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TIVERTON

Neighbourhood Plan Design Codes for a Sustainable Town

FINAL REPORT

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Quality information

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Contents

1. Introduction	6	3.6. Building Heights	30
1.1. Introduction	6	3.7. Density	32
1.2. Objective	6	3.8. Character Areas	34
1.3. Process	6	4. Design Coding	44
1.4. The Area of Study	8	4.1. Context - enhances the surroundings	46
2. Policy Review	12	4.2. Built form - a coherent pattern of development	47
2.1. National Planning Policy Framework	12	4.3. Identity - attractive and distinctive	52
2.2. National Design Guide	12	4.4. Movement - accessible and easy to move around	58
2.3. Mid Devon Planning Policy Context	13	4.5. Nature - enhanced and optimised	70
2.4. Mid Devon Local Plan Review	13	4.6. Public open spaces - safe, social and inclusive	74
3. Local Context Analysis.....	18	5. General Questions to Ask and Issues to Consider When Presented with a Development Proposal	84
3.1. Settlement Pattern and Urban Form	18	6. Next Steps	87
3.2. Access and Movement	20	6.1. Delivery	87
3.3. Landscape Character	22	6.2. Deliverability	87
3.4. Key Landmarks and Views	24		
3.5. Building Typology	28		





Introduction

01

1. Introduction

1.1. Introduction

Through the Ministry of Communities and Local Government (MHCLG) Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide design support to Tiverton Town Council.

This document seeks to support Neighbourhood Plan policies that guide the assessment of future development proposals and encourage high quality design.

1.2. Objective

The main objective of this report is to develop design guidelines for a “sustainable community” that future development in Tiverton should follow. In particular, there are three core principles:

- Environmental - The people of Tiverton are committed to working towards a zero carbon way of life, both the town and district councils having declared climate emergencies, the way in which future development is designed and integrated into the existing infrastructure network being an important part of this. All development should seek to be as environmentally sustainable as possible. Equally the retrofitting of existing, often older heritage buildings, needs to be considered.
- Socio-cultural – Encouraging a sense of community that is inclusive and accessible is very important, particularly in an area that is very rural, has an ageing population and has pockets of deprivation. Design should play an important role in health and wellbeing in relation to shared space, safety, access to facilities and the wider countryside. Additionally, design should celebrate and reinforce

the local cultural aspects that make Tiverton special. This is reflected in the character of the town, including architectural features and materials, locally significant places and views, trees, nature and industry.

- Economic – The town centre of Tiverton has historically been a place of trade, a place to meet others, socialise and exchange goods and ideas. The way future development is designed should reinforce the links to the centre, in terms of sustainable routes and open spaces and places to sit and socialise. This is going to be even more critical as a result of the impacts of the Coronavirus pandemic. Changing ways of working will also need to be considered, as design can impact the ability for people to work from home, including the creation of space for this to occur and the enhancement of links to communication networks.

1.3. Process

Following an inception meeting and a site visit, AECOM and Tiverton Neighbourhood Plan steering group members carried out a high level assessment of the town. The following steps were agreed with the group to produce this report:

- Initial meeting and site visit;
- Urban design analysis;
- Preparation of design principles and guidelines to be used to assess future developments;
- Draft report with design guidelines; and
- Final report.



Figure 1: Tiverton’s main commercial street - Fore Street.



Figure 2: Castle Street.

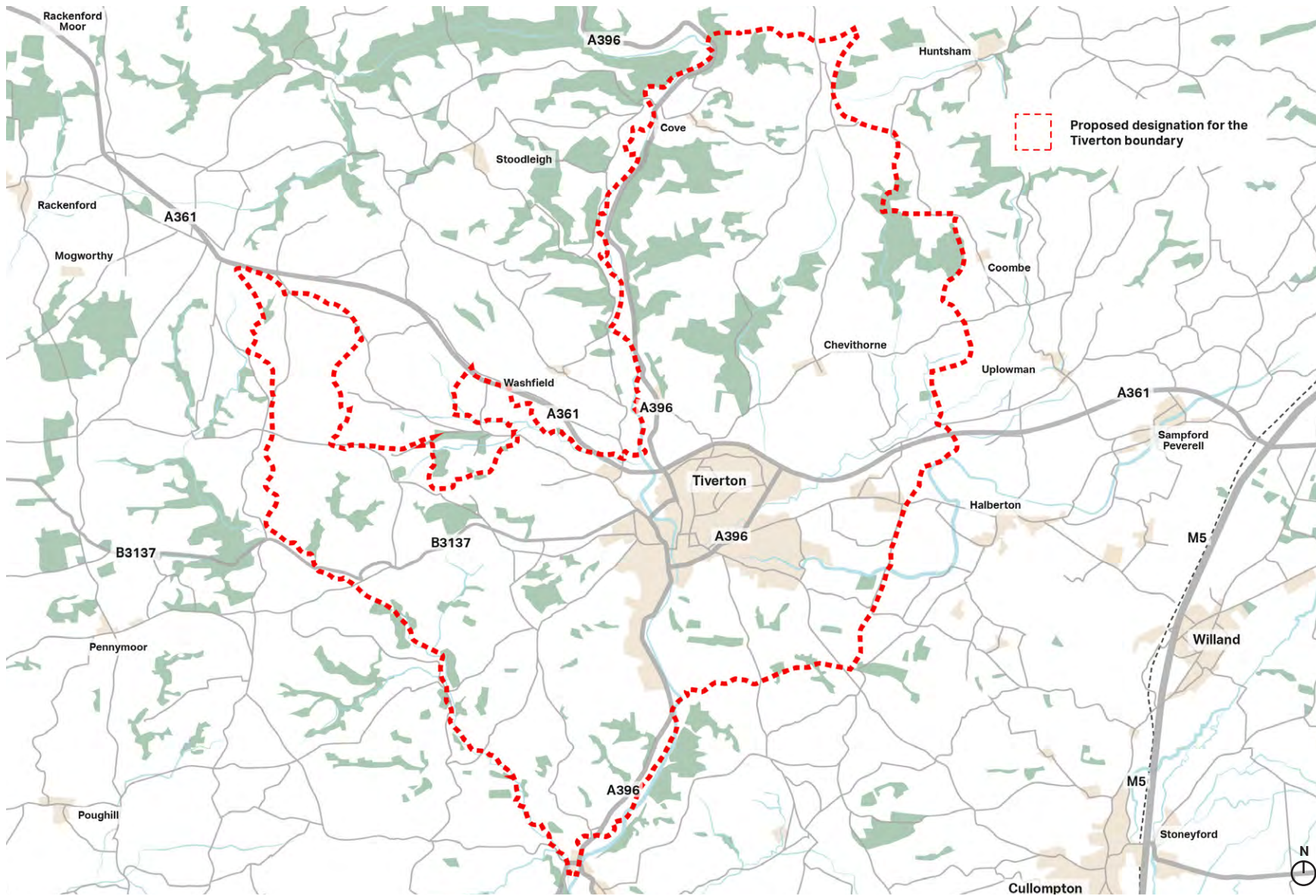


Figure 3: Tiverton Neighbourhood Plan Area.

1.4. The Area of Study

Tiverton is a large and principally rural neighbourhood plan area located in mid Devon. It comprises of the main market town of Tiverton, surrounded by numerous smaller hamlets including Withleigh, Chettiscombe, Chevithorne, East Mere, Cove and the northern part of Bickleigh village. The River Exe flows south through the western part of the area, carving out the river valley, with attractive steep, wooded sides. Apart from the lowland areas to the east, the vast majority of the area comprises rolling farmland and wooded hilltops and valleys.

Tiverton is the administrative centre for the district of Mid Devon with a population of 38,331¹.

This document has a focus on character and design within the urban boundary of the town of Tiverton rather than including the wider rural parts of the parish.

1. Regional Profile Tiverton & Mid Devon (Cordant People). Available at: <https://www.cordantrecruitment.com/branches/labourmarketprofiledownload/27>



Figure 4: Lowman Green



Figure 5: Pannier Market



Figure 6: Canal basin



Figure 7: Wider context of Tiverton Neighbourhood Plan Area.





Policy Review

02

2. Policy Review

This section notes the policy context and highlights the relevant policies to which development should comply.

2.1. National Planning Policy Framework

The revised National Planning Policy Framework (NPPF) was updated on 19 February 2019 and sets out the government's planning policies for England.

The NPPF sets out that a key objective of the planning system is "to contribute to the achievement of sustainable development", which will be achieved through three overarching objectives including;

- an economic objective
- a social objective
- an environmental objective

Further support is provided under **Paragraph 11 of the NPPF** which states that plans and decisions should apply a presumption in favour of sustainable development,

Part 9. Promoting sustainable transport, states that "Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should

be taken into account in both plan-making and decision-making."

Part 12. Achieving well-designed places, states that "Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development". Part 12 goes on to state: "policy and decisions should ensure that developments... are visually attractive... (and) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)." An understanding of history and heritage is therefore important in developing neighbourhood plans to explain how this should inform future development.

Part 14. Meeting the challenge of climate change, flooding and coastal change, states that "to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure." part 14 goes on to states "Local planning authorities should support community-led initiatives for renewable and low carbon energy, including developments outside areas identified in local plans or other strategic policies that are being taken forward through neighbourhood planning."

Part 16, Conserving and enhancing the historic environment, states that "Plans should set out a positive strategy for the conservation and enjoyment of the historic

environment... (taking) into account: ... the desirability of new development making a positive contribution to local character and distinctiveness; and opportunities to draw on the contribution made by the historic environment to the character of place".

2.2. National Design Guide

The National Design Guide (NDG) was published by the Government in October 2019, which is to be a clear national guidance for delivering well-designed places across England.

Paragraph 9 of the NDG, states that "The National Design Guide addresses the question of how we recognise well-designed places, by outlining and illustrating the Government's priorities for well-designed places in the form of ten characteristics."

The ten characteristics set out in Part 2 are:

- Context – enhances the surroundings.
- Identity – attractive and distinctive.
- Built form – a coherent pattern of development.
- Movement – accessible and easy to move around.
- Nature – enhanced and optimised.
- Public spaces – safe, social and inclusive.
- Uses – mixed and integrated.
- Homes and buildings – functional, healthy and sustainable.
- Resources – efficient and resilient.
- Lifespan – made to last.

2.3. Mid Devon Planning Policy Context

This section summarises the policies publicised in the Mid Devon District Council Local Plan that is of most relevance to the design in Tiverton. **The Mid Devon Local Plan Review 2013-2033** was adopted by the Full Council on 29th July 2020. This “now carries full weight in the consideration of planning applications and replaces the Mid Devon Core Strategy (July 2007), Local Plan Part 2 (Allocations and Infrastructure DPD) (October 2010) and Local Plan Part 3 (Development Management Policies) (November 2013).”

2.4. Mid Devon Local Plan Review

Policy S1h Sustainable development priorities, states “requiring good sustainable design that respects local character, heritage, surroundings and materials, creates safe and accessible environments, designs out crime and establishes a strong sense of place”

Policy S2 Amount and Distribution of development: states that development will be concentrated in strategic settlements including Tiverton. The development target in Tiverton is 2358 dwellings and 29,400 sqm of commercial space.

Policy S5 Public Open Space: sets out the standards for the provision of high quality open space within the boundaries of Tiverton, Cullompton and Crediton and the parishes containing villages defined in Policy S13:

Type of open space	Quantity (sqm per dwelling)	Access standard
Allotments	6	300m or 6-7 minute’s walk time
Amenity green space	23.5	300m or 6-7 minute’s walk time
Parks, sports and recreation grounds	35*	600m or 12-13 minute’s walk time
Play space	1.5	300m or 6-7 minute’s walk time
Youth space (teenagers)	0.5	600m or 12-13 minute’s walk time

Policy S9a Environment states the importance of “High quality sustainable design which reinforces the character and distinctiveness of Mid Devon’s historic built environment, mitigates and adapts to climate change and creates attractive places.”

Policy S10 Tiverton, states “manage the town centre so that economic success and heritage reinforce each other, promoting new homes, shops, leisure, offices and key town centre uses which contribute to vitality and viability.” Other key priorities are “enhance walking and cycling opportunities and bus services around the town,” “retain the green setting provided by the steep open hillsides,” “protect the importance of Tidcombe Fen, other areas of biodiversity value and green infrastructure supporting opportunities for enhancement,” and “support measures to reduce flood risk within Tiverton.”

Policy DM1 High Quality Design states that designs of new development must be of high quality, based upon and demonstrating the following principles:

- a) Clear understanding of the characteristics of the site, its wider context and the surrounding area;
- b) Efficient and effective use of the site, having regard to criterion (a);
- c) Positive contribution to local character including any heritage or biodiversity assets and the setting of heritage assets;
- d) Creation of safe and accessible places that also encourage and enable sustainable modes of travel such as walking and cycling;
- e) Visually attractive places that are well integrated with surrounding buildings, streets and landscapes, and do not have an unacceptably adverse effect on the privacy and amenity of the proposed or neighbouring properties and uses, taking account of: i) Architecture ii) Siting, layout, scale and massing iii) Orientation and fenestration iv) Materials, landscaping and green infrastructure
- f) Appropriate drainage including sustainable drainage systems (SUDS), including arrangements for future maintenance, and connection of foul drainage to a mains sewer where available.
- g) Adequate levels of daylight, sunlight and privacy to private amenity spaces and principal windows;
- h) Suitably sized rooms and overall floorspace which allows for adequate storage and movement within the building together with external spaces for recycling, refuse, cycle storage; and

i) On sites of 10 houses or more the provision of 20% of dwellings built to Level 2 of Building Regulations Part M ‘access to and use of dwellings’.

DM1 g, h and l above, together with the additional Main Modification 4.5b below were included at the request of the Planning Inspector for the Local Plan 2013-2033.

4.5b “National policy states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. This is particularly important for the design of the homes that people live in and the spaces that surround those homes. The aim in Mid Devon is to deliver high quality buildings and spaces that meet the needs of users, taking account of an aging population whilst ensuring compatibility with surrounding development and uses. Though compliance is delivered through buildings regulations, criterion i) will be implemented through a condition attached to the planning permission.”

Policy DM5 Parking: sets out the parking provision standards for developments. For residential dwellings (C3/C4), the standards are:

Minimum car parking standard	Minimum cycle parking standard	Electric vehicle infrastructure
1.7 per dwelling	1 or 2 beds - 2 per dwelling 3+ beds - 4 per dwelling	1 charging point per 10 units

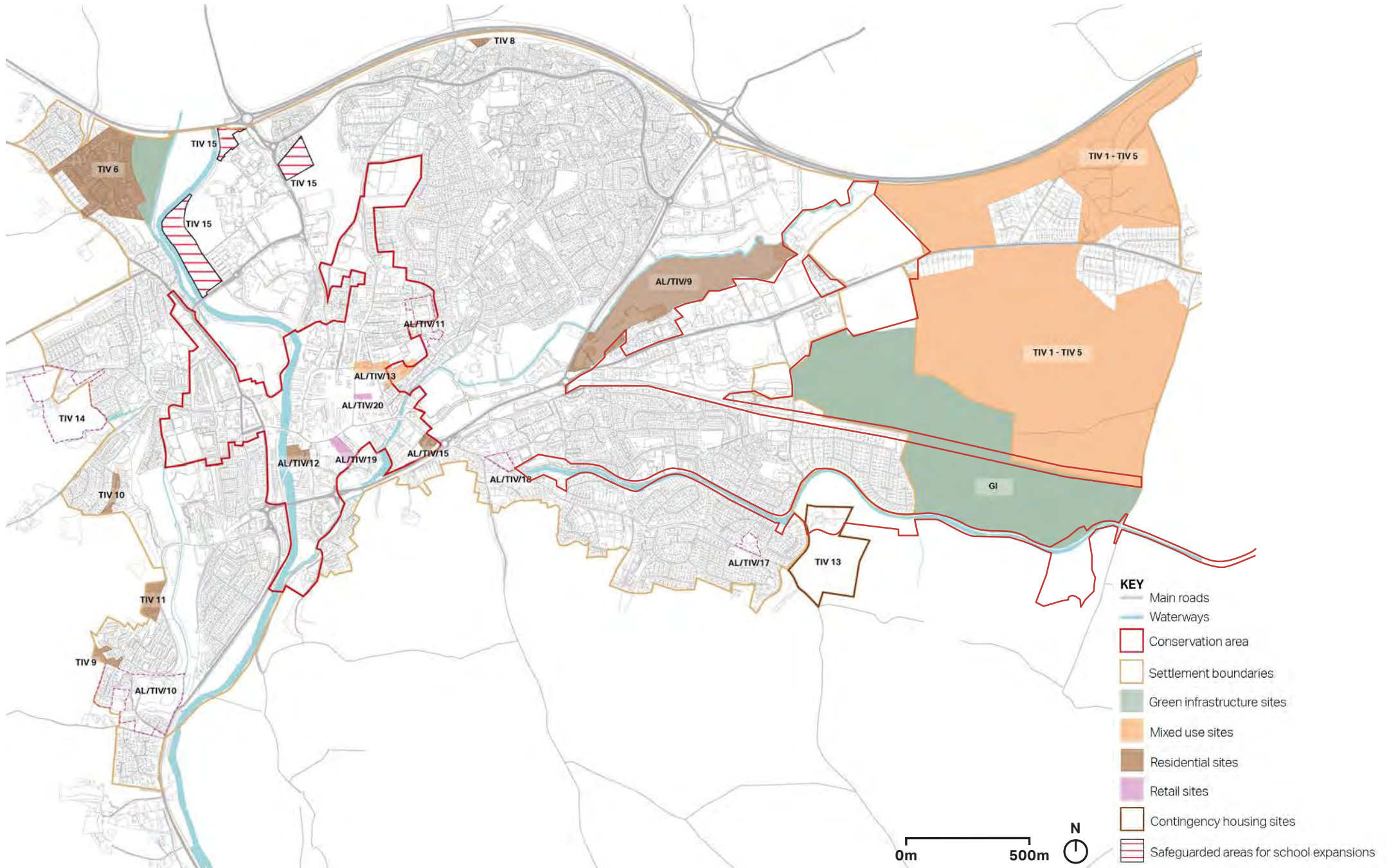


Figure 8: Allocated sites for Tiverton from the adopted Mid Devon Local Plan Review 2013-2033 (July 2020).





Local Context

03

3. Local Context Analysis

This section outlines the broad physical, historical and contextual characteristics of Tiverton Parish. It analyses the pattern and layout of buildings, access and movements, landscape characteristics, key landmarks and views, building typologies, heights, densities, and character areas in Tiverton. Images in this section have been used to portray the built form of Tiverton Parish.

3.1. Settlement Pattern and Urban Form

Tiverton has a long history. In the 9th century, it was one of King Alfred's royal estates and it is probable that it had developed as a small market and administrative centre by the 10th century, becoming a borough by 1220. Tiverton Castle was probably built in 1141, and it was later considerably extended, especially by the Courtenay Earls of Devon.

During the 16th and 17th centuries, the town grew rapidly and became one of England's leading centres for the woollen cloth industry. Many wealthy wool merchants added to the town's heritage, including The Greenway Chapel and Porch at St Peter's Church and Old Blundell's School.

The woollen industry declined in the late 18th century, but the textile trade revived after 1816 when the industrialist John Heathcoat moved his lace-making operation from Loughborough to Tiverton, and other important industries,

including brewing and engineering, were subsequently established in the town.

In 1844, the Bristol and Exeter Railway opened the Tiverton Road station and the station was renamed Tiverton Junction in 1848 when the Tiverton Branch Line opened. In addition, the Exe Valley Railway, which connected Tiverton to Exeter and Dulverton, was opened by 1885, and this further enhanced external links to the town.

In the 1801 census the population of Tiverton was 6,505, and, by 1891, it had grown to 10,892.

By 1965 both railway lines to Tiverton had been closed, and Tiverton Junction railway station was closed in 1986. However, a new station, Tiverton Parkway, was opened, and road transport to the town was considerably improved with the opening of the A361 North Devon Link Road in the 1980s.

Towards the end of the 20th century employment in Tiverton's major industries declined, but new industrial estates were established, and these attracted several significant new companies, including Kaba Locks, Hepco and Reuters.

Although the livestock market in the town centre has ceased to operate, the town has remained an important retail centre for a wide area. However, despite several projects to enhance the attractiveness of the town centre, many retail outlets have, as elsewhere, recently closed. Major supermarkets, including Tesco and Morrisons have been established on the periphery of the town centre.

