future particularly in relation to those aspects that will receive the most wear or like landscaping; grow and change over time. Maintenance regimes, funding and responsibilities are to be set out and agreed with the Council.

Detailed Elements

Developers should evidence how schemes address the public realm principles in relation to the following detailed elements:

- Hard surfacing
- Existing trees and shrubs
- Proposed planting
- Services
- Means of enclosure
- Street furniture
- Signage
- Lighting
- Public art
- Drainage
- Management of Waste and Recycling

Key Places

To link outline and reserved matters applications outline proposals should set a clear vision in the form of short briefs, sets of principles, or annotated drawings, to explain the function and performance, scale and access points of key locations or parts within a layout such as: civic squares, public spaces within mixed use areas, important junctions, gateways, bridges, or public buildings. .

(1) *By Design – Urban Design in the Planning System: Towards Better Practice*, DETR, 2000.

(2) *Teignbridge Green Space Strategy*, 2008

(3) *Start with the Park*, CABI, 2005

BUILDING FOR LIFE QUESTIONS

1 Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and relating new ones: whilst also respecting existing buildings and land uses along the boundaries to the development site?

2 Facilities and Services

Does the development provide (or is it close to) community facilities such as shops, schools, workplaces, parks, play areas, pubs or cafes?

3 Public Transport

Does the scheme have good access to public transport to help reduce car dependency?

4 Meeting Local Housing Requirements

Does the development have a mix of housing types and tenures that suit local requirements?

5 Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

6 Working with the site and its context:

Does the scheme take advantage of existing topography landscape features (including watercourses), trees, plants, wildlife habitats, existing buildings, site orientation and microclimate?

7 Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

8 Easy to find your way around

Is the development designed to make it easy to find your way around?

9 Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

10 Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

11 Public & private spaces

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

12 External storage and amenity space

Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

Building for Life is the Government endorsed industry standard for stimulating conversations aimed at achieving well designed homes and neighbourhoods that make good places to live. It is hosted by The Design Council www.designcouncil.org.uk

The "Avoid" criteria at the end of each section should be used to ensure that the worst problems are designed out where possible.

Useful References

Contacts

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www.teignbridge.gov.uk

Area of Cover:

This advice note is intended to cover the Teignbridge Plan Area and does not include Dartmoor National Park

Policy Documents

National Planning Policy Framework (NPPF)
Teignbridge Local Plan (1989 - 2001)
www.teignbridge.gov.uk

Key Technical Manuals

By Design: Urban Design in the Planning System towards better practice, DETR (2000)
By Design - Better Places to Live, ODPM (2001)
Urban Design Compendium Nos 1 and 2.
Manual for Streets, DfT (2007)
Design and Quality Standards, HCA (2007)
Car Parking what works where, English Partnerships,
Streets for All - South West, DfT/English Heritage, (2005)

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If you need this publication in another format or language tel 01626 215818

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