

City Centre Key Sites Design Guide



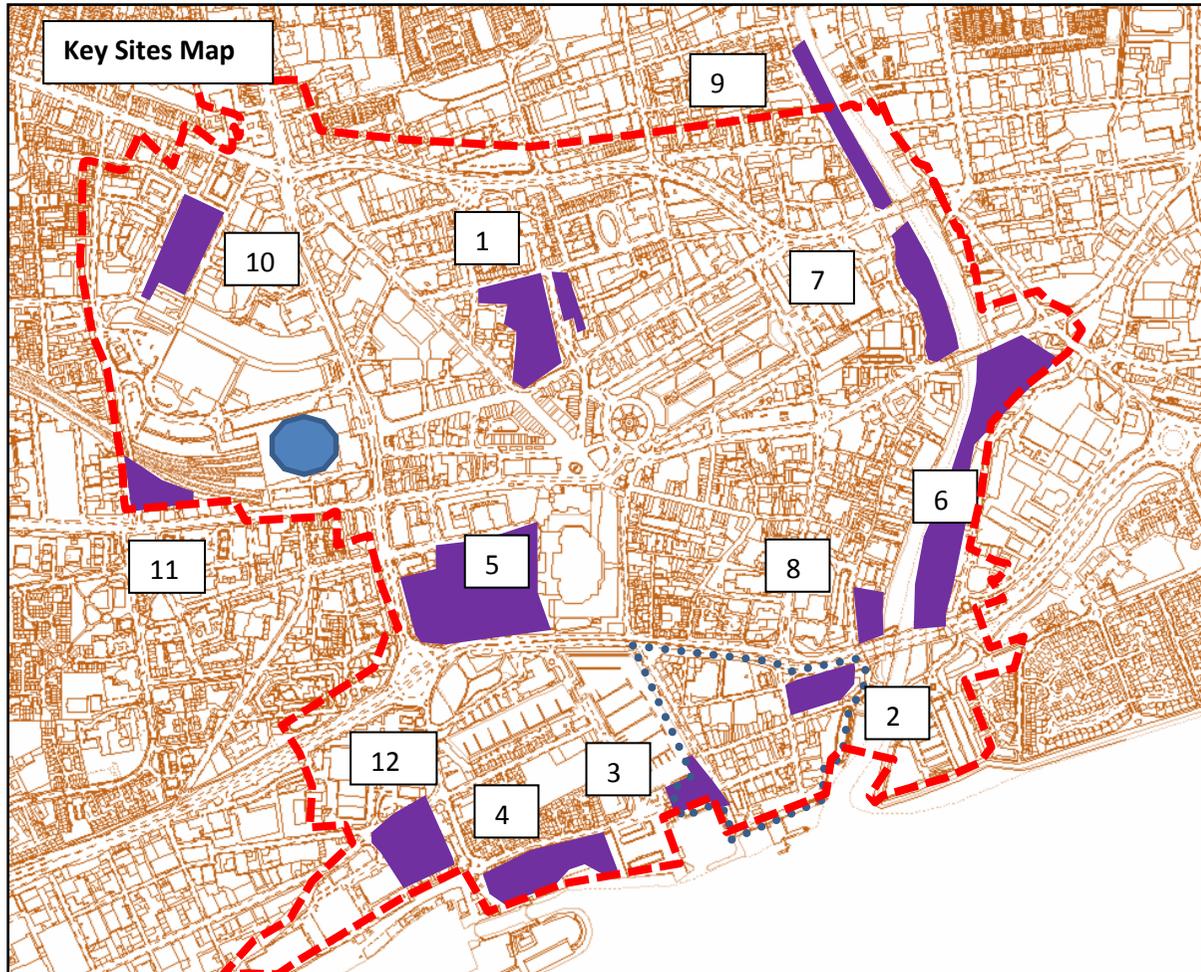
Supplementary Planning Document 13, adopted July 2019

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1. Introduction

1.1 This document provides an introduction to design considerations applicable to 12 key city centre sites (listed on the Key sites map) where development is anticipated. The City Council will continue to work with key land owners in bringing these sites forward and in following the success of the City of Culture and existing investment. The sites are set out below along with introductory design suggestions.