Tiverton remains an important centre, and unemployment levels are below the national and regional averages. However,

income levels are below the average for most parts of the region, skilled, value-added, jobs available are limited and many of the most able younger people leave the area, resulting in an elderly population structure. An increasing trend is for commuting from the town to neighbouring centres, especially Exeter.

The town has continued to grow, the population in 2011 being 19,544. There have been several new housing developments, and considerable future residential growth will occur with the completion of the Tiverton Eastern Urban Extension, where up to 2000 houses are planned.

Figures 9-12 show the evolution of urban form from the late 19th century to the present. The pattern of this development has been greatly influenced by physical constraints, including steep hills and the flood plains of the Rivers Exe and Lowman.

As would be expected, the current Tiverton urban form shows a variety of different plot layouts and different housing densities that range from very closely-knit terraced houses to spacious, suburban detached houses. The higher densities are concentrated close the centre of the town, towards the confluence of the two rivers, the Exe and the Lowman. Larger buildings that form parts of the industrial areas in the town are located alongside the rivers with formally established residential estates interspersed with green spaces. This urban form evolved from the fact that Tiverton was an industrial town. Its cloth making industry prospered and brought in small workshops and large open spaces that are often surrounded by groups of dwellings originally built for factory workers¹, especially west of the River Exe. Examples of this include

1. Tiverton Conservation Area Appraisals (2015). Available at: <https://www.middevon.gov.uk/media/205786/tiverton-conservation-area-appraisal-text.pdf>

the terraced houses along John Street built for Heathcoat factory's workers.

The town centre is the oldest part of the town and forms most of the Tiverton Conservation Area, the older residential areas often being characterised by high building densities. The area south of the parish church still displays historic remnants of old burgage plots in its street plan, plot layouts and boundary walls. There are also many older buildings in parts of the town outside the Tiverton Conservation Area,

Beyond the historic core, the modern settlement has expanded over former field systems. The historic maps show that more residential developments were built in the late 20th century to the northeast of Tiverton. These developments tend to follow the suburban character of existing residential areas outside the historic town centre.



Figure 9: 1889 Map of Tiverton.



Figure 10: 1932-1933 Map of Tiverton.



Figure 11: 1937-1961 Map of Tiverton.

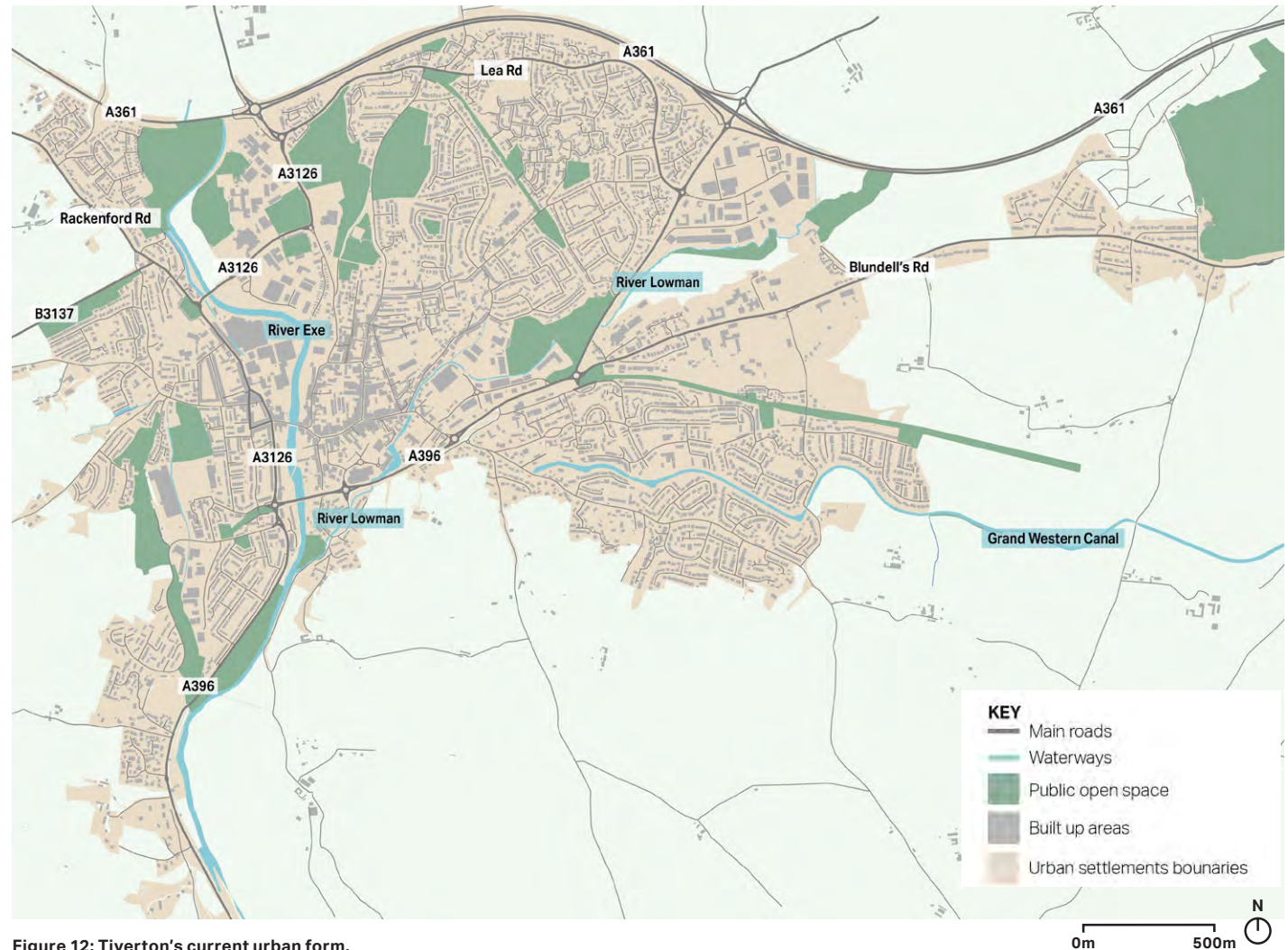


Figure 12: Tiverton's current urban form.

3.2. Access and Movement

Figure 13 indicates that Tiverton is well-served by multiple primary roads that run through the town and provide good north-south and east-west links. The A361 provides a strong east-west connection to adjacent towns, the M5 motorway and the Tiverton Parkway Railway Station seven kilometres to the east. The A361 is also directly linked to the A3126 and A396, which provide equally significant north-south connections.

The town centre itself is well served by tertiary roads linking it to the surrounding neighbourhoods. The local roads within the residential neighbourhoods themselves are often characterised by dead ends and cul-de-sacs, a type of street network that does not provide continuity in access or connectivity. This layout also does not have regard for alternative travel modes, which results in car-dominated neighbourhoods.

The town has good public transport. Regular bus services include those to neighbouring towns, including Exeter, Taunton, Barnstaple, Bampton, and Cullompton, as well as Tiverton Parkway, and there is a network of local services in the town.

The town also has a good provision of public car parking in the town centre, including a large multi-storey car park, and other public car parks in the Market Place, and at Beck Square car park.

The West Country Way Cycle Route (NCN3) runs from Bristol to Cornwall and the towpath of The Grand Western Canal is part of this important national route. The tow path is also a very popular long-distance footpath.

The Exe Valley Way is a long - distance route for walking. Most of the part within the parish of Tiverton is formed by country lanes and footpaths following the Exe Valley. The town also has multiple public rights of way that connect it to the surrounding countryside. This promotes healthy lifestyles and supports Tiverton's natural landscape character.

Tiverton Civic Society has established guided historic trails through the town centre and West Exe, and the Neighbourhood Plan Transport Group is proposing to develop a new circular footpath within Tiverton - the Tiverton Tree Trail. Tiverton has a rich variety of trees, the tree trails being beneficial in environmental, as well as in social and economic terms.

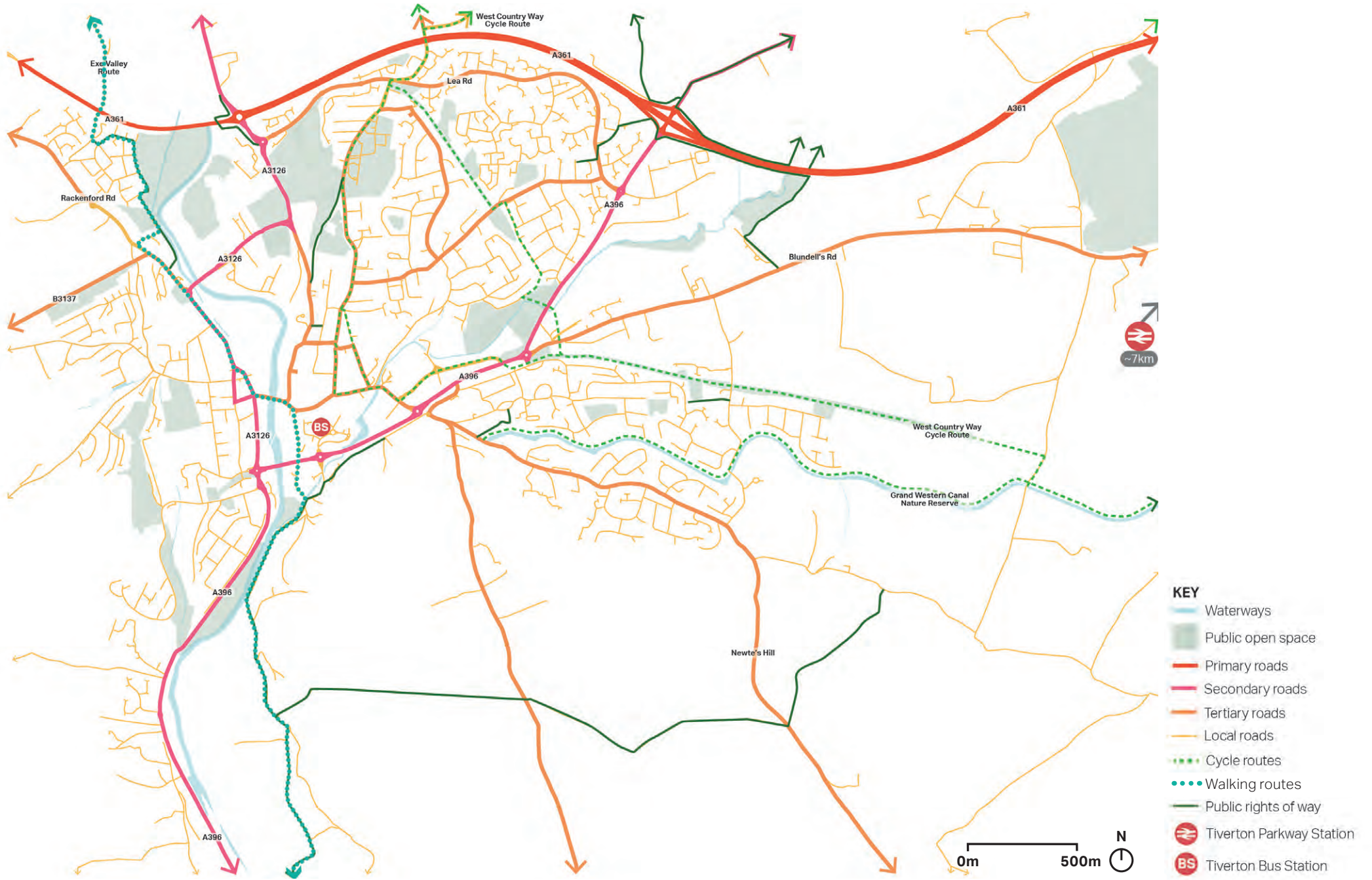


Figure 13: Patterns of access and movement in Tiverton.

3.3. Landscape Character

The [Mid Devon Landscape Character Assessment](#) (October 2011) identified the different Landscape Character Types found in Tiverton. The four main types of landscapes are: river valley slopes and combes, lowland plains, upper farmed and wooded valley slopes/wooded ridges, and hilltops.

Most of the town lies on the river valley slopes and combes. These areas have steep, wooded sides and there is a very strong sense of enclosure within a valley landscape. Here, ancient semi-natural woodlands can be found – such as the woodlands south of Tiverton and east of the River Exe, including Back’s Wood. Other than woodlands, there are also a number of prominent urban land- uses adjacent to the river in Tiverton. These uses include Heathcoat Fabrics textile factory, Tiverton District Hospital, Tiverton High School and Petroc College.

Towards the east, where the Eastern Urban Extension is planned, the dominant landscape character type is lowland plains. These largely form an open, low lying, flat landscape, often including high grade agriculture land. This type is often referred to as the ‘traditional Devon landscape’.

Some of the key environmental designations that can be found in Tiverton include: a flood zone; local Nature Reserves, including Palmerston Park Wood, The Grand Western Canal Country Park, and the Tidcombe Fen Site of Special Scientific Interest; Scheduled Ancient Monuments, including Bolham Roman Fort and Cranmore Castle and Huntsham Castle Iron Age Hill Forts; and the Grade II* gardens at Knightshaves Court.

Tiverton also has a few notable green open spaces for leisure, including the People’s Park, Amory Park, the West Exe Recreation Ground, the Railway Walks from Manley Lane to Horsdon and at Cowleymoore, as well as a number of sports clubs including Tiverton Rugby Club, Tiverton Town Football Club, Elmore Football Club, The Exe Valley Leisure Centre, and Tiverton Golf Club.

Smaller green spaces within the town centre such as St. George’s and St. Paul’s churchyards, and the Old Blundell’s, and Tiverton Castle grounds, form important landscaped green spaces within an otherwise densely developed area.



Figure 14: Undulating ground levels reinforcing the landscape character of river valley slopes in Tiverton.



Figure 15: Google Earth image of some significant open spaces in Tiverton.

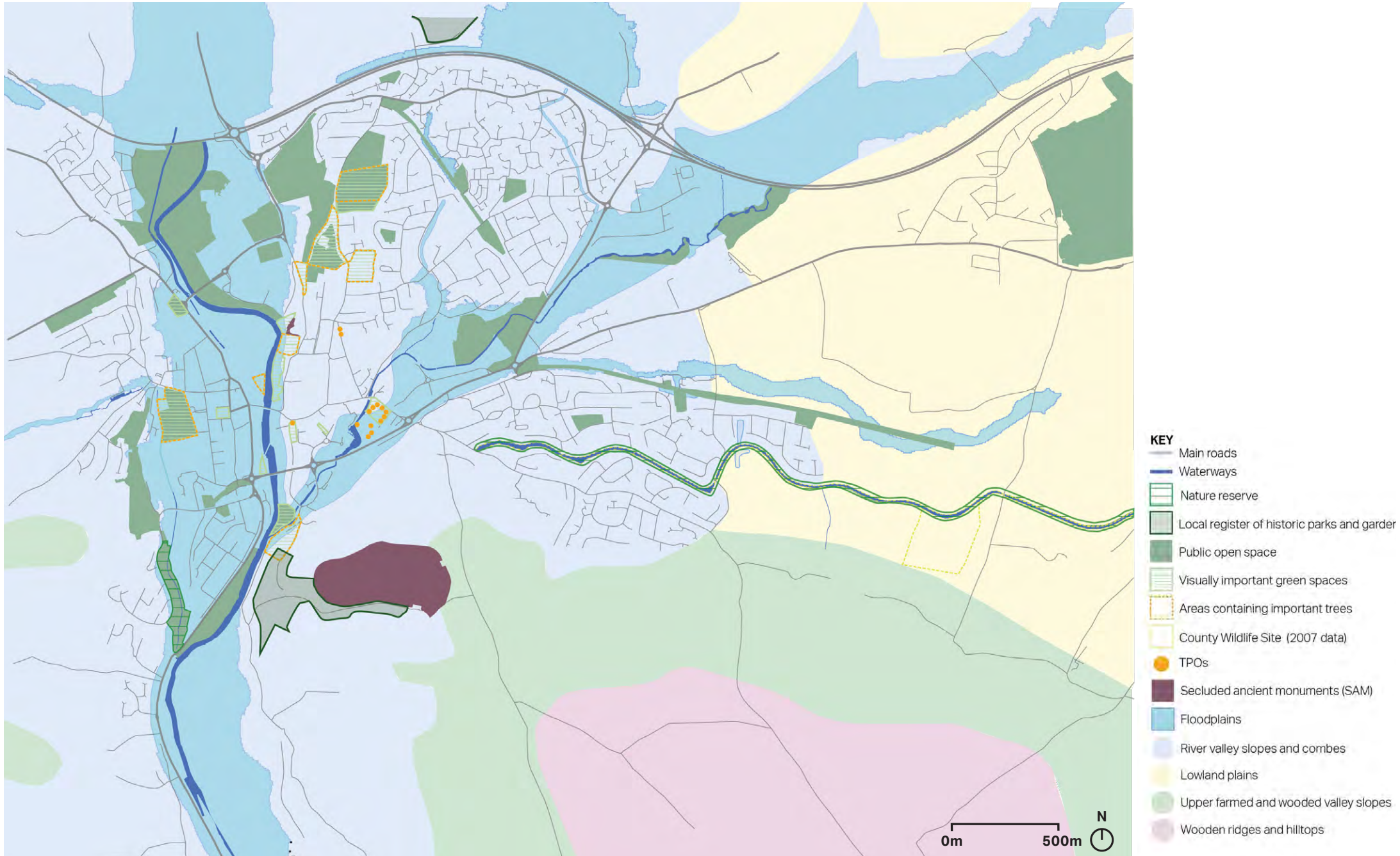


Figure 16: Tiverton's landscape character.

3.4. Key Landmarks and Views

As seen in figure 23, there are many listed buildings within the parish boundary. Five of these are Grade I listed, six are Grade II* and the remainder are Grade II. The large number of listed buildings reflect the architectural and historic quality of Tiverton's town centre.

The Grade I listed buildings in Tiverton include: Tiverton Castle, St. Peter's Church, St. George's Church and Old Blundell's School, all of them being located within the Tiverton Conservation Area boundary. Knightshayes Court and its parkland lies in the Devon countryside to the north of the town

There are also several locally significant views, both short and long. These are outlined in the [Tiverton Conservation Area Appraisal and Management Plan](#) (June 2005). The short and long views outlined correspond to both the natural landscape and architectural or historic qualities of Tiverton's urban form.



Figure 17: St Peter's Church (Grade I listed building).



Figure 20: St. George's Church (Grade I listed building).



Figure 18: St. Paul's church (Grade I listed building).



Figure 21: The Grade II listed building in Pannier Market.



Figure 19: Architectural details of a Grade II listed building on Bridge Street.



Figure 22: Protected view towards the entrance of Old Blundell's School.

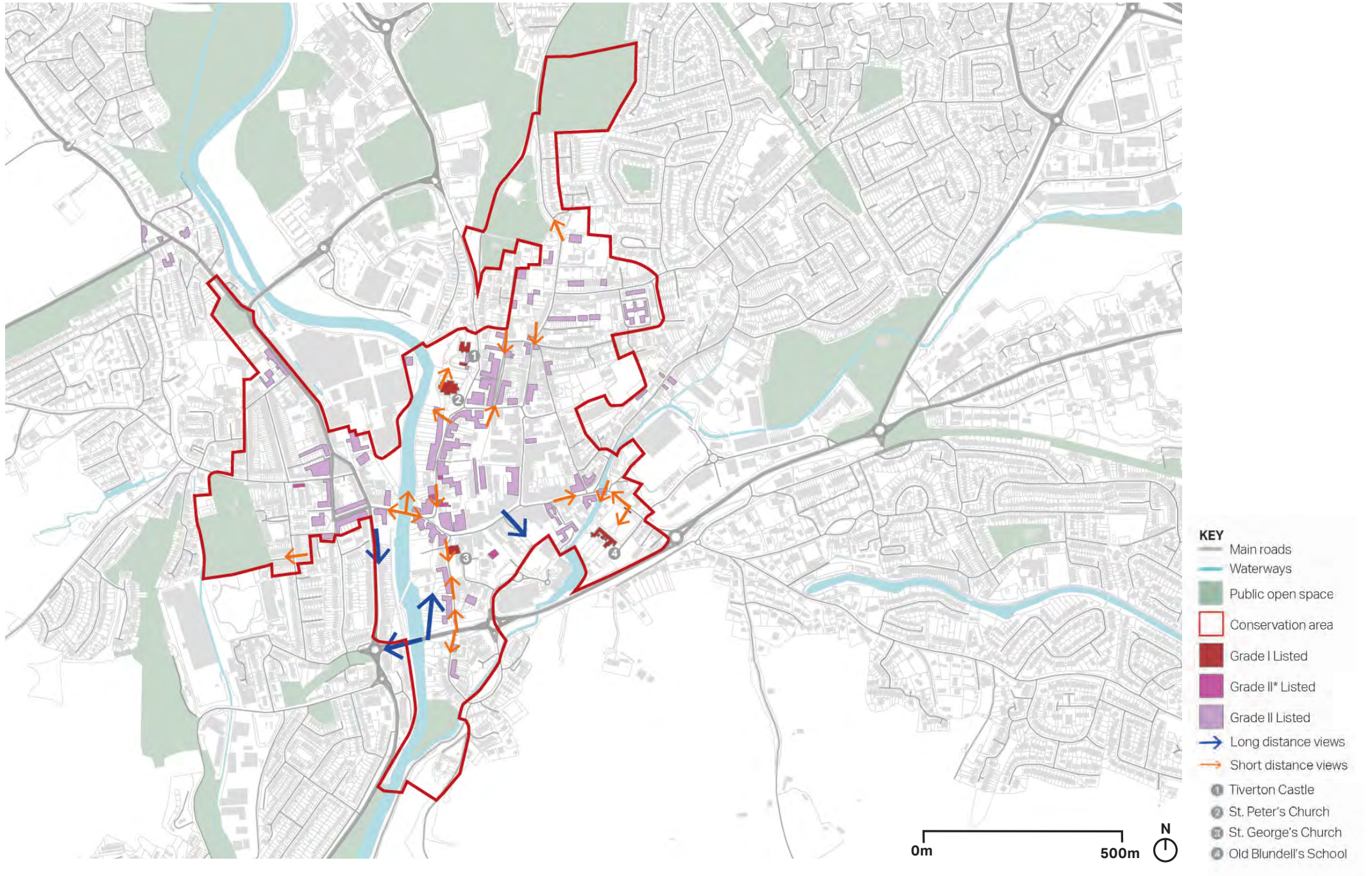


Figure 23: Key landmarks and views in Tiverton.

The views identified in this section represent a small sample but a comprehensive list is contained in the Neighbourhood Plan.



Figure 24: Long-distance view towards the west from Great Western Way



Figure 26: Long-distance view towards the west from St Peter Street



Figure 25: Long-distance view towards the south through Phoenix Lane



Figure 27: View towards the Heathcoat Factory from People's Park

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3.5. Building Typology

Figure 34 shows that the dominant building typology in and around the town centre is terraced houses. However, residential areas outside the centre have a good housing typology mix of semi-detached, detached and bungalows.

The centre is mostly built up of closely-knit terraced houses typically two to three storeys in height. These areas are characterised by narrow streets and continuous building lines with a long stretch of frontages. The small back-gardens of the houses are often hidden away from the main street thus creating a private and intimate environment.

Post-war developments include extensive local authority housing in addition to low density infill developments by private developers. The areas with a mix of semi-detached, detached, and bungalow housing are characterised by cul-de-sacs with access off the main streets, dedicated parking bays, and front gardens typical of suburban typologies.

Although rare, some apartment buildings can be found in Tiverton. This higher density building typology is outside of the town centre/Conservation Area amongst the more recently established residential areas in the south east of Tiverton. As seen in Figure 33, the apartment buildings are only three storeys in height and have a brick facade and other architectural features that are in keeping with the character of the neighbourhood and the surrounding natural landscape.

Overall, the respective typologies presented coincide well with the higher density town centre character and the more suburban residential area character.



Figure 28: Detached housing in Fairway.



Figure 29: Semi-detached housing in Belmont Road.



Figure 30: Bungalow housing along Pinnex Moor Road.



Figure 31: Terraced housing along St. Paul's Square.



Figure 32: Mixed use terraced housing along Fore Street.



Figure 33: Flats in West exe North.

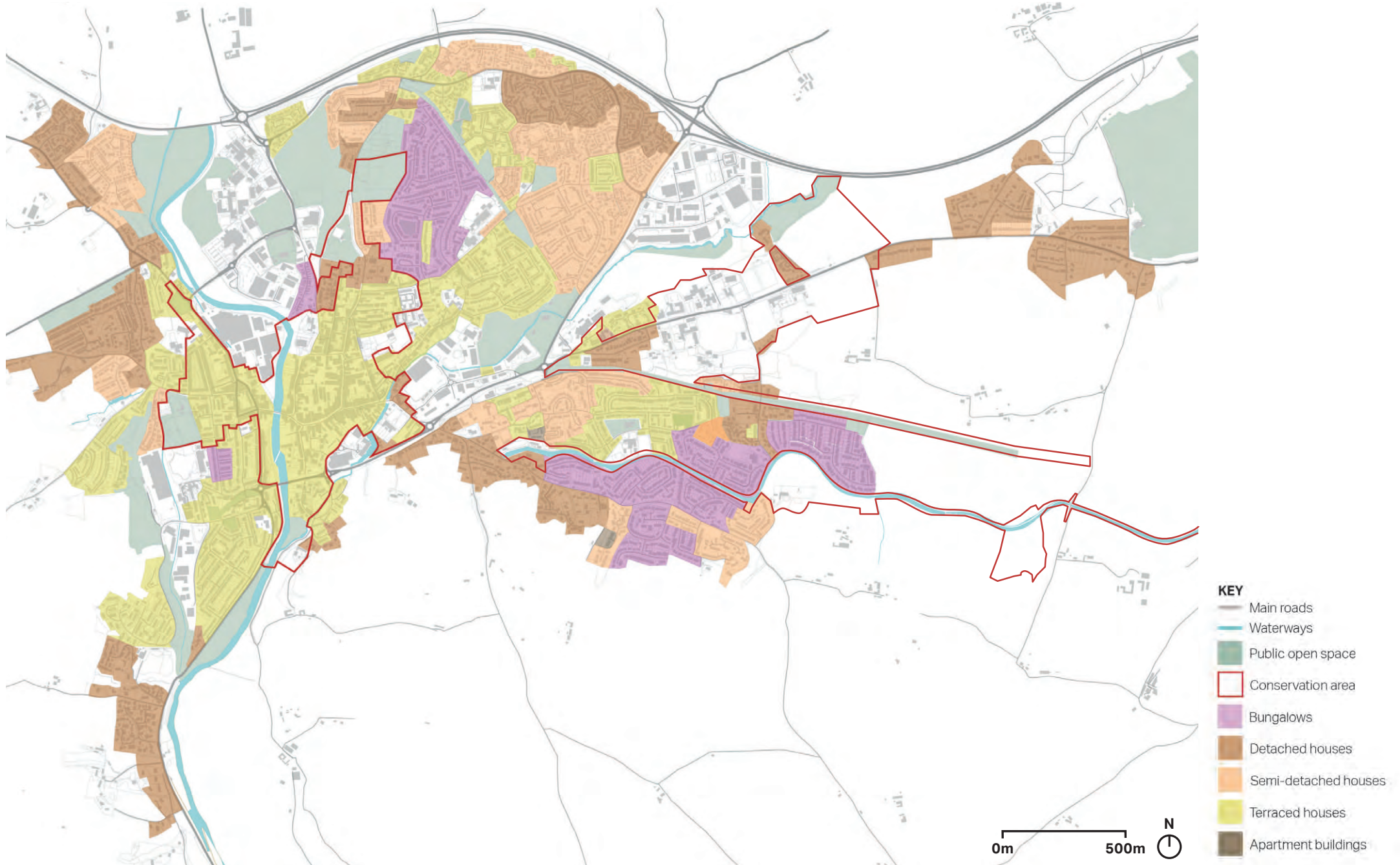


Figure 34: Predominant types of buildings in Tiverton.

3.6. Building Heights

Tiverton lies at the confluence of the rivers Exe and Lowman. The town is located within a hilly undulating landscape. The main settlement sits in the valley and expansion has spread up the valley sides, as well as onto flatter areas, especially to the north and east of the centre.

Most buildings in Tiverton range from 6-10m in height, with certain residential areas having a lower heights below 5m. The industrial districts and town centre have a higher average of building heights that range from 11-20m, with some listed buildings reaching heights beyond 20m.

Overall, the scale and massing of buildings in Tiverton respects the open landscape character that surrounds the town. Taller buildings and higher densities are contained within the town centre, with decreasing heights towards the edges of the settlement boundary.

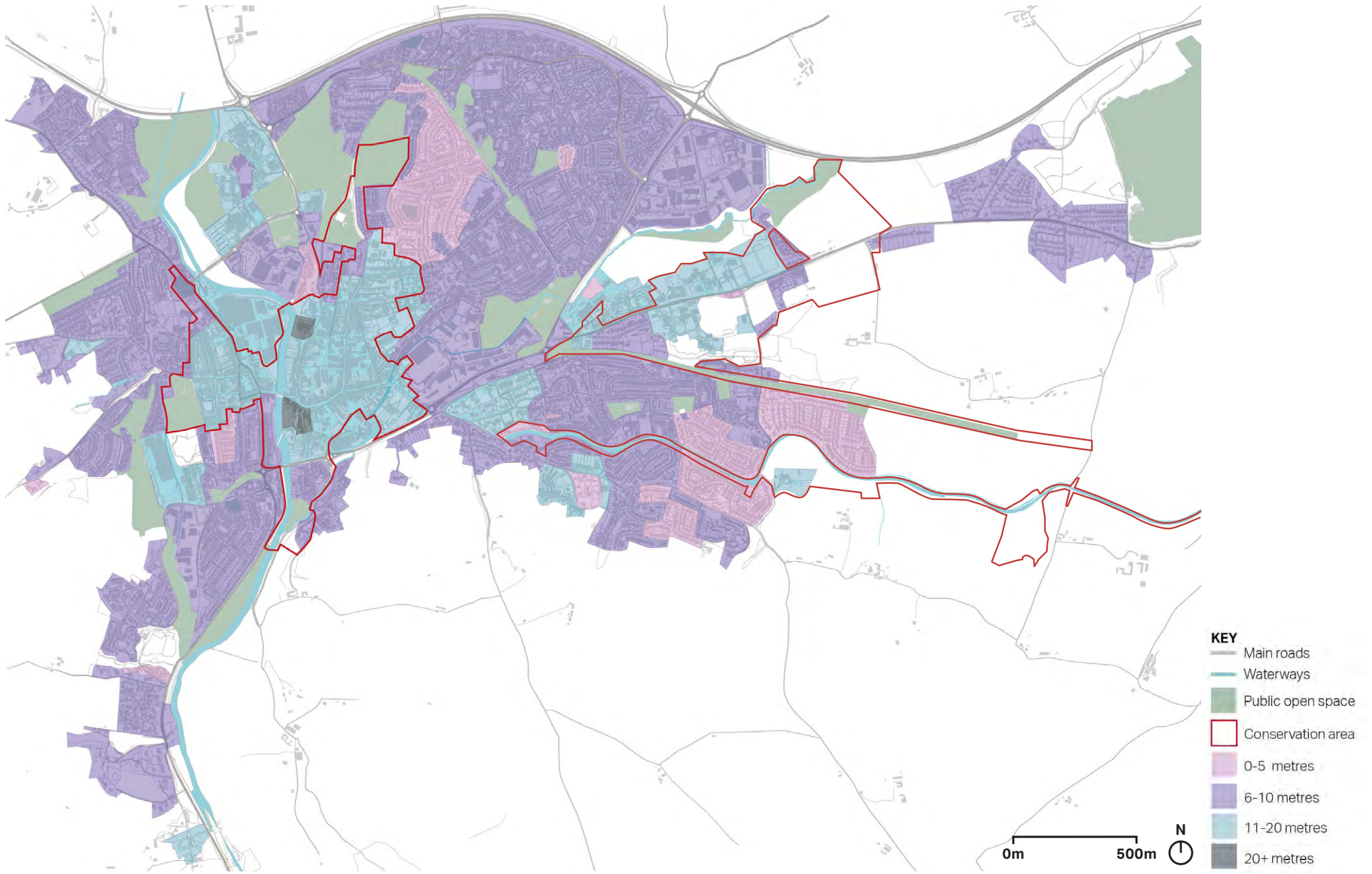


Figure 35: Predominant heights of buildings in Tiverton.

3.7. Density

The average densities of residential and mixed-use areas in Tiverton were calculated through calculation of the average number dwellings per hectare (dph).

Figure 42 shows that the most prominent average density found in the residential areas in Tiverton is around 21- 30 dph. This can be described as medium density. Examples of low, medium and high - density urban plots in Tiverton are shown in Figures 36-38.

The mixed-use residential areas within the historic town centre have the highest densities while the residential areas to the south west and east ends of Tiverton have much lower densities.



Figure 36: Example of a low density urban layout in Tiverton (~6.3 dph).



Figure 37: Example of a medium density urban layout in Tiverton (~20.0 dph).



Figure 38: Example of a high density urban layout in Tiverton (~45.6dph).

KEY
 Plot boundaries



Figure 39: The outlined low density urban area.



Figure 40: The outlined medium density urban area.



Figure 41: The outlined high density urban area.

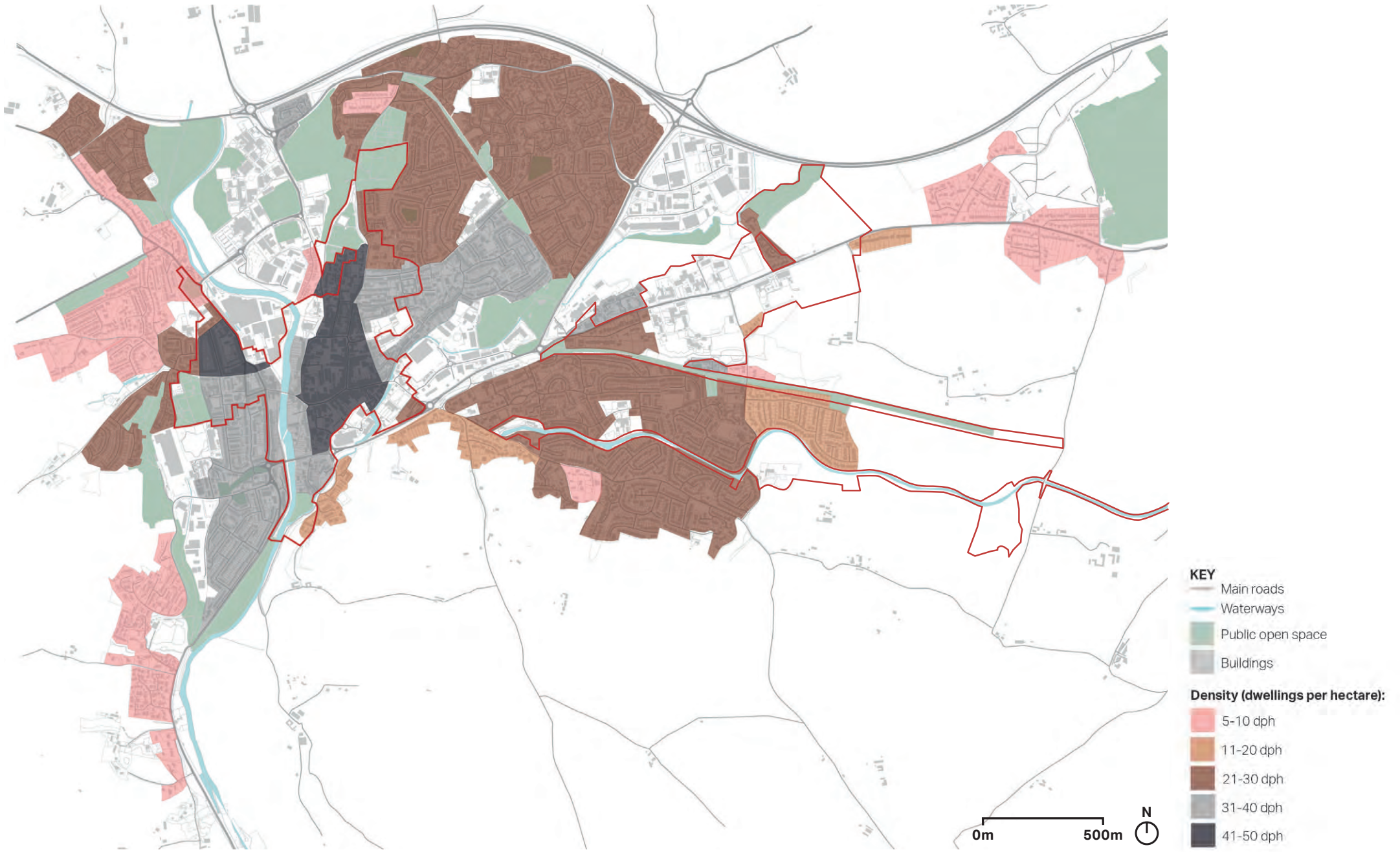


Figure 42: Different urban densities in Tiverton.

3.8. Character Areas

Tiverton has three Conservation Areas: the Tiverton Conservation Area, the Blundell's Conservation Area and the Grand Western Canal Conservation Area.

The town centre, mostly within the Tiverton Conservation Area, has a variety of character types that can be further divided into several distinct sub-areas. They include:

- Central commercial area (Fore Street, Phoenix Lane, Bampton Street and Gold Street);
- Pannier Market;
- Northeast of conservation area;
- Westexe/Heathcoat industrial housing and social purpose buildings.

The characters of each area within the Tiverton Conservation Area are shown in the following pages.

Other surrounding residential areas are characterised by time periods and styles.

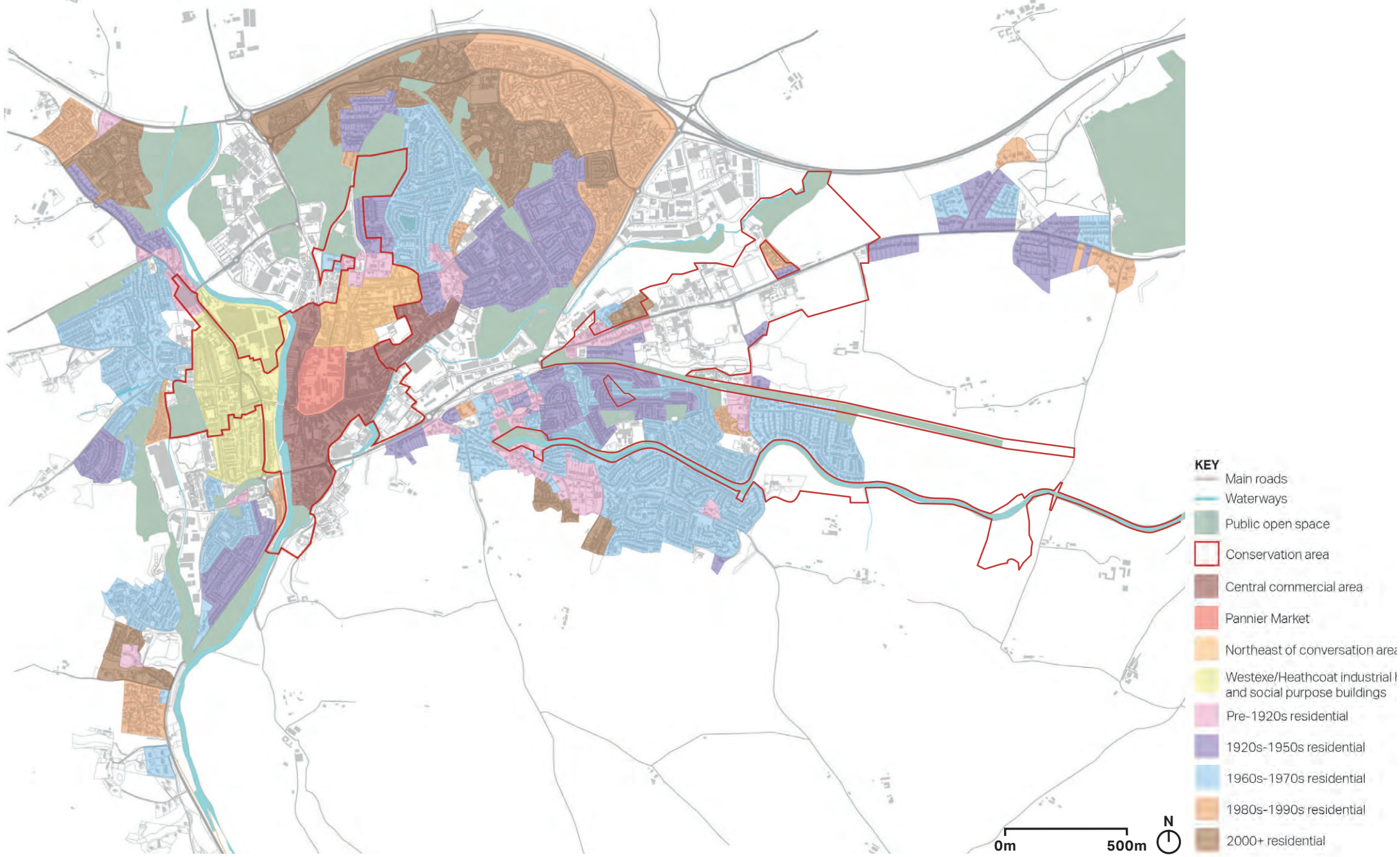


Figure 43: Character areas in Tiverton.