Key sites and anticipated units/use

1. Albion Square/Kingston House (mixed uses inc 270 dwellings)
2. Blackfriargate (mixed use)
3. Portside (mixed use)
4. Humber Quays (West) (200 dw)
5. Myton Street (mixed use)
6. East Bank (mixed use inc 850 dw)
7. Dock Office Row (160 dw)
8. High Street (100 dw)
9. Wincolmlee (200dw)
10. Colonial Street (150dw)
11. Anlaby Road/Park Street (82dw)
12. Ice Arena

Fruit Market



City centre boundary



Transport hub

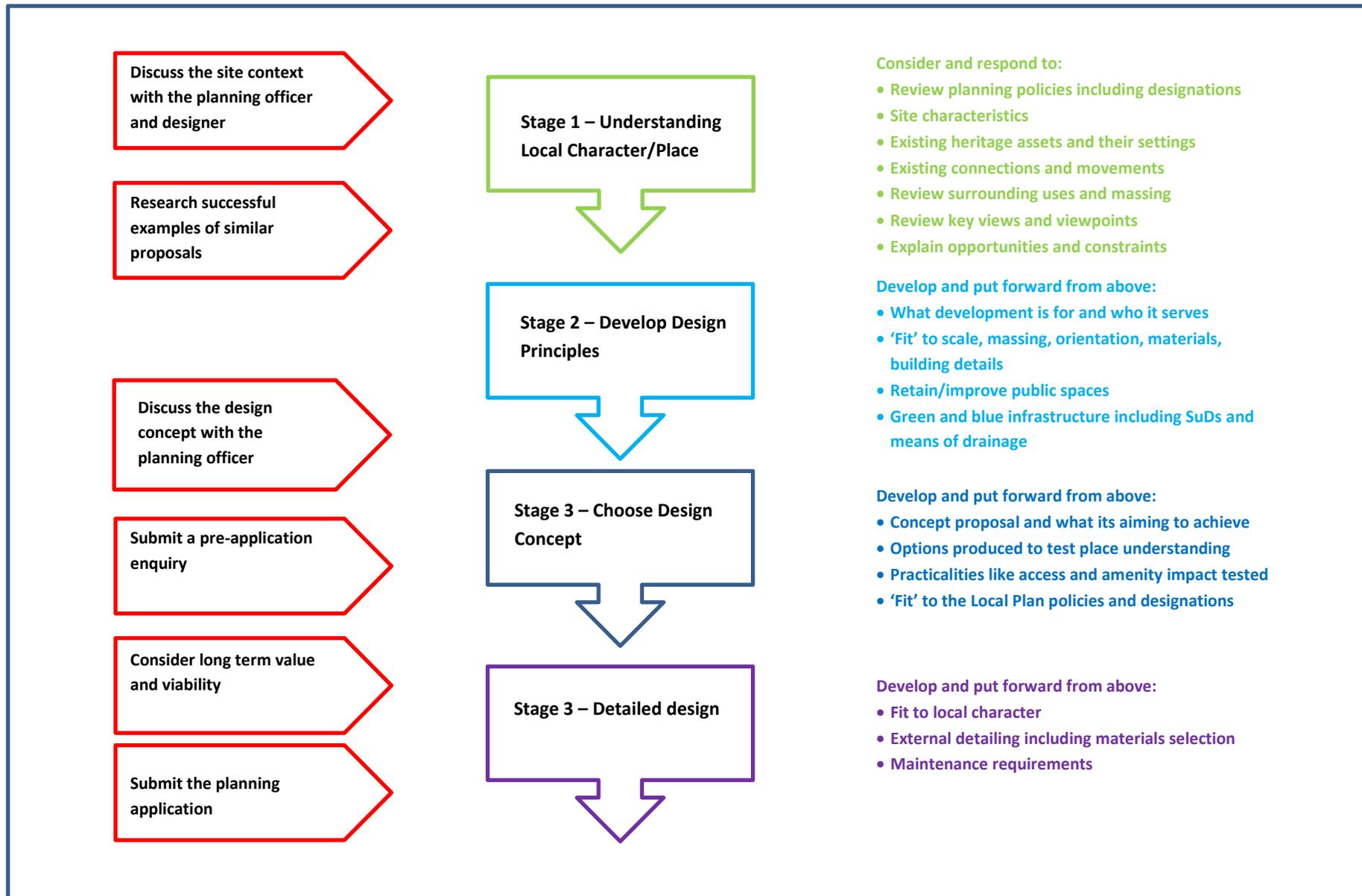


The Design Process

- 1.2 Context appraisal provides a way of understanding the physical or environmental characteristics of a place. Carrying out an appraisal will lead to proposals that are designed in a way that responds to, and integrates with their setting. Appraisals involve objective analysis of places in a way that brings meaning to developers and designers. They describe the context for design of a particular site or area but without prescribing what should occur there. A concept design can then be worked up along with options in explaining how design principles fit to the particular characteristics of the site. The best designs will be produced should the design process be followed, as outlined below.
- 1.3 A preferred design that forms part of a planning application submission should therefore follow the design process in demonstrating an understanding about the context of the proposal in relation to the site. Reports including Design and Access Statement, Heritage and Planning Statements that detail the results of this analysis should accompany the planning submission to obtain a good overall outcome and gain planning consent. These reports should be developed in a way that takes forward key elements from one stage to the next, so there is a clear design rationale for a scheme.
- 1.4 It should be noted that the Design Process should be completed in stages and well before the submission of a planning application. Planning submissions for planning permission will not be considered as being complete without the necessary accompanying reports. The following provides a glossary in terms of some of the requirements:
- Site characteristics – elements including existing buildings, spaces, routes and uses.
 - Heritage – consideration of the potential impacts on designated heritage assets (such as Conservation Areas, Listed Buildings, Scheduled Monuments), non-designated heritage assets (such as locally listed buildings and other archaeological remains and their settings).
 - Massing – the relationship of building heights/scale to outdoor space, without undue over dominance or undue impact on amenity.
 - Opportunities and constraints - physical or other limitations that should be flagged.
 - Orientation – references sun path and light analysis along with encouraging solar gain from locating living rooms on southern facing aspects.

- Green and blue infrastructure – consideration of the value of existing green spaces worthy of retention or integration to the design. Blue infrastructure references water, either in terms of flood risk or in terms of making the most from aspect or building orientation.
- Amenity impact – ensuring any existing or prospective occupants are not unduly harmed.