Central commercial area (Fore Street, Bampton Street and Gold Street)

Within the central commercial area, Fore Street is mainly pedestrianised and is often busy with shoppers. Fore Street retains the wide spaced road characteristic that was once occupied by the market. Today, it has notable street furniture such as bollards, street trees and benches along its wide pavement. Although uncommon, there is also some outdoor seating for various cafés/restaurants. Gold Street and Bampton Street are important independent shopping streets. Lowman Green and the link between Gold Street and Tesco are important access routes to the town centre.

The mixed-use terraced houses are typically two to three storeys in height. They resemble a Georgian architecture style that predominantly features red brick or white frontages.

The ground-floor commercial character continues towards the east end of Fore Street onto Bampton Street and Gold Street. These streets are much narrower and have one-way traffic and parking. The frontages along these streets are punctuated by narrow openings that provide access to the old private rear court areas. The residential and commercial buildings in this area follows the long and thin configuration of the buildings that formerly made up the medieval court developments.

As the oldest part of the town, this character area features most of the Grade I and Grade II* listed buildings in Tiverton. The area has great architectural and historic qualities that are distinct to its character. Furthermore, the landscape character resembles that of typical river valley slopes and combes, resulting in undulating ground levels throughout (as seen in Figure 45).

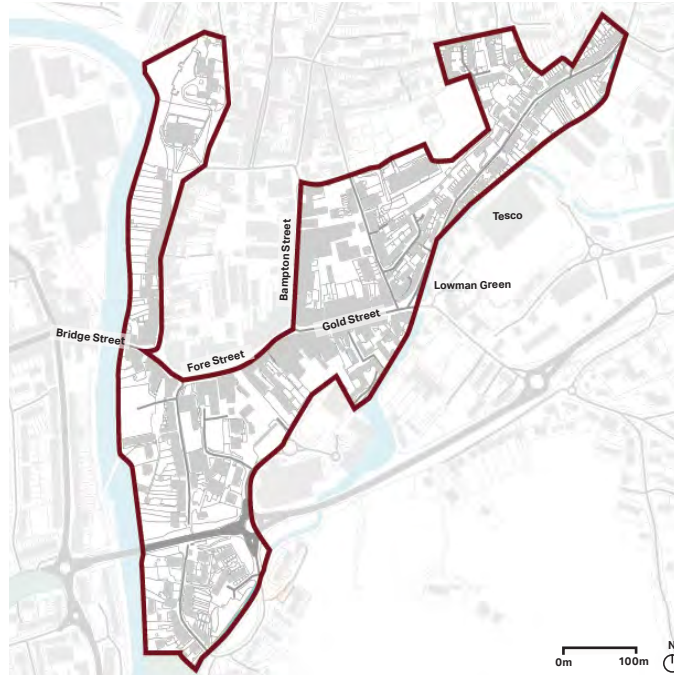


Figure 44: Central commercial street character area.



Figure 45: Angel Hill looking towards Fore Street.



Figure 46: Fore Street facing north west.



Figure 47: Listed building within the character area boundary.

Pannier Market

The Pannier Market is an enclosed area with a distinct character that fluctuates depending on time of day. Here, there is a stark contrast between the bustling daytime and market day character and the much less busy night - time character. During the day, traders' vehicles are seen being unloaded, temporary stalls being set up, and shoppers driving or walking in and out of the market.

It is a largely pedestrianised area with stone paving. The buildings in the market have distinct architectural details such as decorated canopy roofs that shade store entrances, and the black roof tiles above the stalls.

The area has a good sense of enclosure and is overlooked by upper floors of surrounding residential buildings. The façades are formed by predominantly red bricks or white walls, which are further enhanced by the façades of surrounding buildings.

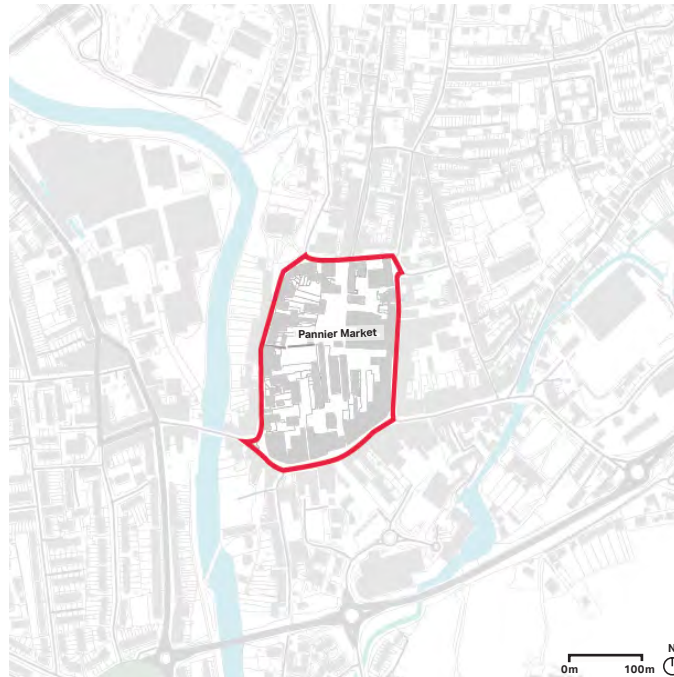


Figure 48: Pannier market character area.



Figure 49: Pannier Market entrance.



Figure 50: Architectural details in Pannier Market.



Figure 51: Pannier Market.

Northeast of Conservation Area

This character area is in the northeast side of the town, around Castle Street, Silver Street, and Water Lane. These streets are characterised by informally established residential buildings. This area is made up of closely-knit terraced houses with a wide range of age and architecture styles.

It has narrow streets and covered access ways which create a private and intimate character with only some glimpses into small gardens and courtyards. As they evolved informally, the building lines along these streets are not always aligned. This, for instance, results in uneven pavement widths across Castle Street.

Castle Street is characterised by the historic town leat, an ancient watercourse situated at the centre of the street. The pebbled leat, stone details, and predominantly red brick façades found along the street create a distinct character. Small footbridges also decorate the street across the leat.

Silver Street and Water Lane are much narrower than Castle Street. Building frontages are not always uniform, such as the building fronts along Water Lane, some of which face the backs of buildings along Barrington Street. Despite the narrow street, some of the houses along Water Lane have large front gardens.

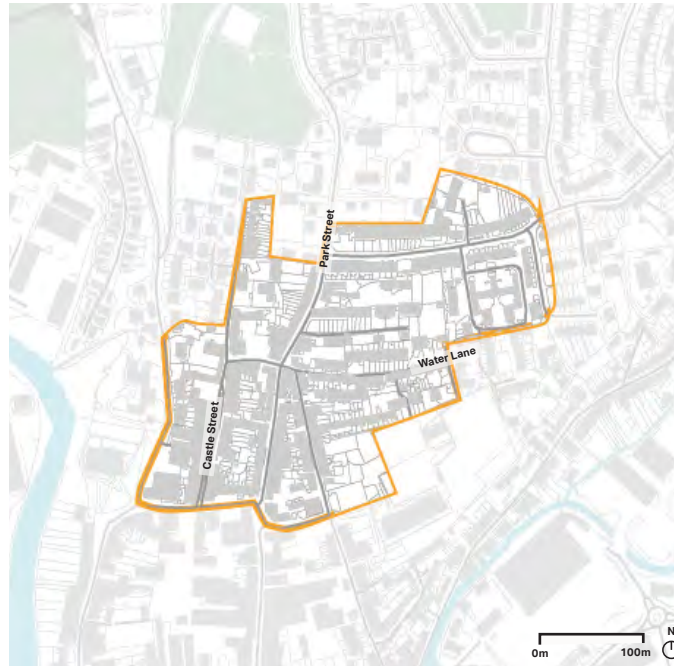


Figure 52: Northeast of conservation area character area.



Figure 53: Castle Street facing south.



Figure 55: Architectural details along Castle Street.



Figure 54: Water Lane facing west.

Westexe/Heathcoat industrial housing and social purpose buildings

In contrast to the northeast side of the conservation area, this area is characterised by formally planned, and generally more spacious layouts of industrial housing. This area has a more open and public character, complete with a range of social purpose buildings, facilities, squares, and other associated community buildings.

This area retains a clear feeling of being associated with the adjacent industries in West Exe, especially Heathcoat Fabrics, which are characterised by their larger-scale industrial buildings.

Key architecture features that define the buildings along St. Paul's Square and Wellbrook Street include continuous frontages with rounded corners at the ends of the streets, uniform windows, doors, and chimneys, and, in many cases, recessed drainpipes.

The north west part of the area, along John Street, has higher densities as the streets and pavements are narrower. Most of the terraced houses in the area have chimneys and red brick façades. They also have consistent building lines and uniform windows and doors. Symmetry and uniformity is an important aspect of this area's character.



Figure 56: Westexe/Heathcoat character area.



Figure 59: Housing development on King Street.



Figure 57: St. Paul's Square.



Figure 58: Wellbrook Street.

Other residential areas

Outside the Conservation Areas and its sub-character areas, the remainder of Tiverton is dominated by residential developments. These developments vary in age and characteristics that can be categorised by the different time periods in which they were established.

These residential areas are categorised as follows:

- Pre-1920s residential areas;
- 1920s-1950s residential areas;
- 1960s-1970s residential areas;
- 1980s-1990s residential areas; and
- 2000-most recent residential areas.

Pre-1920s residential areas

The houses in these areas are predominantly detached houses with large front yards and back gardens. These houses are often hidden away by tall hedges and secluded driveways. They also tend to be surrounded by large trees, which adds to the privacy.

The terraced houses in these areas have distinct façades with uniformed dormers, high fences that respond to the change in levels, and decorated brick walls.



Figure 60: Blundell's Road facing west.



Figure 61: Blundell's Road facing east.

1920s-1950s residential areas

The houses in these areas are mostly semi-detached or terraced. Both typologies feature soft and hard boundary treatments including hedges or fences around front gardens. The front gardens of houses in these areas are smaller than those of the detached houses of the pre-1920s residential areas.



Figure 62: Rackenford Road facing east.



Figure 63: Lime Road facing north.

1960s-1970s residential areas

These character areas feature detached and semi-detached houses with open front gardens. This creates a more public feel throughout the neighbourhoods. The houses are typically red brick and one or two storeys in height.



Figure 64: Follett Road facing south.



Figure 65: Rosse Road facing north.

1980s-1990s residential areas

These areas are heavily characterised by cul-de-sacs and semi-detached houses. Most houses feature brick façades with private driveways and garages but with much smaller front gardens compared to the previous period.

Houses are located much closer to one another, meaning that these areas tend to have higher densities than earlier 20th century housing.



Figure 66: Hofheim Drive facing north west.



Figure 67: Moorlands facing north west.

2000-most recent residential areas

Houses built in this period do not feature front gardens or individual garages as much as the previous types. The street layouts are more continuous and tend to avoid cul-de-sacs. Most houses are red brick and have consistent building lines.



Figure 68: Swan Avenue facing north.



Figure 69: Hayne Court facing south east.





Design Coding

04

4. Design Coding

Introduction

The aim of this Design Coding is to set out foundations for a sustainable community that can be achieved by creating good quality developments, thriving communities and prosperous places to live.

This chapter provides a set of solid principles that can be applied to all new development. They supplement the existing Mid Devon Design Supplementary Planning document (SPD), which developers and planners will be expected to refer to alongside this document.

Where possible, images from Tiverton are used to exemplify the design guidelines. Where these images are not available, good practice examples from elsewhere are used.

The principles that are considered to be fundamentally important to guide any development in Tiverton are based on the analysis of the local character presented in Chapter 3, discussion with members of the Neighbourhood Plan Steering Group and guidance from National Design Guide¹.

The principles are intended to guide the design of developments and are listed on next page, categorised according to the three core principles introduced in section 1.2 above.

1. National Design Guide (2019). Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/843468/National_Design_Guide.pdf

A Sustainable Community

1. Context - enhances the surroundings

Code 1. Set in Local and Wider Context

Code 2. Heritage

2. Built form - a coherent pattern of development

Code 3. Patterns of Growth and Layout of Buildings

Code 4. Continuity and Enclosure

Code 5. Block Typology

3. Identity - attractive and distinctive

Code 6. Corner Buildings

Code 7. Town Centre

Code 8. Thresholds and Interfaces

Code 9. Architecture Details

Code 10. Use Local Materials

4. Movement - accessible and easy to move around

Code 11. Prioritising Walking and Cycling

Code 12. Legibility and Wayfinding

Code 13. People Friendly Streets

Code 14. Parking and Servicing

5. Nature - enhanced and optimised

Code 15. Green Corridors

Code 16. Water Management

Code 17. Allotments and Growing Spaces

Code 18. Trees

6. Public open spaces - safe, social and inclusive

Code 19. Open Spaces

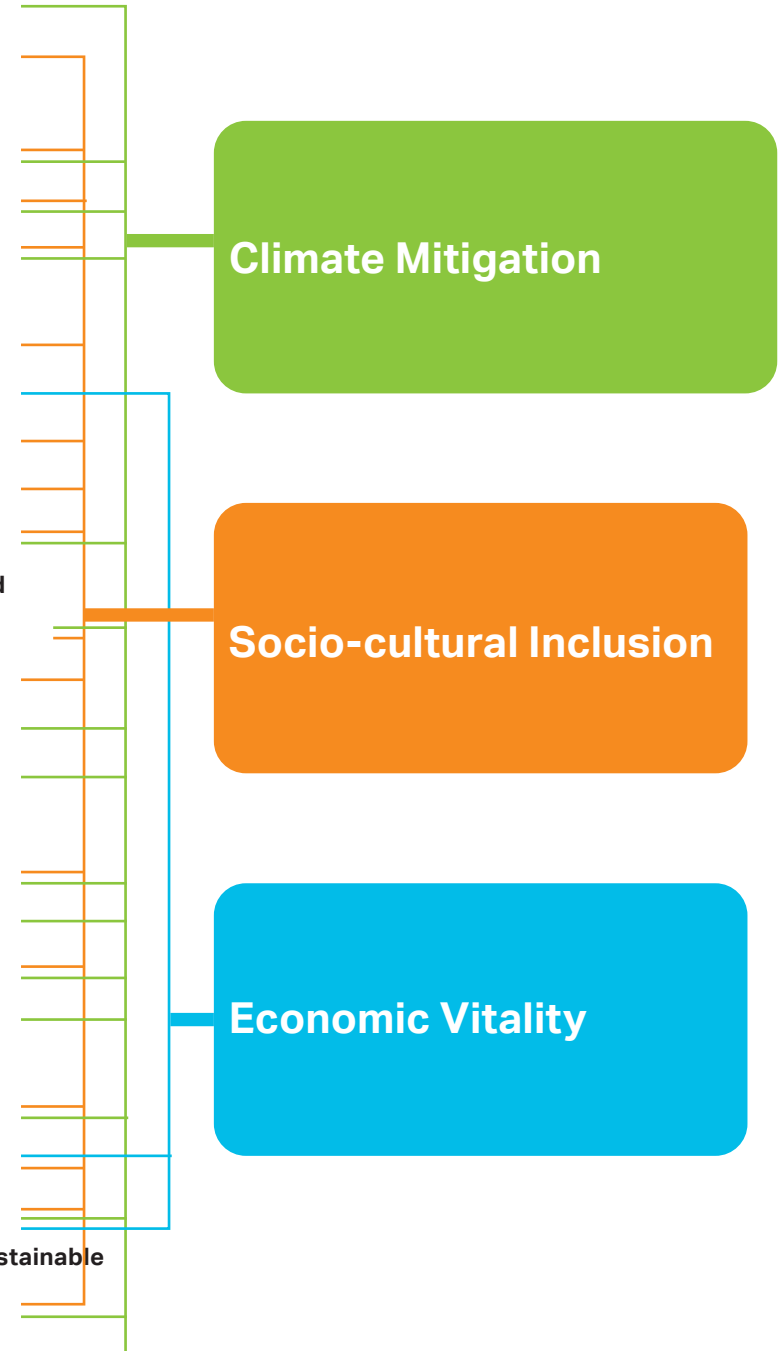
Code 20. Market Square

Code 21. Small Open Spaces

7. Homes and buildings - functional, healthy and sustainable

Code 22. Housing Extensions

Code 23. Housing Retrofits



4.1. Context - enhances the surroundings

Code 1. Set in Local and Wider Context

Tiverton lies predominantly within Settlement Character Areas (SCAs) 1 - Upper Exe. The town is set in a valley where the Exe and Lowman rivers meet. The settlements spread over the valley sides and valley floors. The earliest human occupation dates back to prehistoric times, and the town owes much of its character to the historic pattern, layout and buildings which have developed over the past one thousand years.

The town has a strong relationship with the wider rural area from the 'green horizon' views to the green corridors that permeate the settlement and the long-distance routes that pass through. The 'continuation' of the very rural parish into the town setting should be reflected in any development proposals.

- New development proposals should be located away from ridge tops, upper valley slopes or prominent locations.
- New development proposals should not be visually intrusive. This can be achieved through the appropriate scale and design including screening.
- In any new development, buildings should be designed to respond to existing view corridors or reinforce views of existing landmarks.

- Development should also take the opportunity to enhance and/or create views, vistas and skylines and other features such as trees and hedgerows where possible. Where appropriate, development could develop and frame locally important views through the creation of boulevards or carefully placed gaps throughout, providing interest with vistas beyond.
- New developments at the edge of the town on the rural/urban fringe should respect and reflect the rural character. The heights of proposed building should be lower to accommodate views out onto the 'green horizons.'

Code 2. Heritage

Tiverton has a rich history and heritage. In the centre of town are Tiverton Castle and the 15th-century church of St Peter. In the Market Square is the historic Pannier Market. To the west side of Exe River is the former Heathcoat Lace Factory and terraced housing for workers. Many more listed buildings, characters, features, etc. are detailed in the Tiverton Conservation Area Appraisals¹.

In addition, some popular rural destinations are situated in the attractive Devon countryside around the town. North of the town is Knightshayes Court, a Grade 1 Victorian gothic mansion, set in gardens and parkland, while, slightly outside the parish, to the south lie the Grade 1 Bickleigh Castle, as well as Bickleigh Mill, a late 18th-century corn mill converted into a craft centre. To the north east of the town the collection of oak trees in the grounds of Chevithorne Barton is internationally acclaimed

1. Tiverton Conservation Area Appraisals (2015). Available at: <https://www.middevon.gov.uk/media/205786/tiverton-conservation-area-appraisal-text.pdf>

- New development should protect important views within, into and out of the heritage attractions.
- New development should preserve and enhance the character and appearance of the Tiverton townscape / rural scene.



Figure 70: Long-distance view towards the west from St Peter Street

4.2. Built form - a coherent pattern of development

Code 3. Patterns of Growth and Layout of Buildings

New developments should respect the particular building and open space patterns of its neighbourhood to contribute positively to its character. In particular:

- Any new development in Tiverton should be carefully sited to minimise negative impacts on the landscape.
- New developments must demonstrate an understanding of the scale, building orientation, enclosure, and façade rhythm of the surrounding built environment to respect its character.
- New properties should show a variety of types. The use of a repeating type of dwelling along the entirety of the street should be avoided to create variety and interest in the streetscape, unless uniformity is a characteristic or the streetscene already, as with the terraced housing in figure 71.
- Boundaries such as walls or hedgerows, whichever is appropriate to the street, should enclose and define each street along the back edge of the pavement, adhering to a clear building line that can allow minor variations for each development group.
- Where appropriate, usually outside of older neighbourhoods in more central locations, new properties should aim to provide rear and front gardens. Where the

provision of a front garden is not possible, small buffers to the public sphere such as planting strips are still beneficial.

- The layout of new development should optimise the benefits of daylighting and passive solar gains as this can significantly reduce energy consumption.
- Any proposal that would adversely affect the physical appearance of the surrounding character area, or give rise to an unacceptable increase in the amount of traffic, noise, or disturbance would be inappropriate. Developments should avoid car-dependent layouts based on the monotonous repetition of a uniform building typology arranged along cul-de-sac and loop roads.
- New developments should have regard to the future climate change implications, i.e. flooding and drought.



Figure 71: Church Street, Tiverton: character through uniformity.

Code 4. Continuity and Enclosure

Clearly defined spaces help to achieve cohesive and attractive urban form, and help in creating an appropriate sense of enclosure.

The following principles serve as general guidelines that should be considered for achieving satisfactory sense of enclosure and continuity:

- Building façades should always front onto streets and public spaces such as parks, pedestrian and cycle routes.
- When designing building setbacks, façades should have an appropriate ratio between the width of the street and the building height (see diagrams opposite).
- Buildings at the end of street should be designed to turn corners and terminate views.
- Long spaces can lack visual enclosure. Variation to the building lines and visual pinch points can be introduced to avoid this problem.
- Open gaps between buildings could be closed by using detached buildings, linking walls and outbuildings. However, in exceptional circumstances gaps in the block may be allowed or required either for movement, visibility or historical context.
- In the case of terraced buildings, it is recommended that within the strong framework created, a variety of plot widths, land use and small setbacks should be considered during the design process to create an attractive townscape without undermining the sense of continuity.

- The cross-sections of public spaces and the building elevations either side can be varied to create places with different visual character. Ratios of between 1:1.5 and 1:3 (building height/street width) will generally create spaces with a strong sense of enclosure.

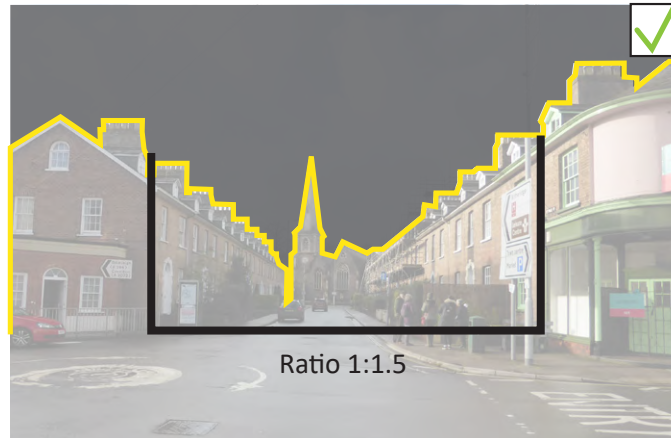


Figure 72: St Paul Street



Figure 73: Castle Street

For a more intimate mews character, a minimum ratio of 1:1 could be adopted.

Squares and courtyards with a ratio between 1:4 and 1:5 will create a feeling of enclosure.



Figure 74: Bampton Street

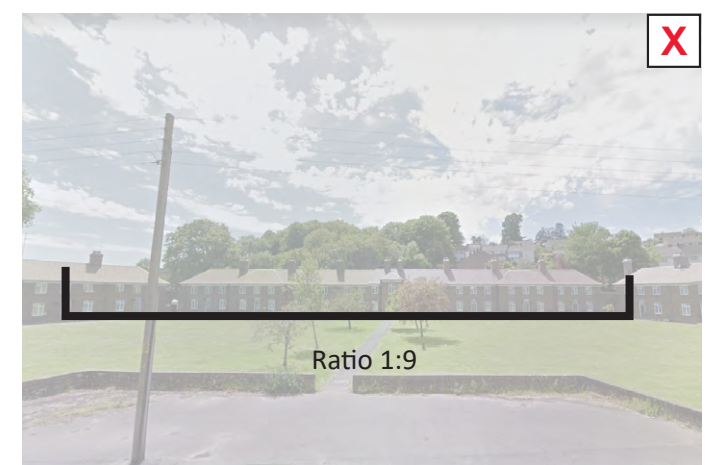


Figure 75: Leat Street

- Where a looser pattern of development is proposed, visual continuity and well - defined open spaces can be achieved by the careful positioning of walls, railings, landscaping and paving, to link buildings together and define public and private spaces.

Raised pavement /walls:

- Rubble stone and red brick walls could be used to define a space to respond to the tall boundary walls feature throughout the Tiverton Conservation Area.
- A raised pavement could be used within steep rolling landforms.

Vegetation:

- Trees, hedges, and other landscaping features can help create a more enclosed streetscape in addition to providing shading and protection from heat, wind, and rain.

Paving:

- A clearly defined space should offer differentiation between uses, like changed in texture, colour or paving pattern.
- The materials should be visually appealing and should help to reinforce the local identity.

A focal point is created by different paving patterns



Figure 76: A focal point in front of the Market Walk

A raised pavement and railings form a boundary to the triangular square



Figure 77: A triangle open space at junction with St Peter Street, Angel Hall

Random rubble stone wall



Figure 78: A private garden is enclosed by a rubble stone wall

Trees form the streetscape and bring shelter and beauty.



Figure 79: Phoenix Lane

Code 5. Block Typology

Urban structure comprises the pattern or arrangement of urban blocks, streets, buildings, public realm and landscape. The size and organisation of any block varies, depending upon diverse parameters such as location, land use and density. At an urban scale, it is important to achieve a good mix of block form and block size, to facilitate adaptability over the years and ensure a good variety of uses within the new parts of the development.

New development should respond to the existing pattern of development within Tiverton, taking cues from existing block sizes and structures, patterns of plot subdivision and the relationship between the built and the non-built private space.

Principles are set out as follows:

- Buildings on both sides of street should work together to create visual interests and a pedestrian experience and thus create a strong sense of place.
- The blocks either side of the street should resonate to each other (i.e. symmetrical or asymmetrical rhythm).
- Buildings on both side of the street should present sufficient façade depth to create visual interests.
- A varied roofline could be created on both sides of the street to create rhythm at upper levels.
- The scale of blocks is broken down vertically and horizontally to create an appropriate scale so as not to overwhelm the block opposite.

The Adopted Mid Devon Local Plan (July 2020) Core Policies 1 - Sustainable Communities stated that “compact development forms which make the most efficient use of land appropriate to the local context, delivering net residential densities of 50 – 75 dwellings per hectare in town centre locations, 35 – 55 elsewhere in the towns and 30 – 40 in villages.”

Figure 80-82 on the following page are illustrative block typologies and local block typologies that demonstrate different density examples.

Hybrid Perimeter Typology

A hybrid perimeter block structure with no public access to its centre is a well proven and flexible approach to the layout of residential and other areas. It contributes to safety by clearly distinguishing between the fronts and the backs of buildings, between public and private space, and by enabling continuous overlooking of the street. It can be very efficient in terms of development density. Gardens within the block can be private, communal or both.

Back to Back Rear Gardens Typology

Mid density residential blocks are defined by secure rear gardens in the centre with a mix of varied housing types defining the street edges of the perimeter block. Considering local preference for housing typologies, this kind of block organisation is suitable for both semi-detached and detached houses.

This typology is the most common in residential areas as it provides secure rear garden spaces and it avoids creating back gardens along streets. These blocks must:

- Accommodate a range of housing types to create a strong sense of place and legible environment.
- Create good street rhythm by addressing the roofscape and keeping regular plot widths.
- Define public and private domains within and around these housing blocks by locating all front entrances facing surrounding streets, resulting in active street frontages.
- Maintain a proper distance between building face to building face at the rear of dwellings to provide residential privacy.

Access Mews Typology

The access mews block is designed as a complete perimeter block where primary dwelling frontages line the perimeter streets. These blocks must:

- Create a comfortable mews environment which is pedestrian and cyclist-oriented rather than car-dominant.
- Access mews block should avoid a continuous row of garages or non-active frontage.
- Regular front doors and windows should be used to create a good street rhythm.

Development Edge Typology

As a settlement’s public face, the treatment of the edge of development is particularly important when facing open countryside and other open space.

This typology is typified by generally low lying detached and semi-detached housing (2-3 storeys high) backing onto existing suburban housing and facing outwards, with a front garden and a street or footpath/cycleway between the home and the open space.

Key features of this type of development are:

- Interfaces between the existing settlement edges and any town extension must be carefully designed to integrate new and existing communities.
- Edges must be designed to link rather than segregate existing and new neighbourhoods. Belts of hedges that define the existing settlement edge can be integrated into the new neighbourhood by providing a shared back hedge, or act as an addition to the scheme's green infrastructure.
- Planting can soften the edge between town and countryside and, in addition, architectural or landscape gestures also should be considered to terminate a street view.

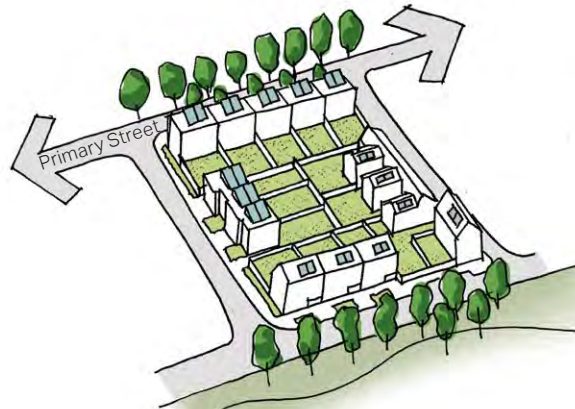


Figure 80: 35-55 DPH Back to Back Rear Gardens Typology

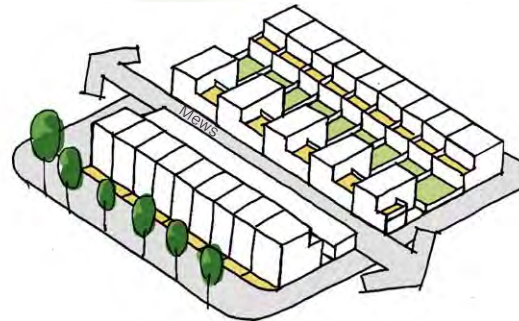


Figure 81: 35-55 DPH Access Mews Typology

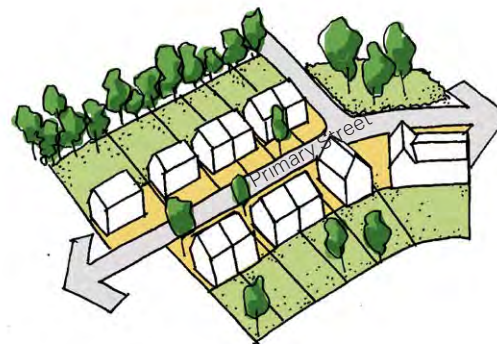


Figure 82: 30-40 DPH Development Edge Typology



Figure 83: Back to Back Rear Gardens Typology- Elmore Way, Tiverton



Figure 84: Development Edge Typology - Tyrrell Road, Tiverton

4.3. Identity - attractive and distinctive

Code 6. Corner Buildings

Together with the creation of potential local landmarks, one of the crucial aspects of a successful townscape and urban form is the issue of corners. Because these buildings have at least two public facing façades, they have double the potential to influence the street's appearance. Therefore, the following guidelines apply to corner buildings.

- If placed at important intersections the building could be treated as a landmark and thus be slightly taller or display another built element, signalling its importance as a way-finding cue.
- The form of corner buildings should respect the local architecture characters that improves the street scene and generates local pride.
- All the façades overlooking the street or public space should be treated as primary façades.
- They should have some form of street contact in the form of windows, balconies, or outdoor private space.
- In the case of fencing for back gardens or perimeter walls, the quality of the materials should be high. Panel fencing should be avoided. Instead, different treatments should be used such as: dry wall or masonry walls which create patterns similar to the main building windows; patterns created with bricks; a green wall; hedges and planting; a combination of timber and brick; country fencing, etc.
- Perimeter walls should be made in high quality materials.

Taller elements

Incorporate with post office box

Windows and other fenestrations are creating street contact

Rounded corner



Figure 85: Silver Street and Bampton Street intersection.

Code 7. Town Centre

The town has an attractive selection of interesting shops. Fore Street / Phoenix Lane is a pedestrianised area bustling with shoppers while many small retail units can be found at the historic Pannier Market, which is an enclosed area with a distinct character.

Mid Devon District Council is developing a masterplan for Tiverton Town Centre¹. This major regeneration project has commissioned to “enhance the economic prospects of the town and provide a clear strategy to make sure Tiverton builds on its existing qualities and assets to meet its full potential as a thriving market town.”

Mix of uses

A good mix of uses is essential to make the town centre vibrant and sustainable, and also to attract local residents and visitors into the town. This will also help to improve dwell-time and promote night-time use within the town centre. The market brings economic and social benefits to the community, and to other retailers.

- Tiverton town centre is home to a wide range of assets, including an attractive environment, the Pannier Market, the independent shops and cultural attractions. This rich mix of uses should be retained and changes of use that do not conform with the mix should be resisted.
- Residential uses are to be supported in the town centre but not at the expense of retail and services. Primary and secondary frontages should be reserved for core town centre uses, but residential uses should be encouraged above these.

- Proposals that bring safe activity to the town centre in the evenings should be supported. Shops and cafés should be encouraged to open late, and the town’s programme of events should continue to be promoted. Activity should be allowed to spill into the public realm, with outside tables and places to sit in the market and surrounding streets.

Infrastructure

Highspeed broadband infrastructure is essential for supporting the growth of digital technology. It will provide more efficient city services and steer sustainable economic development. All residents, communities and businesses should have access to a fast broadband connection.

Market/shop fronts

Shop fronts add a distinct identity to the town centre, contributing to the visual appeal of the town. A well-ordered, tidy, contextual high street will result in a better economy. Every shop front is also part of a broader urban context.

- The design of each shop front should consider its effect on the rest of the street.
- Materials and details should reinstate or maintain the original design of each building, and shop fronts should respect the original proportions, materials, and details of the existing building. Original design details should be retained and restored where necessary to maintain the quality of architecture.
- Shop signage along main roads should be standardised through the use of well-proportioned and well-designed fascia. The style and font used for lettering within the

fascia may be individual. However, this must not conflict with other shop fronts or building elements.

- Signs, lighting, and security measures must be integrated within the design of the shop fronts. A competent designer, high quality materials and craftsmen must be used.
- Materials should be selected to complement the character of the building, keeping the number and type of materials to a minimum. Selected materials must be durable, high quality and easy to maintain. Proposed palettes of materials for walls, windows, doors, and signs should ensure their quality and appropriateness.
- A high level of natural surveillance should be provided to create vibrancy and vitality within the High Street. Use of larger well-proportioned windows or floor to ceiling windows on the ground floors and active use of the first floor can help achieve adequate overlooking.
- Spill-out spaces should be encouraged across Tiverton town centre to create activity on streets. Businesses like restaurants, cafés, shops etc. can have seating or display on the street within well-organised spaces that do not impede pedestrian movement. Those are recommended to be located on wider pavements of at least 2m. Street clutter should be avoided.

¹. <https://www.middevon.gov.uk/residents/planning-policy/masterplanning/tiverton-town-centre-regeneration-masterplan-supplementary-planning-document/>

Buildings with large setbacks screened by landscape buffer, create a sense of privacy.

Buildings at the edge of footpath with a narrow privacy strip. Railings/fences strongly define public and private spaces.

Code 8. Thresholds and Interfaces

This section provides guidance on the transition and defines the relationship between the public and private realms.

- Any new developments should front onto, and have access from, the street or public space. Dead frontages should be avoided.
- Any new developments should have setbacks that can provide front gardens, or alternatively small areas that offer buffer zones between private and public spaces. Building setbacks should be varied by street level, local character, and type of structure.
- The transition between private and public spaces can vary from a well - defined to a looser boundary. A buffer zone could be defined by the use of railings, fences, plants, walls, etc.
- Within enclosed courtyards, privacy can be achieved by using different boundary treatments, entrances/exit gates, and the use of narrow entrances.

Figure 86-Figure 92 are good practice examples for boundary treatments in different types of public realm.



Figure 86: Park Road



Figure 88: Market Terrace



Figure 87: St Paul Street

Small front gardens defined by low brick walls.

Buildings without any privacy strip and the front doors right at the edge of the foot path indicate high level intimacy between public and private spaces.



Figure 93: Church Street

Enclosed front gardens enhance the sense of privacy, and consistent boundary treatment unites the streetscape and create a high quality public realm.



Figure 89: An example showing front garden in primary streets, Trumpington Meadows, Cambridge.

In Secondary streets, tertiary streets and mews, privacy strip design could be associated with driveway .



Figure 90: An example showing privacy strip with driveway, Ninewells, Cambridge.

In mews and shared surface streets, boundary treatment could be minimised, in the form of climbers, shrubs and pot plants, along privacy strip.



Figure 91: An example showing privacy strip in mews and shared surface streets, Abode, Cambridge.

Buildings at the edge of the footpath with minimal boundary treatment.



Figure 92: An example showing privacy strip in green corridors, Goldsmith Street, Norwich.

Code 9. Architectural Details

Within the town centre there is a wide variety of architectural styles and ages contributing to the character and appearance of the townscape, including Elizabethan and Jacobean styles from the 16th and 17th centuries; Queen Anne, Georgian and Regency styles from the 18th and early 19th century; mid-to-late 19th century Victorian buildings; and a variety of 20th and 21st century styles.

On the west side of the town is the formally planned Heathcoat industrial housing with its squares and associated community buildings.

Key architecture features should be considered in future development proposals.

- Enclosed courts accessed via passageways through terraces, which are characteristic remnants of the medieval street pattern.
- Where buildings are located at the junction of two roads, the corner is a curved frontage wall with a curved roof.
- A wet system and post office box are incorporated into building façades design.
- There are several arches in the continuous building facade, which link to courts.
- Iron/metal railings and gates are widely used in the area.
- Most roofs have attic rooms lit by gabled dormers.
- Curved elements are also used in door and window design.



CURVED WALL AND ROOF



WALL GROOVE FOR RAINWATER PIPE



ARCH



GABLE FRONTED DORMER



STONE CHIMNEY



PASSAGEWAY



DOOR WITH FANLIGHTS



TIMBER PORCH



CAST IRON RAILING
AECOM

Code 10. Use Local Materials

The featured and predominant building materials in the historic core include red /yellow brick and a variety of stones, including limestone, and granite, in addition to local sandstone and volcanic rock. It is therefore important that the materials used in proposed developments are of a high quality and reinforce local distinctiveness.

- Any future development proposals should be based on an understanding of the surrounding built environment and demonstrate the local palette of colours and materials.
- Apart from the brick and concrete materials used in paving, high quality natural stone materials like traditional cobbles or pebbles on edge, could be increased to strengthen local identity.
- Any new materials should be durable, sourced from eco-friendly, recycled and sustainable supplies when possible.

This section includes some examples of building and paving materials that contribute to the local vernacular within Tiverton, which could be used to inform future development. This list is not exhaustive, and each design proposal should explain its material strategy and how it fits within the context of the area.



YELLOW FLEMISH BOND BRICK



ORANGEY RED BRICK



LIGHT/CREAM COLOURED STONE



LOCAL VOLCANIC PURPLE RUBBLE



MORTARED STONE



GREY LIMESTONE RUBBLE



RED BRICK IN HERRINGBONE PATTERN



GREY SETTS WITH PURPLE/PINK HUES



PEBBLE

4.4. Movement - accessible and easy to move around

Code 11. Prioritising Walking and Cycling

Varied links should be enabled and created that favour pedestrian and cycle connections. This means that streets should be connected with each other and different travel options and routes should be considered. Good practice favours a generally connected street layout that make it easier to travel by foot, cycle, and public transport. These routes should benefit from natural surveillance, activity and paths with good sightlines and unrestricted views which make people feel safer.

This connected pattern creates a 'walkable neighbourhood'; a place where streets are connected and routes link meaningful places together.

- All newly developed areas must provide direct and attractive footpaths between neighbouring streets and local facilities. Streets must be designed to prioritise the needs of pedestrians and cyclists. Establishing a robust pedestrian network: a) across any new development; and b) among new and existing developments, is key in achieving good levels of connectivity among any part of Tiverton.
- A more connected network pattern should be introduced to new development proposals, and a cul-de-sac pattern should be avoided.
- A connected street network at all levels provides people with a choice of different routes and generally allows traffic to be distributed more evenly across the network rather than concentrated on to heavily trafficked roads.



Figure 94: A connected layout, with some cul-de-sacs, balances sustainability and security aims in a walkable neighbourhood.