- Maintenance requirements – considering the appropriateness of materials and open space maintenance regimes including costs and responsibilities for this.
- Concept principles – establishes core elements to be integrated into a scheme, without any detail drawings/explanation.
- Options – Basic layout, massing and access drawings with brief written explanation that stems from Concept principles and Character Appraisal.
- Fit – the appropriateness of design in relation to the sites surroundings or uniqueness. Designs can also be contrasting rather than complementary to what exists.

The Design Process



2. Background

- 2.1 Development proposals should meet Local Plan policies because the planning system requires this unless material considerations indicate otherwise. Supplementary Planning Documents (SPDs) are being produced by the City Council that supports the Local Plan in a way that informs how policy can be applied. Once consulted on and agreed SPD are strong material planning considerations that help inform the applicant in creating proposals that will meet policy requirements especially in meeting design based policies. This SPD helps enable development by providing design based guidance for each of the city centre allocated sites. Should design matters be satisfactorily addressed as part of planning submissions then planning consent is more likely to be forthcoming. Scheme submissions should demonstrate how they have addressed the design challenges/opportunities as outlined for individual sites.
- 2.2 This SPD is intended to guide developers and their design teams. It is given in the knowledge that the scheme layout and storey height drawings shown are indicative only and their precise impact upon the character of the City Centre and its heritage assets have not been evaluated in any detail. Other solutions may be more appropriate or better, to be demonstrated through analysis of the sites context. Information about this should be provided to the Council including during initial concept considerations and subsequent submission of a planning application where more details should be provided. It will need to be demonstrated that the storey heights shown on the indicative drawings can be delivered in a manner which would safeguard the character of the local area and setting of any heritage assets and should, in any case, be seen as maximum heights. Variation to this will depend on a thorough analysis of nearby or local forms and massing to be provided by the applicant. Footprints shown in the layout drawings are also indicative. Variation to this will depend on a thorough analysis of nearby or local building widths, spaces and rhythms and proportions or in creating something that is uniquely distinctive.
- 2.3 Although the key design challenges for each of the sites are set out below, reference will also need to be made to the other detailed design considerations that are set out in the accompanying Supporting Document. These design considerations, together with the ones that are set out for each site in this SPD, will need to be addressed as part of any submissions for planning consent.
- 2.4 In certain cases the SPD and Supporting Document updates existing design guidance set out in previously agreed Development Briefs where these relate to specific sites. As such the SPD wholly replaces these including:

- Albion Square/Kingston House - 2016
- Myton Street/Quay West - 2014
- Blackfriargate - 2016
- Portside - 2016

Development briefs for other sites within the city centre have supported recently completed development including former LA’s night club (now part of a hotel), Central Police HQ (undergoing renewal for apartments) and land adjacent to Humberside Fire Station (now forming part of Ron Dearing Technical College).

2.5 In terms of the Local Plan, 2017 the policies of most relevance to the city centre and design are:

Local Plan reference	Requirement
Policy 1 – Economic growth	Future employment needs including opportunities at the port of Hull are allocated as well as having regard to proposals close to the port, in a way that assesses impact and where necessary providing mitigations.
Policy 5 – Affordable housing	Market housing should contribute toward the supply of affordable housing by 10% within the city centre on sites over 15 units or more.
Policy 9 – City centre	References the city centre as being the prime location for main town centre uses including for learning and housing and a requirement that development should be compatible with, and respect the historic and unique heritage importance of the area.
Policy 14 – Design	References a requirement to demonstrate how quality design is to be achieved through a wide range of design criteria including providing inclusive access and addressing crime as well as ensuring city centre development complements or uses the 2016/17 materials of the public realm, and need for public art.
Policy 15 – Local Distinctiveness	Is promoted in a way that improves its maritime assets, creates landmarks, encourages contemporary architecture, references the historic fabric, and seeks to ensure that proposals accord with development briefs, in addition there are parameters for tall buildings over 30 metres in and around the city centre, which must not harm heritage assets and make a positive contribution to the skyline.
Policy 16 – Heritage Considerations	Seeks to ensure that Hull’s designated and non-designated heritage assets including archaeological remains are appropriately conserved and supports proposals which will preserve or enhance those elements of Hull’s historic environment which contributes to the distinct identity of the city.
Policy 17 – Energy Efficient Design	Requires a demonstration of how proposals reduce energy and water use including the application of passive solar design and BREEAM assessment to achieve a Very Good rating or better, unless viability demonstrates otherwise.

Policy 18 – Renewable and low carbon energy	Supports proposals that include this form of energy generation including connection to a district energy network, once this occurs, and this is viable and feasible.
Policy 21 – Designing for Housing	References a requirement for achieving 9 green scores out of 12 Building for Life and avoiding reds, in addition to recommended densities depending on the local character and housing market zones.
Policy 31 – City centre Car Parking	References the need to retaining existing long and short stay spaces.
Policy 32 – Parking standards	Proposals should comply with parking standards in appendix C and in the city centre new residential uses will not qualify for on-street residential parking permits.
Policy 36 – Walking, cycling and powered two wheelers	References proposals complying with standards depending on the use and size along with the need to enhance the existing cycle network.
Policies 37 - 40 – Flood Management	References a need to ensure potential flooding is considered and defences raised for protection extending to the life of the development, as well as including SUDs as part of a scheme design.
Policy 42 – Open space	Requires on-site requirements for housing schemes based on a local assessment or in referencing standards table for different categories of open space.
Policy 43 - Green Infrastructure / Green Network	Seeks to protect existing networks and retain an 8m strip along the River Hull.
Policy 45 – Trees	References a requirement in protecting existing important trees and for new ones depending on the scheme size.
Policy 47 – Atmospheric pollution	Outlines a requirement for housing proposals within an Air Quality Management Area to be accompanied by an air quality assessment or if within an Area of Exceedance, then it will not be allowed unless demonstrating how air quality can be brought within acceptable limits.

2.6 The Local Plan puts forward preferred land uses for sites but other designations and policies apply in each case. Table 1 below outlines these preferences for each site.