- Level changes of pedestrian walkway should be avoided. When unavoidable, a raised pavement with railings could be introduced to areas with steeply rolling landforms, to create a pedestrian friendly environment (see figure 97).
- Ground floor connectivity must be maintained. Enclosed courts could be accessed via passageways to respond to the characteristic remnants of the medieval street pattern.
- Short and walkable distances are usually defined to be within a 10 minute walk or a five mile trip by bike. If the design proposal calls for a new street or cycle/pedestrian link, it must connect destinations and origins.
- In addition, connected streets must provide a safe and pleasant environment at all times.



Figure 95: A layout dominated by cul-de-sacs encourages reliance on the car for local journeys. Where cul-de-sacs are used, Police guidance is that they are not connected by narrow pedestrian footpaths.

- It is important that, in the case of new developments, streets are integrated with green spaces.
- Design features such as barriers to vehicle movement, gates to new developments, or footpaths between high fences must be kept at a minimum, and the latter must be avoided.
- The Police Secured by Design Guidelines¹ warn against the "security of development being compromised by excessive permeability, for instance by allowing the criminal legitimate access to the rear or side boundaries of dwellings, or by providing too many or unnecessary segregated footpaths".

1. The Police Secured by Design Guidelines. Available at: <https://www.securedbydesign.com/guidance/design-guides>



Figure 96: Pedestrian access to Perryman Square



Figure 97: A raised pavement, St Peter Street

Code 12. Legibility and Wayfinding

When places are well signposted, they are easier for the public to comprehend. People feel safer when they can easily memorise places and navigate around them. It is easier for people to orientate themselves when the routes are direct, particularly for people with dementia and related cognitive and sensory challenges.

In Tiverton town centre, the landmark buildings, local character and topology clearly play this role, helping people to navigate themselves along the main road.

- A familiar and recognisable environment makes it easier for people to find their way around. Obvious and unambiguous features should be designed in new development.
- Buildings which are located at corners, crossroads or along a main road could play a significant role in navigation.
- At a local level, landmark elements could be a distinctive house, public art, or even an old and sizeable tree.

Signage:

- Signage is a common way of helping people to find their way to and around a place. New signage design should be easy to read. Elements like languages, fonts, text sizes, colours and symbols should be clear and concise, and avoid confusion.
- New signage should reflect the traditional cast iron street signs or plaques.

Town level landmark -
Listed historic building
Tiverton Town Council



Figure 98: Fore Street

Local level landmark
-Distinctive house in
Perryman Square



Figure 99: Perryman Square

Street level signage-
Easily navigate to the
Pannier Market



Figure 100: Pedestrian access to Tiverton Pannier Market

Code 13. People Friendly Streets

- Streets must meet the technical highways requirements as well as be considered 'places' to be used by all, not just motor vehicles. It is essential that the design of new development must include streets and junctions that incorporate the needs of pedestrians, cyclists, and, if applicable, public transport users. It is also important that on-street parking, where introduced, does not impede the access of pedestrians and other vehicles.
- Within the settlement boundaries, streets must not be built to maximise vehicle speed or capacity. Streets and junctions must be designed with the safety and accessibility of vulnerable groups in mind, such as children and wheelchair users, and may introduce a range of traffic calming measures.
- New streets should be linear with gentle meandering, providing interest and evolving views while helping with orientation. Routes must be laid out in a connected pattern allowing for multiple connections and choice of routes, particularly on foot. Cul-de-sacs must be relatively short and provide onward pedestrian links.
- The distribution of land uses must respect the general character of the area and street network, and must take into account the degree of isolation, lack of light pollution, and levels of tranquillity. Pedestrian access to properties must be from the street where possible.
- Streets must incorporate opportunities for landscaping, green infrastructure, and sustainable drainage.
- Swales could also be inserted into the landscaping to provide sustainable drainage solutions. Swales are shallow, broad and vegetated channels designed to store and convey runoff. They are easy to incorporate into landscaping and the maintenance cost is low.
- Rain gardens are easy to retrofit and the land take is minimal.
- Tree-lined streets/paths should be encouraged where possible to provide natural shading and cooling.
- On high-traffic and/or high-speed roads, cyclists must be kept away from moving traffic and parked vehicles as much as possible through the use of traffic calming, physical separation, and road markings and signage. On streets with lower traffic and speed limits no higher than 20 mph, the road can be shared between different modes.
- Where appropriate, cycle paths should be incorporated into street design to encourage people to use alternative transport.
- Crossing points that are safe, convenient, and accessible for pedestrians of all abilities must be placed at frequent intervals on pedestrian desire lines and at key nodes.
- Junctions must enable good visibility between vehicles and pedestrians. For this purpose, street furniture, planting, and parked cars must be kept away from visibility splays to avoid obstructing sight lines
- Traffic calming measures should be introduced at crossing points to increase safety and discourage speeding. Along major streets, for example, kerb build outs can be used to reduce pedestrian crossing distances. At junctions with minor roads, the carriageway surface can be raised across a pedestrian crossing to prioritise pedestrian movements.
- Traffic signals, where they are introduced, must be timed to enable the elderly, children, and disabled to cross safely.
- Along low-traffic lanes and residential streets, crossing points can be more informal. For example, pedestrians may cross at any section of a street whose surface is shared between different users.
- Sufficient width of footway should be provided to facilitate a variety of mobilities, such as young family with buggies, mobility scooter, wheelchairs, etc. The Department for Transport Manual for Streets (2007)¹ states there is no maximum width for footway, it suggests that in lightly used streets, the minimum unobstructed width for pedestrians should generally be 2 m.
- As a response to the coronavirus pandemic, and, if still relevant, new streets should be adaptive for the accommodation of pedestrians and cyclist under social distancing measures.
- New street designs should include dedicated areas for cycle parking, pick-up and delivery.
- Where appropriate, there should be increased width for walking and expanded spaces at bus stops to ensure that queuing zones do not block paths.

The following pages introduce suggested guidelines and design features including a range of indicative dimensions for street types in the new residential areas.

Primary Roads

- Primary roads are the widest neighbourhood roads and constitute the main accesses into any new development, connecting the neighbourhoods with each other. They are also the main routes used for utility and emergency vehicles, as well as buses.
- The design and character of primary roads must strike an optimum balance between their place-making role at the heart of the new community and their role as supporting through-routes.
- Primary roads must be defined by strong building lines with generous setbacks. Primary frontages alongside the road should include taller and more dense developments. Blank frontages must be avoided.
- Primary roads are designed for comparatively higher speed (not higher than 30 mph but ideally 20 mph) and traffic volumes. In some cases, it might be preferred to accommodate cycle movement segregated from traffic and along a shared footway and cycleway.
- In relation with the traffic volume of the primary road the direct vehicular access to properties from this road might be limited or prohibited.
- The quality of the public realm must be of a high standard and consistent throughout the whole primary road. Street trees and/or green verges along the road should be provided to assist with placemaking, contribute to local biodiversity, and create a positive micro-climate.

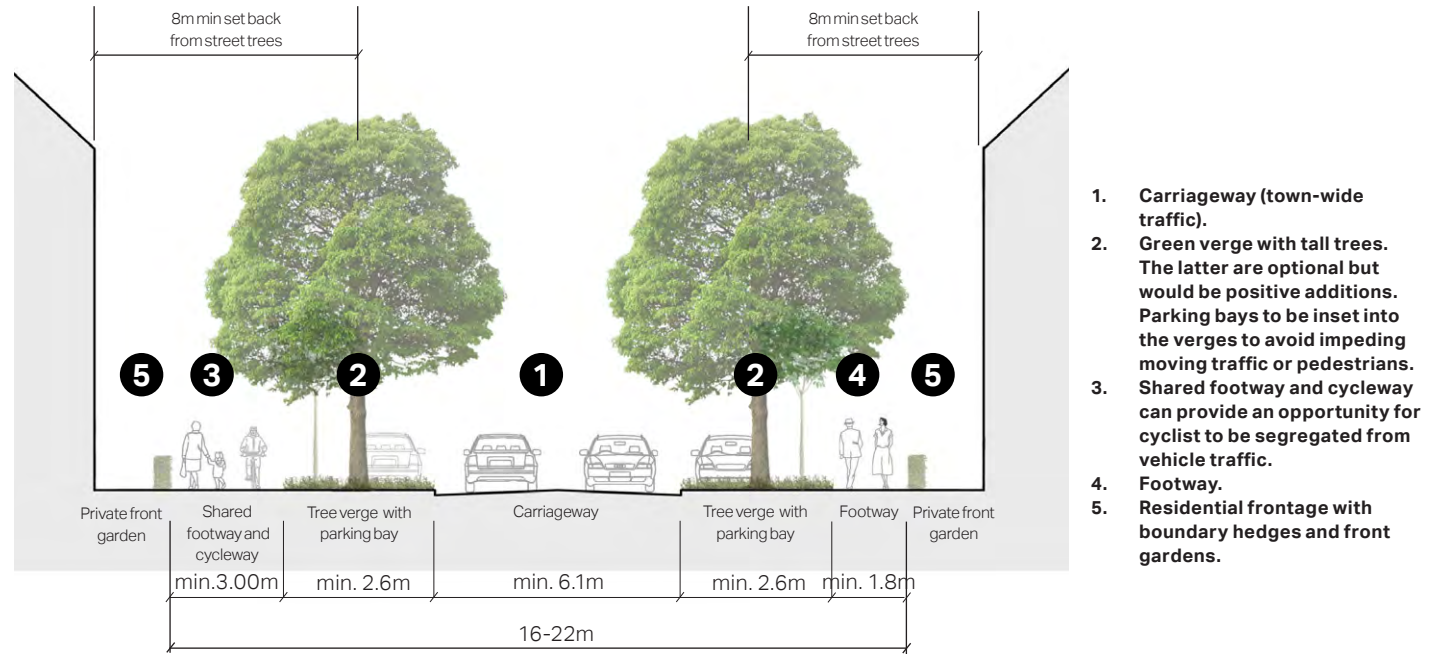


Figure 101: Section showing indicative dimensions for primary roads.

Secondary Roads

- Secondary roads provide access between primary roads and neighbourhoods. They should emphasise the human scale and be designed for lower traffic volumes compared to primary roads.
- Secondary roads should accommodate carriageways wide enough for two-way traffic and on-street parallel car parking bays. On-street parking may be on or accommodated on the street or inset into green verges.
- Carriageways should be designed to be shared between motor vehicles and cyclists. Vertical traffic calming features such as raised tables may be introduced at key locations such as junctions and pedestrian crossings.
- Where possible, secondary roads will be tree-lined on both sides.
- The character of the street scene could be created through the use of surface materials, boundary treatments and tree species.

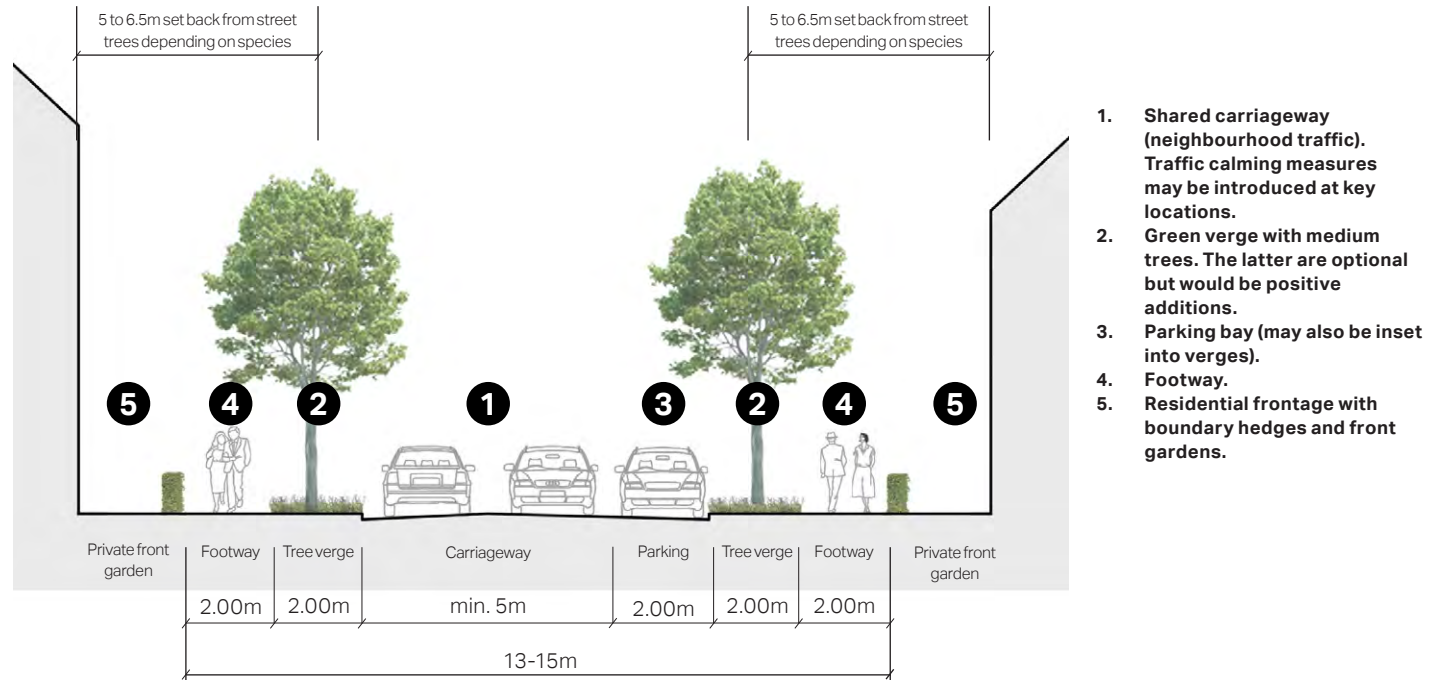


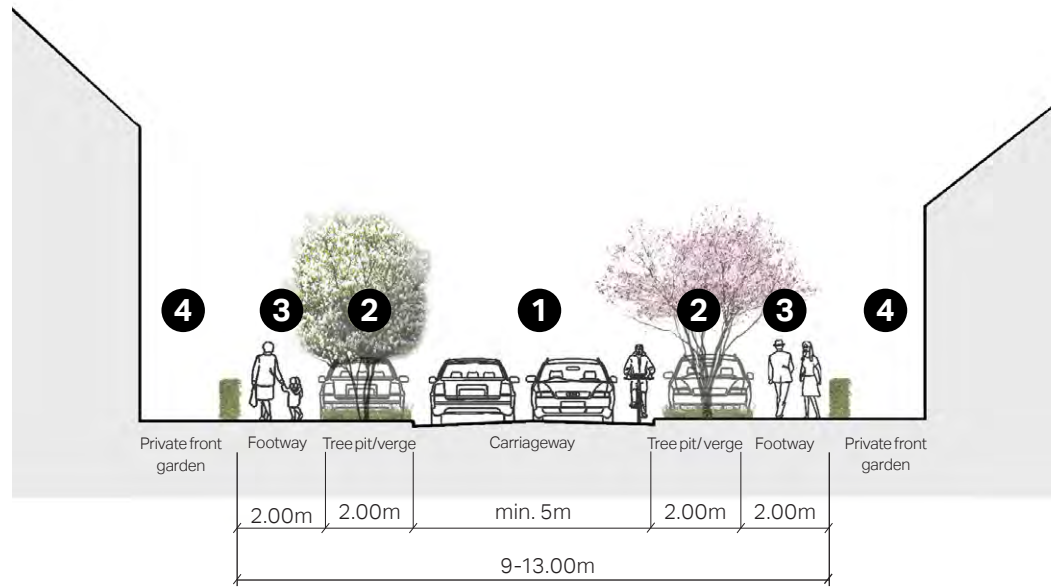
Figure 102: Section showing indicative dimensions for secondary roads.

Tertiary Roads

- Tertiary roads have a strong residential character and provide direct access to residences from the secondary roads. They should be designed for low traffic volumes and low speeds, ideally 20 mph.
- Carriageways should accommodate two-way traffic, cyclists and parking bays. These roads should also accommodate footways, with a 2m minimum width on both sides, and must be designed for cyclists to mix with motor vehicles. Traffic calming features such as raised tables can be used to prevent speeding.
- Tertiary roads should be formed with a high degree of built form enclosure, with consistent building lines and setbacks.
- Street trees should be provided with suitable gaps wherever possible.

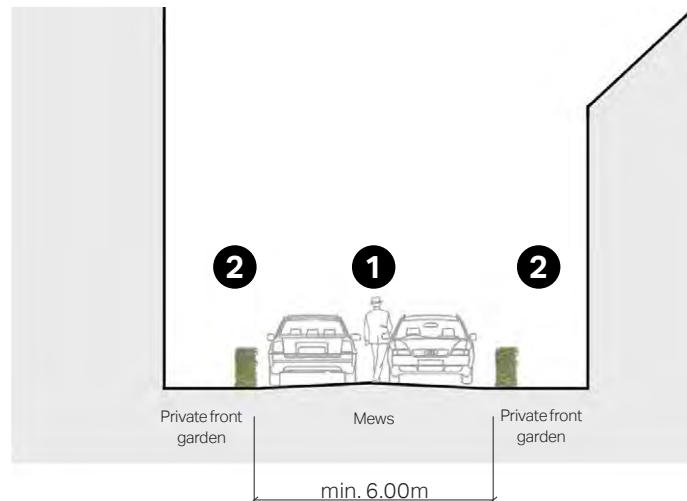
Mews

- Lanes and private drives are the access-only types of streets that usually serve a small number of houses. They must be a minimum 6m wide and serve all types of transport modes, including walking and cycling, and allow sufficient space for parking manoeuvres.
- Opportunities to include green infrastructure, hedges, and/or private gardens to soften the edges must be maximised.
- Mews should be formed with a high degree of built form enclosure, with consistent building lines and setbacks.



1. Carriageway should accommodate both vehicles and cyclists (local access). Traffic calming measures may be introduced at key locations.
2. Tree verge or pit with small trees. The latter are optional but would be positive additions. Parking bays on both sides of the carriageway to alternate with trees to avoid impeding moving traffic or pedestrians.
3. Footway.
4. Residential frontage with boundary hedges and front gardens.

Figure 104: Section showing indicative dimensions for tertiary roads. In some places tree verges may be omitted from one or both sides.



1. Mews (local vehicle access, cyclists, and pedestrians).
2. Residential frontage with boundary planting and gardens

Figure 103: Section showing indicative dimensions for lanes and private drives.

Edge Lanes

- Edge lanes are low-speed and low-traffic roads that front houses with gardens on one side and a green space on the other. Carriageways typically consist of a single lane of traffic in either direction, and are shared with cyclists.
- The lane width can vary to discourage speeding and introduce a more informal and intimate character. Variations in paving materials and textures can be used instead of kerbs or road markings.
- Swales and rain gardens could be also added into the landscaping to address any flood issue.
- Edge lanes should be continuations providing high level of connectivity and movement. Cul-de-sacs must be avoided where possible.

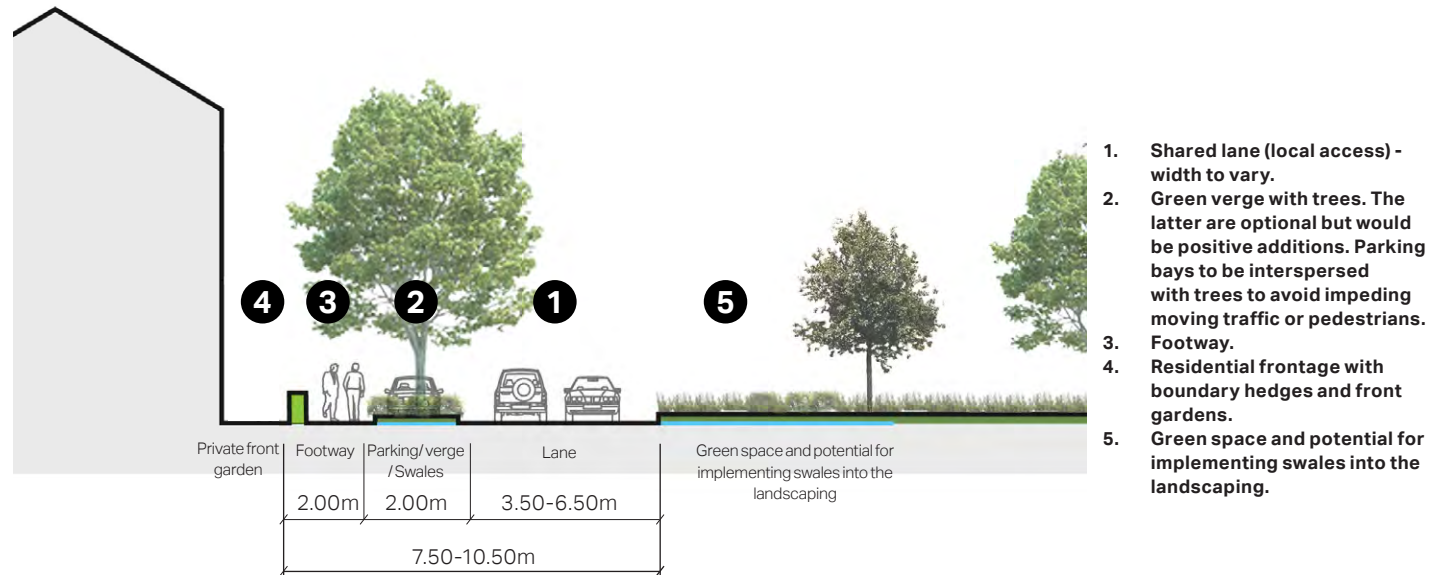


Figure 105: Section showing indicative dimensions for edge lanes. The lane width may vary to discourage speeding or provide space for parking.

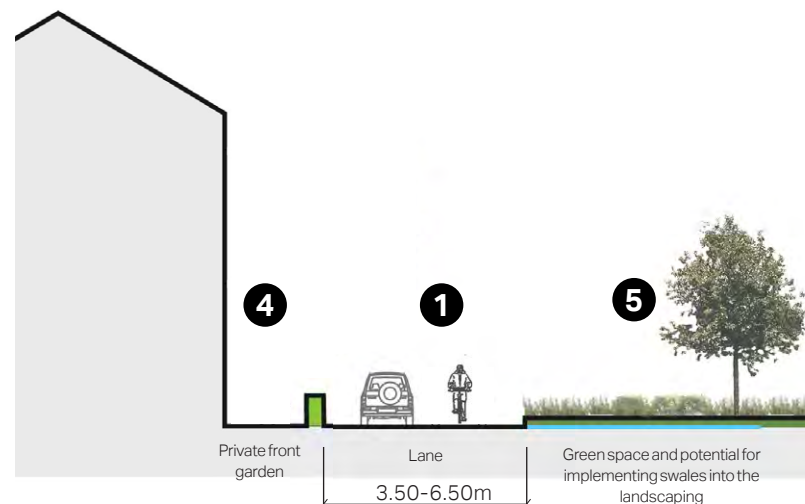


Figure 106: Section showing indicative dimensions for a shared edge lane.

Code 14. Parking and Servicing

At the time of writing, the demand for private cars remains high and these have to be carefully integrated into neighbourhoods. There is no single best approach to domestic car parking. A good mix of parking typologies should be deployed, depending on, and influenced by, location, topography and market demand. The main types to be considered are shown on this page and the next one.

- For family homes, cars should be placed at the front or side of the property. For small pockets of housing a front or rear court is acceptable. Multiple garage parking is encouraged.
- Car parking design should be combined with landscaping to minimise the presence of vehicles.
- Parking areas and driveways should be designed to minimise impervious surfaces, for example through the use of permeable paving.
- When placing parking at the front, the area should be designed to minimise visual impact and to blend with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings by means of walls, hedging, planting, and use of differentiated quality paving materials.
- New development should seek to provide electric vehicle charging points in all types of car parking areas.
- Cycle parking must be integrated into all new housing.

On-plot side or front parking

- On-plot parking can be visually attractive when it is combined with high quality and well designed soft landscaping. Front garden depth from pavement back must be sufficient for a large family car.
- Boundary treatment is the key element to help avoid a car-dominated character. This can be achieved by using elements such as hedges, trees, flower beds, low walls, and high quality paving materials between the private and public space.
- Hard standing and driveways must be constructed from porous materials to minimise surface water run-off.



Figure 107: On plot side parking in Tiverton

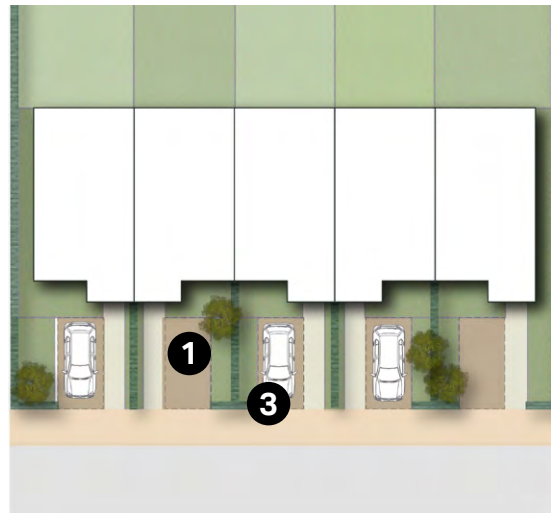


Figure 108: Illustrative diagram showing an indicative layout of on-plot front parking.

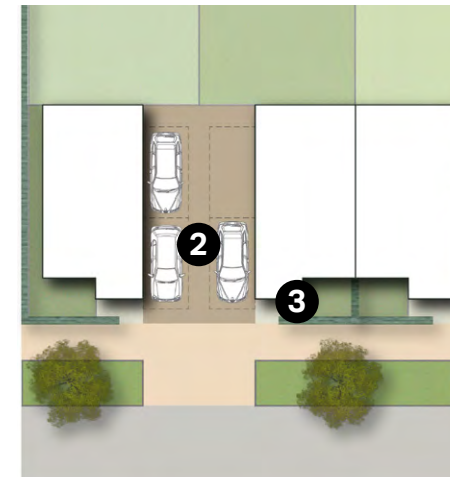


Figure 109: Illustrative diagram showing an indicative layout of on-plot side parking.

1. Front parking with part of the surface reserved for soft landscaping. Permeable pavement to be used whenever possible.
2. Side parking set back from the main building line. Permeable pavement to be used whenever possible.
3. Boundary hedges to screen vehicles and parking spaces.

On-plot garages

- Where provided, garages must be designed either as free standing structures or as additive form to the main building. In both situations, it must complement and harmonise with the architectural style of the main building rather than forming a mismatched unit.
- Often, garages can be used as a design element to create a link between buildings, ensuring continuity of the building line. However, it should be considered that garages are not prominent elements and they must be designed accordingly.
- It should be noted that many garages are not used for storing vehicles, and so may not be the best use of space.
- Considerations must be given to the integration of bicycle parking and/or waste storage into garages.

1. Side parking set back from the main building line. Permeable pavement to be used whenever possible.
2. Garage structure set back from main building line. Height to be no higher than the main roofline.
3. Boundary hedges to screen vehicles and parking spaces.

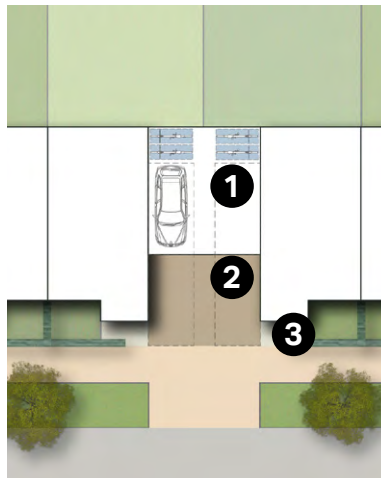


Figure 110: Illustrative diagram showing an indicative layout of on-plot parking with garages.

Rear Street/Mews Parking

- Rear street and mews parking arrangement can only be appropriate for terrace houses.
- Considerations must be given to the integration of bicycle parking and/or waste storage into garages.
- For rear street parking, the maximum number of units serviced by this arrangement should not be more than 6.
- For mews parking, most parking should be integrated on plot with some informal off plot spaces. These should be discretely marked and should not dominate the streetscape.



Figure 113: An example of mews parking in Cambridge

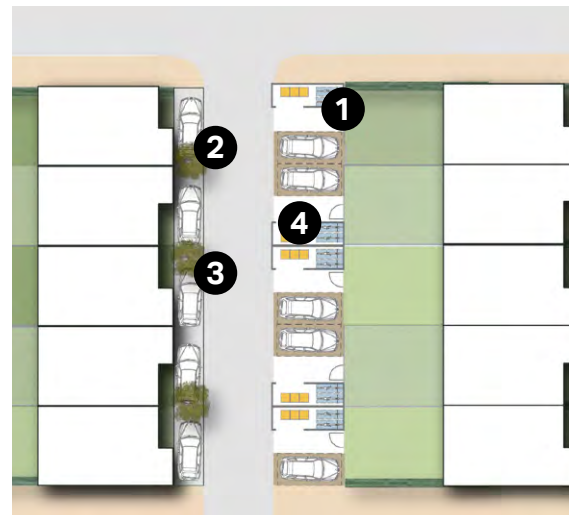


Figure 111: Rear street parking

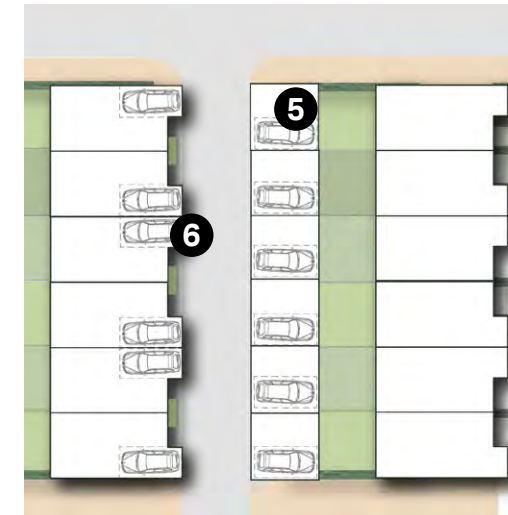


Figure 112: Mews parking

1. Rear access back garden
2. Off plot car parking
3. Trees and/or soft landscaping to prevent car dominance and add shading.
4. Cycle and bin storage
5. Rear garage
6. Front garage

Servicing

With modern requirements for waste separation and recycling, the number and size of household bins has increased. This poses a problem with the aesthetics of properties. Therefore, we recommend the following:

- When dealing with waste storage, servicing arrangements and site conditions should be taken into account; in some examples waste management should be from the front of buildings, and in some others from the rear. It is recommended that bins are located away from areas used as amenity spaces.
- Create a specific enclosure of sufficient size for all the necessary bins.
- Bins should be placed as close to the dwelling's boundary to the public highway, such as against wall, fence, hedge but not in a way as to obstruct the shared surface pedestrian and vehicle movements.
- Bins should be placed within easy access from the street and, where, possible, open on the pavement side to ease retrieval.
- The materials palette should be referred in order to select suitable materials for enclosures.
- Green roofs should be incorporated in the environmentally sustainable designs for enclosures.
- Enclosures could be combined with cycle storage.



Figure 116: Example images showing bins are stored in the front of the house



Figure 115: Example images showing bins are stored at the rear of the house

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4.5. Nature - enhanced and optimised

Code 15. Green Corridors

A Green corridor is a type of open space that provides opportunities for walking, cycling, leisure purposes, and facilitates biodiversity and sustainability.

Green corridors can be achieved in various ways such as Sustainable Drainage Systems (SuDS) corridors, pedestrian and cyclist only green corridors or streets with trees and SuDS.

Castle Street in the town centre presents a unique street scene with the town leat running along the centre of the street. Similarly, new streets can have small rainwater gardens which can be used as a biodiversity corridor as well as a SuDS system, and help to create a unique street scene.

- Green corridors should link open spaces, settlements and wide rural areas together.
- SuDS could be introduced when possible and incorporated in the design of green corridors, as in figure 118. Design guidelines for SuDS are provided on the next page.
- Developments should front onto and have access from the green corridor.
- Green corridors could contain some formal provision, such as a Neighbourhood Equipped Area of Play (NEAP), playing fields and an area for active recreation. Their many benefits include the improvement of the health and well-being of individuals and promotion of the development of inclusive communities. In the example shown in Figure 119, people participate in leisure activities in the green corridor.



Figure 117: Town Leat, Castle Street



Figure 118: An example of a SuDS corridor - Upton Urban Extension, Northampton



Figure 119: An example of Pedestrian only green corridor - Goldsmith Street, Norwich

Code 16. Water Efficiency and Water Management

- Natural water resources such as ponds, rivers and flood balancing lakes should be protected and upgraded.
- Sustainable urban drainage systems (SuDs) should be introduced for water management in new developments.
- Where appropriate, landscape design should be incorporated with elements like rain gardens, bioswales, constructed wetlands, permeable pavers, rooftop gardens, etc. to help rain water and storm water penetrate into the ground instead of running off.

SuDs

The term SuDS stands for Sustainable Drainage System. It covers a range of approaches to managing surface water in a more sustainable way to reduce flood risk and improve water quality whilst improving amenity benefits.

SuDS work by reducing the amount and rate at which surface water reaches the combined sewer system. Normally, the most sustainable option is the collection of this water for reuse, for example in a water butt or rainwater harvesting system, as this has the added benefit of reducing pressure on important water resources.

Where reuse is not possible there are two alternative approaches using SuDS:

- Infiltration, which allows water to percolate into the ground and eventually restore groundwater; and

- Attenuation and controlled release, which holds back the water and slowly releases it into water courses or the sewer network. Although the overall volume is the same, the peak flow is reduced. This reduces the risk of water courses or sewers overflowing. Attenuation and controlled release options are suitable when either infiltration is not possible, for example where the water table is high or soils are clay, or where infiltration could be polluting, such as on contaminated sites.

The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination. A number of overarching principles can however be applied:

- Surface water should be managed as close to where it originates as possible;
- Runoff rates should be reduced by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down so that it does not overwhelm water courses or the sewer network;
- Filtering pollutants will improve water quality by to help avoid environmental contamination;
- Two or three different surface water management approaches can be adopted by forming a 'SuDS train';
- SuDs should be integrated into development and improve amenity through early consideration in the development process and good design practices;
- SuDS are often as important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream;

- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area;
- Best practice SuDS schemes link the water cycle to also help make the most efficient use of water resources by reusing surface water; and
- SuDS must be designed sensitively to augment the landscape and wherever possible provide biodiversity and amenity benefits.

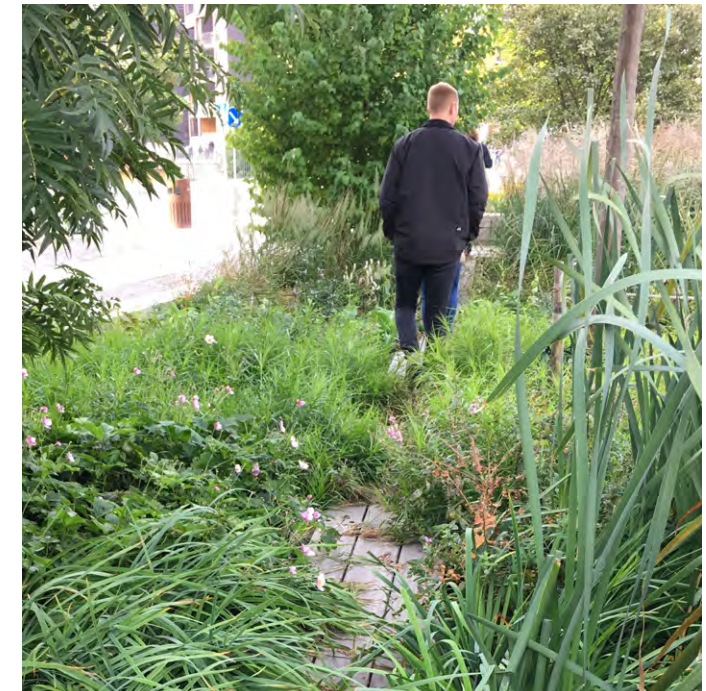


Figure 120: An example of SuDS designed as a public amenity and fully integrated into the design of the public realm in Stockholm, Sweden.

Code 17. Allotments and Growing Spaces

Some of the main benefits of community growing include:

- Social Capital;
- Social inclusive;
- Biodiversity;
- Contact with nature.;
- Mental well being;
- Sense of achievement;
- Healthy activity;
- Fresh, local, seasonal produce; and
- Educational and behavioural benefits.

Therefore, in case of further development, providing for allotments should be considered as a priority.



Figure 121: Beech Allotments, Tiverton



Figure 122: Pinnex Allotment, Tiverton

Code 18. Trees

Trees are important contributors to the character of a well-established place like Tiverton. They provide ecological, public health, and aesthetic benefits, including:

- Supporting biodiversity, improving the quality of surface water run-off, and reducing flood risks;
- Improving air quality by filtering pollutants and regulating temperatures in built-up areas through shading and evapotranspiration;
- Improving mental health by reducing noise and stress levels and softening the built-up environment; and
- Establishing a sense of place and human scale by creating a more attractive environment, calming traffic, and screening undesirable views.

When planting new trees or retaining existing ones, the following principles should apply:

- Aim to preserve existing mature trees. Incorporating in the new landscape design and using as landmarks where appropriate.
- Consider canopy size when locating trees; reducing the overall number of trees but increasing the size of trees is likely to have the greatest positive long term impact.
- Size of tree pit should allow sufficient soil around the tree. Ensure tree stems are in the centre of the verge to provide a 1m clearance of the footway or carriageway.
- Existing tree root zones should be protected to ensure that existing trees can grow to their mature size. Root

barriers must be installed where there is a risk of damaging foundations, walls, and underground utilities.

- New trees should be added to strengthen vistas, focal points, and movement corridors while retaining clear visibility of amenity spaces. They should however not block key view corridors and vehicular circulation sight lines.
- New trees should be planted to reinforce the existing canopy and support biodiversity by creating green links. Coordination with the SuDS strategy is required to maximise drainage and stormwater management benefits.
- New trees should be integrated into the design of new developments from the outset rather than left as an afterthought to avoid conflicts with above- and below-ground utilities.
- To ensure resilience and increase visual interest, a variety of tree species is preferred over a single one. Species must be chosen according to climate change resilience, adaptation to local soil conditions, environmental benefits, size at maturity, and ornamental qualities.
- Regulations, standards, and guidelines relevant to the planting and maintenance of trees are listed below:
- Trees in Hard Landscapes: A Guide for Delivery;¹
- Trees in the Townscape: A Guide for Decision Makers;²

¹ Trees & Design Action Group (2012). *Trees in Hard Landscapes: A Guide for Delivery*. Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_trees-in-hard-landscapes_september_2014_colour.pdf

² Trees & Design Action Group (2012). *Trees in the Townscape: A*

- Tree Species Selection for Green Infrastructure;³
- BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations;⁴ and
- BS 5837:1991 Guide for trees in relation to construction.⁵

Guide for Decision Makers. Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treesinthetownscape.pdf

³ Trees & Design Action Group (2019). *Tree Species Selection for Green Infrastructure*. Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treespeciesguidev1.3.pdf

⁴ British Standards Institution (2014). *BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations*. Available at: <https://shop.bsigroup.com/ProductDetail/?pid=000000000030219672>

⁵ British Standards Institution (1991). *BS 5837:1991 Guide for trees in relation to construction*. Available at: <https://shop.bsigroup.com/ProductDetail/?pid=000000000000258384>



Figure 123: Trees adding to the character and biodiversity of the Exe river valley

4.6. Public open spaces - safe, social and inclusive

Code 19. Open Spaces

Open spaces play a vital role in creating a positive environment. These are places fostering community and gathering, thus creating lively places in the neighbourhood.

- Open spaces should offer a variety of spaces that can host a diverse range of activities and accommodate different users.
- Open spaces should respond to local character and encourage civic pride.
- Landscape should not be used as a divisive measure between new and existing development. However, green buffer zones which distinguish between older and new development are acceptable. This can be achieved by procuring a landscape consultant early on in the design process.
- New and existing landscapes and open spaces should be located within walking distance from their intended users. If appropriate, these should be linked to form connected green networks. The networks are often more useful for visual amenity, recreational use and wildlife corridors than isolated parks. Where direct links are not possible, it may be appropriate to link these together through green routes, shared surfaces and streets. Tree lined avenues can achieve a visual and physical connection to open space.

- Open spaces need to offer choice for the needs and desires of all users. For example, outdoor gym equipment, productive gardens, vertical gardens, allotments, etc. Offering choices will encourage a healthier lifestyle. Do not forget the importance of quiet spaces where people can simply be (relaxation and contemplation/mindfulness).
- Make surrounding buildings overlook play areas and public spaces and, where possible and appropriate, make them central to the neighbourhood or part of the neighbourhood in order to encourage social gatherings. If play areas are proposed or required, the location of play spaces needs to take into account the surrounding context. Factors to consider will be the intended age of the children using the play space, the size of it, the type of equipment and the proximity to existing residential properties.
- Play spaces should be accessible to all children. Reference should be made to existing national guidance on inclusive play. When designing and planning play areas also consider seating areas for carers, shaded spaces and avoiding hidden spots. Play areas could also include elements relating to nature and landscape. The equipment and fittings considered should be of high quality, durability and conforming to the relevant standard as defined by the Local Authority.