Table 1 – Use preferences for sites

SPD Key Site reference	Local Plan site reference	Preferred land use or range of use allocations
1 Albion Square/Kingston House (2.1ha)	Policy 10.1a – site 1 and Policy 3.4	Major retail led scheme and complementary main town centre uses plus 270 residential units indicated in table 5.8 of the Local Plan along with a need for a multi-storey car park.
2 Blackfriargate	Policy 10.1c – site 4 and Policy 3.4	Main town centre uses* with around 150 residential units over 3 sites (Local Plan sites 4, 5 and 7) with 60 units indicated in table 5.8 of the Local Plan for this site. Reference is made

SPD Key Site reference	Local Plan site reference	Preferred land use or range of use allocations
		to small scale retail uses in the policy.
3 Portside	Policy 10.1c – site 5 and Policy 3.4	Main town centre uses* with around 150 residential units over 3 sites (Local Plan sites 4, 5 and 7) with 40 units indicated in table 5.8 of the Local Plan for this site. Reference is made to small scale retail uses in the policy.
4 Humber Quays (west)	Policy 3.4 – site 373	200 residential units indicated in figure 5.7 of the Local Plan
5 Myton Street (3.8ha)	Policy 10.1b – site 2	Main town centre uses*
6 East Bank	Policy 10.1d – East Bank Sites 8, 9 and 10 and Policy 3.4	Predominant residential for around 850 units indicated in table 5.8 of the Local Plan and for leisure, office or hotel use.
7 Dock Office Row	Policy 10.1d and Policy 3.4 – sites 398, 399 and 400	160 residential units indicated in figure 5.7 of the Local Plan
8 High Street	Policy 3.4 – site 376	100 residential units indicated in figure 5.7 of the Local Plan
9 Wincolmlee	Policy 3.4 – site 503	200 residential units indicated in figure 5.7 of the Local Plan
10 Colonial Street	Policy 3.4 – site 385	150 residential units indicated in figure 5.7 of the Local Plan
11 Anlaby Road/Park Street	Policy 3.4 – site 450	82 residential units indicated in figure 5.7 of the Local Plan
12 Ice Arena	Policy 9	Unallocated but housing is the most suited given the surroundings.

*Main town centre uses include retail, restaurants, café, office, hotel, leisure, services, arts, tourism and cultural facilities.

City centre development

- 2.7 The City centre is referenced in the Local Plan as an important place in serving the city and much wider residential parts of East Riding of Yorkshire and beyond. So much so that it has its own chapter and policies 9 and 10 relating to main town centre uses and development sites, learning facilities, and housing. There are general provisions that apply to proposals in demonstrating impacts on vitality/viability and sequential approaches in supported existing investment in centres. Policy 10 is outlined below as it relates to particular sites the subject of this design guidance.

Policy 10 - City centre Mixed Use Sites

1. The following development opportunities identified within the city centre will be developed for a mix of uses:

a. Land at Albion Square (2.1 ha) (Local Plan ref 1) will be developed for a major retail led development with strong linkages provided to Jameson Street and other parts of the Primary Shopping Area of the city centre. Other main town centre uses will be supported on the site where they are ancillary to retail and do not prevent this objective for the site being achieved. The site should also be developed to accommodate approximately 270 dwellings. At least the same amount of parking on the site will be retained through construction of a new multi-storey car park.

b. Land around Myton Street (west of Princes Quay) (3.8 ha) (Local Plan ref 2) will be developed for a new conference centre and live music venue together with a hotel and retail space. Other main town centre uses and residential development will be supported where these are complementary to the main uses and do not constrain the main development priorities for the site. The current amount of parking on the site will be retained or improved through retention of the existing or construction of a new multi-storey car park.