Figure 124: A green open space along the River Exe



Figure 125: Formal Public Park - The Westex Park © Google Earth

Code 20. Market Square

Well-connected public spaces of high quality are essential for the town centre. They create informal meeting places and venues, as well as offer a place to rest, gather and organise community events. The public realm within the town centre should be coordinated and strengthen local distinctiveness to enhance user-friendliness.

Market Square is a flexible public open space for a variety of uses located at the heart of the town/development.

- It should offer opportunities for multifunctional activity for all.
- It should be sufficiently well-designed and well-equipped as to become a destination, such as seating and resting spots, shelter and shade, and outdoor cafés to encourage people to spend more time in the open spaces.
- The Market Square should be part of a wider open space network, connected internally and to its surroundings. It should be well linked by footpath and cycle path.
- If still appropriate, to encourage the reopening of restaurants/café's under required social distancing measures. Where appropriate, the market square could turn into a open-air cafe.

Figure 127 shows an example of good practice in a market square in a new development in Cambridge.



Figure 126: Tiverton Pannier Market

Failing to blend with local character

Open space is dominated by car parking

Lack of enclosure



Figure 127: Eddington Market Square © Jack Hobhouse

Formal tree planting arranged to maximise active retail frontages and improve the aesthetic of the space for pedestrians and amenity value for residents.

Sense of enclosure

Overlooked by building frontages

Provisioned with seating and resting spots

Code 21. Small Open Spaces

Small open spaces should be set within any new developments for local people and wildlife to enjoy.

Pocket parks

Pocket parks can be very small spaces knitted into the built fabric of a town that help to shape local identity and offer places for sitting and socialising. They can be particularly important for the ageing population and those with dementia, helping people improve health and well-being, and overcome social barriers.

Pocket parks can offer a variety of functions. They can create local landmarks for wayfinding, places for resting, spaces for tree or art works, to create visual interest, or a space for informal play.

- Protecting, enhancing and offering pocket parks where possible.
- Pocket parks can accommodate smart infrastructure and digital technology such as open access wi-fi networks, recycling information etc.



Figure 128: Palmerston Park - A small area of grass - useful or leftover space?



Figure 129: Phoenix Lane - A hard paving open space with trees and street furniture



Figure 130: A Traffic island at Junction with St peter street includes street furnitures and listed lamp standard

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Code 22. Housing Extensions

There are a number of principles that residential extensions should follow to maintain character:

- The original building should remain the dominant element of the property regardless of the number of extensions. A newly built extension should not overwhelm the building from any given point.
- Extensions should not result in a significant loss to the private amenity area of the dwelling.
- Designs that wrap around the existing building and involve overly complicated roof forms should be avoided.
- The pitch and form of the roof used on the building adds to its character and extensions should respond to this where appropriate.
- Extensions should consider the materials, architectural features, window sizes, and proportions of the existing building and recreate this style to design an extension that matches and complements the existing building.
- In case of side extensions, the new part should be set back from the front of the main building and retain the proportions of the original building. This is in order to reduce any visual impact of the join between existing and new.
- In case of rear extensions, the new part should not have a harmful effect on neighbouring properties in terms of overshadowing, overbearing or privacy issues.

- Many household extensions are covered by permitted development rights, and so do not need planning permission. These rights do not apply in certain locations such as Conservation Areas.



Figure 131: A contemporary extension to a Cottage in Stoodleigh, Devon ©Living Space Architect

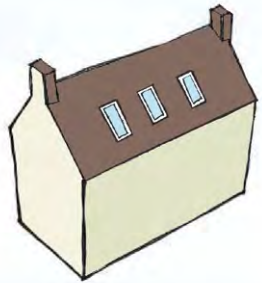


Figure 132: Barn extension at The Granary, Teignbridge ©Living Space Architect



Figure 133: School House Alteration ©Louise Crossman Architects

Design treatment in case of loft conversion:



Loft conversion incorporating skylights.



Loft conversion incorporating gabled dormers.



Loft conversion incorporating a long shed dormer which is out of scale with the original building.



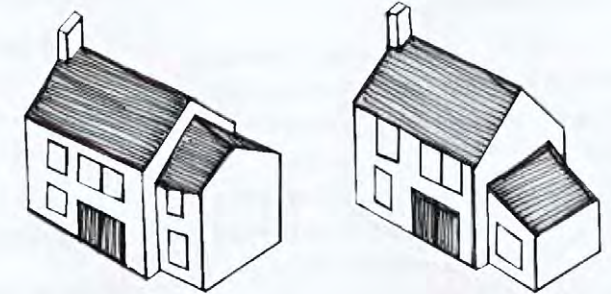
Original roofline of an existing building.



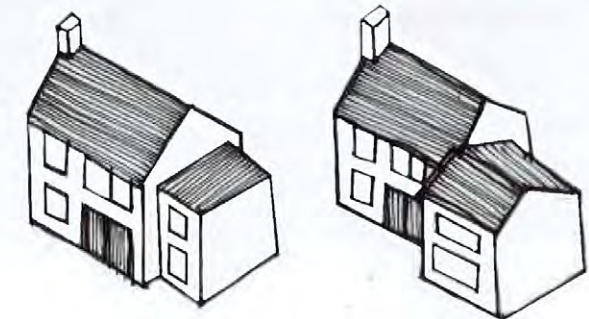
Loft conversion incorporating gabled dormers.



Loft conversion incorporating gabled dormers which are out of scale and do not consider existing window rhythm nor frequency.



Good example for side extensions, respecting existing building scale, massing and building line.



Both extensions present a negative approach when considering how it fits to the existing building. Major issues regarding roofline and building line.

Code 23. Housing Retrofits

Existing homes can be retrofitted to make them more energy efficient.

Rainwater harvesting

Rainwater harvesting refers to the systems allowing to capture and store rainwater as well as those enabling the reuse of in-situ grey water. These systems involve pipes and storage devices that could be unsightly if added without an integral vision for design. Recommendation would be to:

- Conceal tanks by cladding them in complementary materials;
- Use attractive materials or finishing for pipes;
- Combine landscape/planters with water capture systems;
- Underground tanks; and
- Utilise water bodies for storage.

Solar roof panels

The aesthetics of solar panels on a rooftop can be a matter of concern for many homeowners. Some hesitate to incorporate them because they believe these diminish the home aesthetics in a context where looks are often a matter of pride among the owners. This is especially acute in the case of historic buildings and Conservation Areas, where there has been a lot of objection to the setting up solar panels on visible roof areas. Therefore, some solutions are suggested as follows:

On new builds:

- Design solar panel features from the start, so that they form part of the design concept. Some attractive options are solar shingles and photovoltaic slates; and

- Use the solar panels as a material in their own right.

On retrofits:

- Analyse the proportions of the building and roof surface in order to identify the best location and sizing of panels;
- Aim to conceal wiring and other necessary installations;
- Consider introducing other tile or slate colours to create a composition with the solar panel materials; and
- Conversely, aim to introduce contrast and boldness with proportion. For example, there has been increased interest in black panels due to their more attractive appearance. Black solar panels with black mounting systems and frames can be an appealing alternative to blue panels.

Green roofs

Green roofs are increasingly accepted and often can be seen integrated in new building design. Whether the roof is partially or completely covered with vegetation, their design should follow some design principles such as:

- They should be planned from the start;
- They should be easy to reach and maintain;
- Where applicable they should complement the surrounding landscape;
- They should help to integrate the building with the countryside; and
- They should be designed comprehensively together with other eco designs such as water harvesting and pavements.



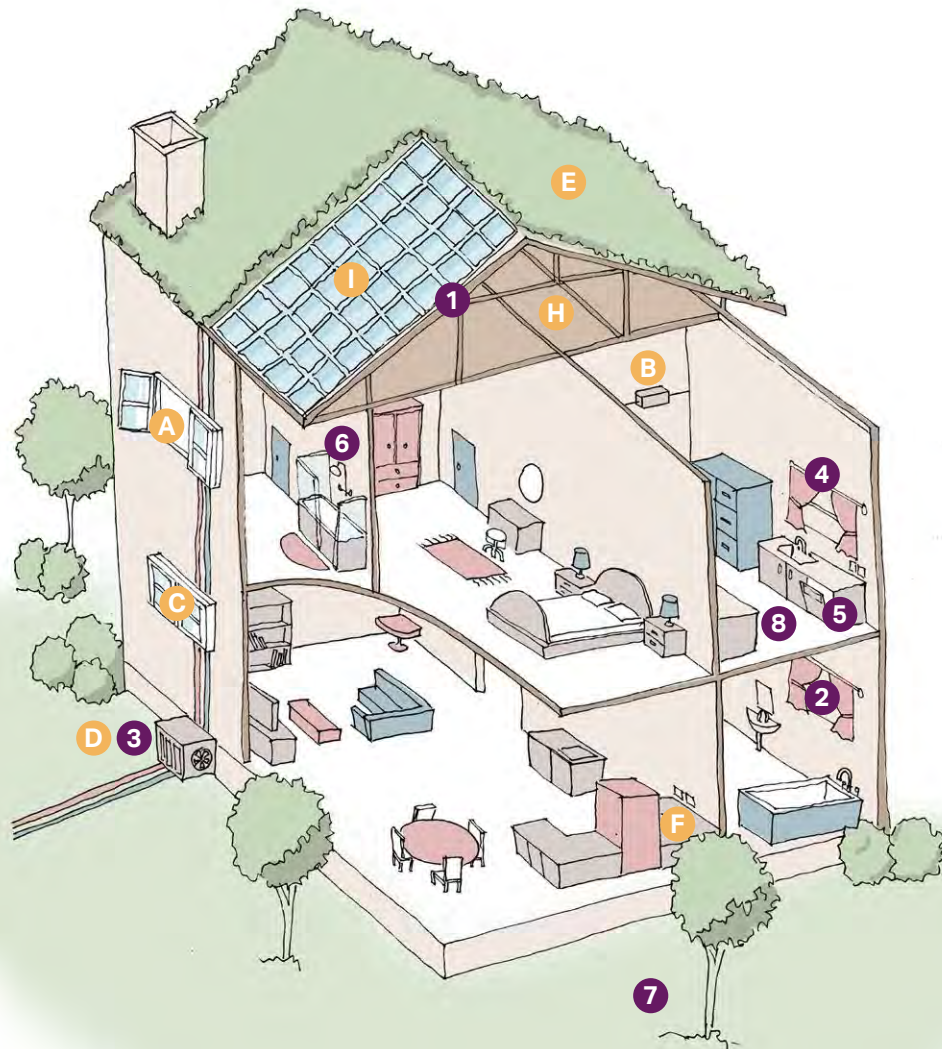
Figure 134: An example of ecological housing using traditional and contemporary materials











Figure 135: An example of concealed tanks used for rainwater harvesting



Figure 136: Green roof combined with solar panels.



EXISTING HOMES

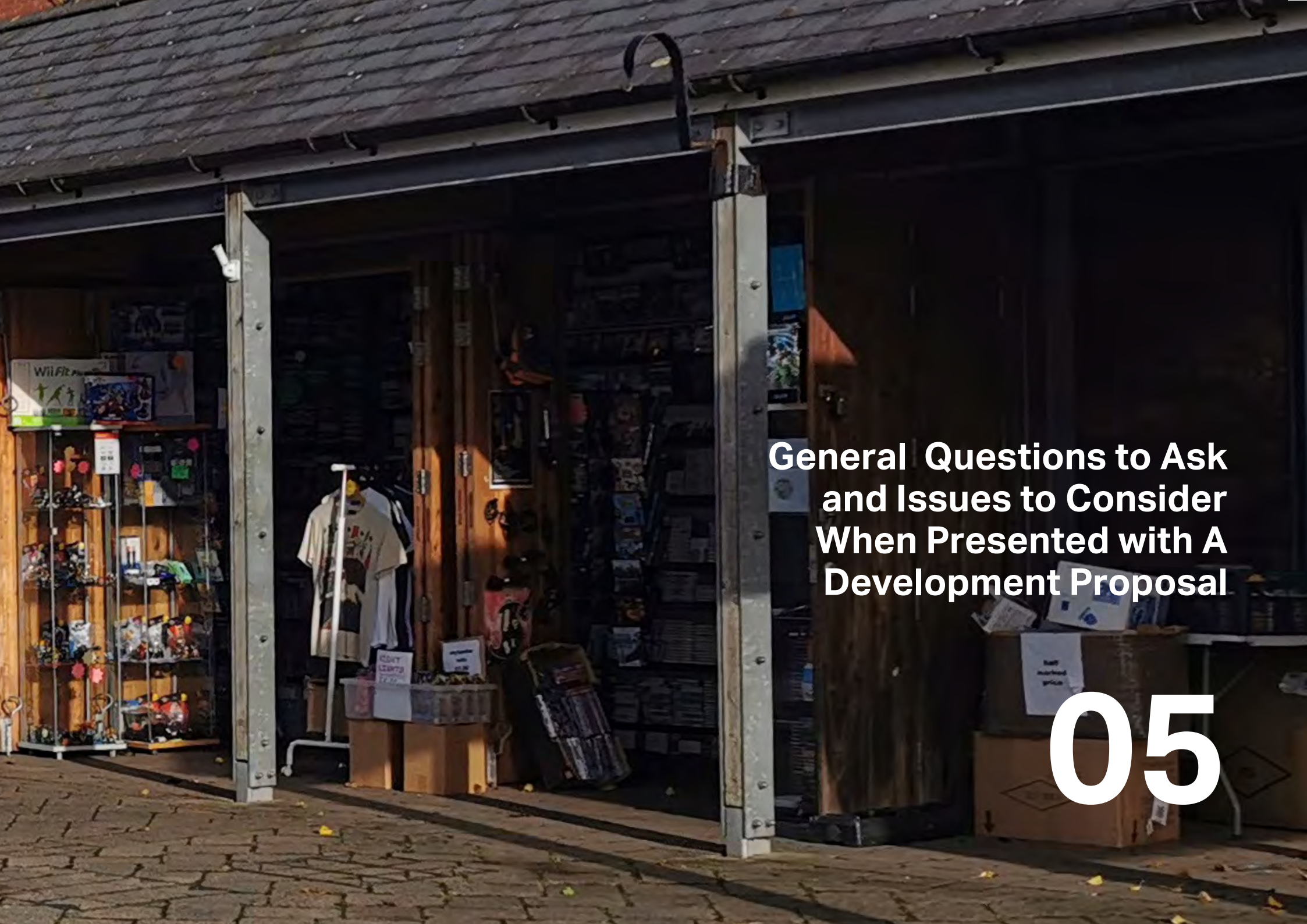
- 1**  **Insulation**
in lofts and walls (cavity and solid)
- 2**  **Double or triple glazing with shading** (e.g. tinted window film, blinds, curtains and trees outside)
- 3**  **Low- carbon heating** with heat pumps or connections to district heat network
- 4**  **Draught proofing** of floors, windows and doors
- 5**  **Highly energy- efficient appliances** (e.g. A++ and A+++ rating)
- 6**  **Highly waste- efficient devices** with low-flow showers and taps, insulated tanks and hot water thermostats
- 7**  **Green space (e.g. gardens and trees)** to help reduce the risks and impacts of flooding and overheating
- 8**  **Flood resilience and resistance** with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

NEW BUILD HOMES

- A**  **High levels of airtightness**
- B**  **More fresh air** with the mechanical ventilation and heat recovery, and passive cooling
- C**  **Triple glazed windows and external shading** especially on south and west faces
- D**  **Low-carbon heating** and no new homes on the gas grid by 2025 at the latest
- E**  **Water management and cooling** more ambitious water efficiency standards, green roofs and reflective walls
- F**  **Flood resilience and resistance** e.g. raised electrical, concrete floors and greening your garden
- H**  **Construction and site planning** timber frames, sustainable transport options (such as cycling)
- I**  **Solar panel**

Figure 137: Diagram showing low-carbon homes in both existing and new build conditions.





**General Questions to Ask
and Issues to Consider
When Presented with A
Development Proposal**

05

5. General Questions to Ask and Issues to Consider When Presented with a Development Proposal

Because the design guidelines of this chapter cannot cover all design eventualities, this section provides a number of questions based on established good practice against which the design proposal should be evaluated. The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has taken into account the context and provided an adequate design solution.

As a first step there are a number of ideas or principles that should be present in the proposals. The proposals or design should:

1. Integrate with existing paths, streets, circulation networks and patterns of activity;
2. Reinforce or enhance the established village or smaller settlement character of streets, greens, and other spaces;
3. Respect the rural character of views and gaps;
4. Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
5. Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
6. Reflect, respect, and reinforce local architecture and historic distinctiveness;
7. Retain and incorporate important existing features into the development;
8. Respect surrounding buildings in terms of scale, height, form and massing;
9. Adopt contextually appropriate materials and details;
10. Provide adequate open space for the development in terms of both quantity and quality;

11. Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
12. Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
13. Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours; and
14. Positively integrate energy efficient technologies.

Following these ideas and principles, there are number of questions related to the design guidelines outlined later in the document.

Street grid and layout

- Does it favour accessibility and connectivity over cul-de-sac models? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists, and those with disabilities?
- What are the essential characteristics of the existing street pattern? Are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

Green spaces, views and character

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal affect the character of a rural location?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity spaces be created? If so, how will this be used by the new owners and how will it be managed?

Gateway and access features

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

Buildings layout and grouping

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

Building line and boundary treatment

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

Building heights and roofline

- What are the characteristics of the roofline?

- Have the proposals paid careful attention to height, form, massing, and scale?
- If a higher than average building is proposed, what would be the reason for making the development higher?

Household extensions

- Does the proposed design respect the character of the area and the immediate neighbourhood, or does it have an adverse impact on neighbouring properties in relation to privacy, overbearing, or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extension, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?

Building materials and surface treatment

- What is the distinctive material in the area, if any?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves, and roof been addressed in the context of the overall design?

- Do the new proposed materials respect or enhance the existing area or adversely change its character?

Car parking solutions

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?

Architectural details and contemporary design

- If the proposal is within a conservation area, how are the characteristics reflected in the design?
- Does the proposal harmonise with the adjacent properties? This means that it follows the height, massing, and general proportions of adjacent buildings and how it takes cues from materials and other physical characteristics.
- Does the proposal maintain or enhance the existing landscape features?
- Has the local architectural character and precedent been demonstrated in the proposals?
- If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?

Next Steps

06



6. Next Steps

6.1. Delivery

The Design Guidelines will be a valuable tool in securing context-driven, high-quality development in Tiverton. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

Actors	How They Will Use the Design Guidelines
Applicants, developers, and landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Codes as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidelines should be discussed with applicants during any pre-application discussions.
Town Council	As a guide when commenting on planning applications, ensuring that the Design Codes are complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

6.2. Deliverability

The National Planning Policy Framework (paragraph 35) emphasises that a proportionate evidence base should inform plans. Based on a 'positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings' (see paragraph 15). Policies should be 'underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals' (paragraph 31). Crucially planning policies 'should not undermine the deliverability of the plan' (paragraph 34). Neighbourhood Plans need to be in general conformity with the strategic policies in the corresponding Local Plan. Where new policy requirements are introduced (that carry costs to development) over and above Local Plan and national standards it is necessary to assess whether development will remain deliverable. The principles and guidance set out in this document and within the Neighbourhood Plan's policies are aligned with national policy and non-statutory best practice on design. The values and costs of construction between new developments and within new developments will vary based on location, situation, product type, design (architecture, placemaking etc..) and finish; and the state of the market at the point of marketing the properties. The guidelines herein constitute place making principles and guidance to help interpret and apply the statutory policies within the Neighbourhood Plan. Good design is not an additional cost to development and good placemaking can result in uplifts in value.

About AECOM

AECOM is built to deliver a better world. We design, build, finance and operate infrastructure assets for governments, businesses and organizations in more than 150 countries. As a fully integrated firm, we connect knowledge and experience across our global network of experts to help clients solve their most complex challenges. From high-performance buildings and infrastructure, to resilient communities and environments, to stable and secure nations, our work is transformative, differentiated and vital. A Fortune 500 firm, AECOM had revenue of approximately \$17.4 billion during fiscal year 2016. See how we deliver what others can only imagine at aecom.com and [@AECOM](https://twitter.com/AECOM).

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