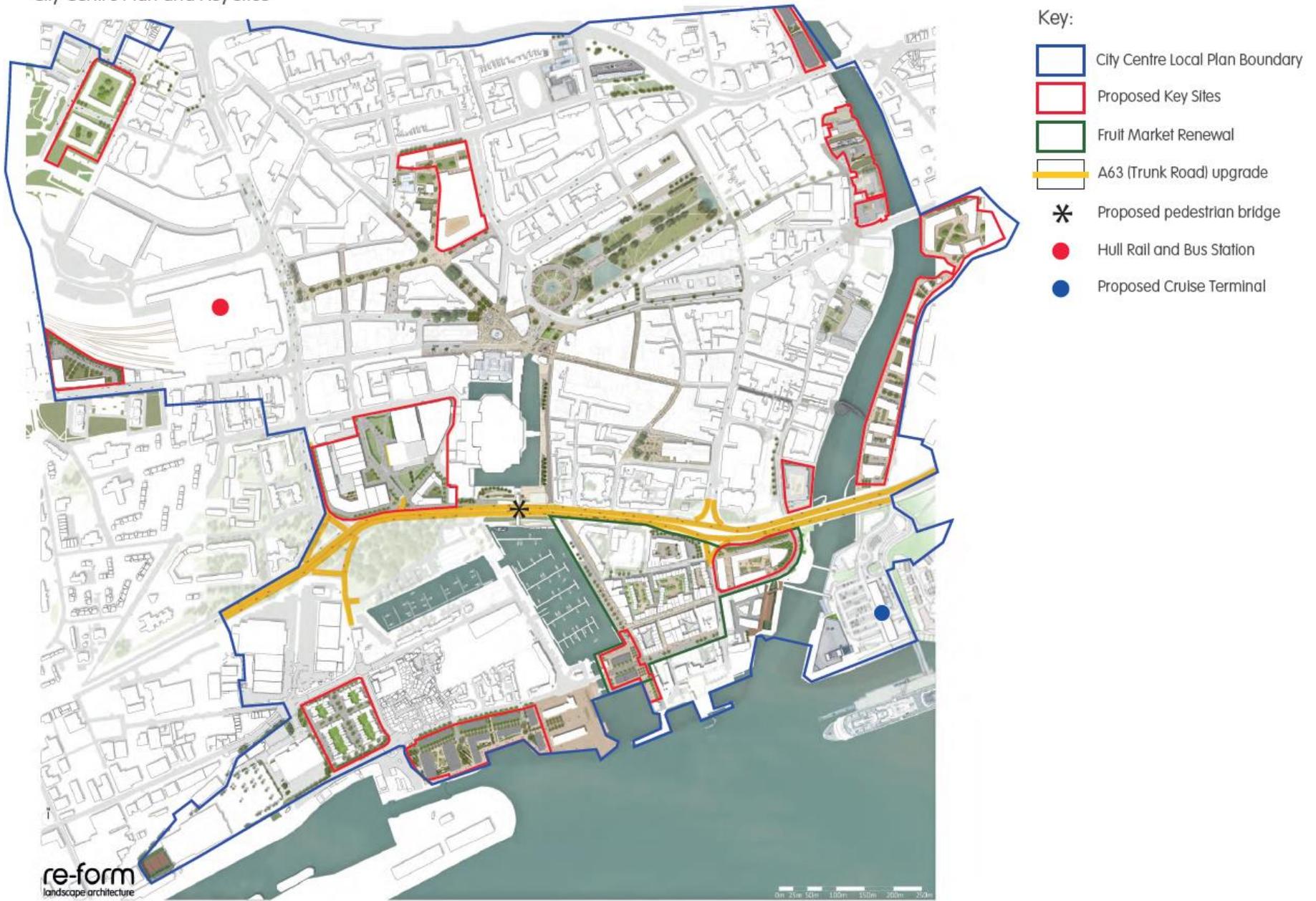
c. The Fruit Market and Digital Quarter (2.7 ha) (Local Plan refs 4, 5, & 7) will be developed for a range of main town centre uses including small scale retail, restaurant and café uses, B1 offices and work spaces, services and cultural facilities. Approximately 150 dwellings will be developed in addition to those allocated on housing allocation site 195. Development will be of a scale that remains in character with the street scene of the Fruit Market, and details will be guided by the Fruit Market Masterplan and relevant development briefs.

d. East Bank and River Hull Corridor (2.8 ha) (Local Plan refs 8, 9, 10) will be developed for a range of uses, predominantly residential, but also with the potential to include leisure, office, or hotel use. The sites should be developed to accommodate approximately 850 dwellings. Development will be designed to ensure that it does not lead to any significant adverse impact on adjoining business units, and has full regard to the setting of the Old Town.....

2. Development of sites will be guided by development briefs or masterplans to ensure that full consideration is given to any specific features on-site as well as their wider context. A full schedule of development briefs is provided in Chapter 14.

- 2.8 There are other elements of the Local Plan that will influence design with regards to specific sites outlined in the SPD. These matters are referenced below and in a more general way in the following plan for the city centre.

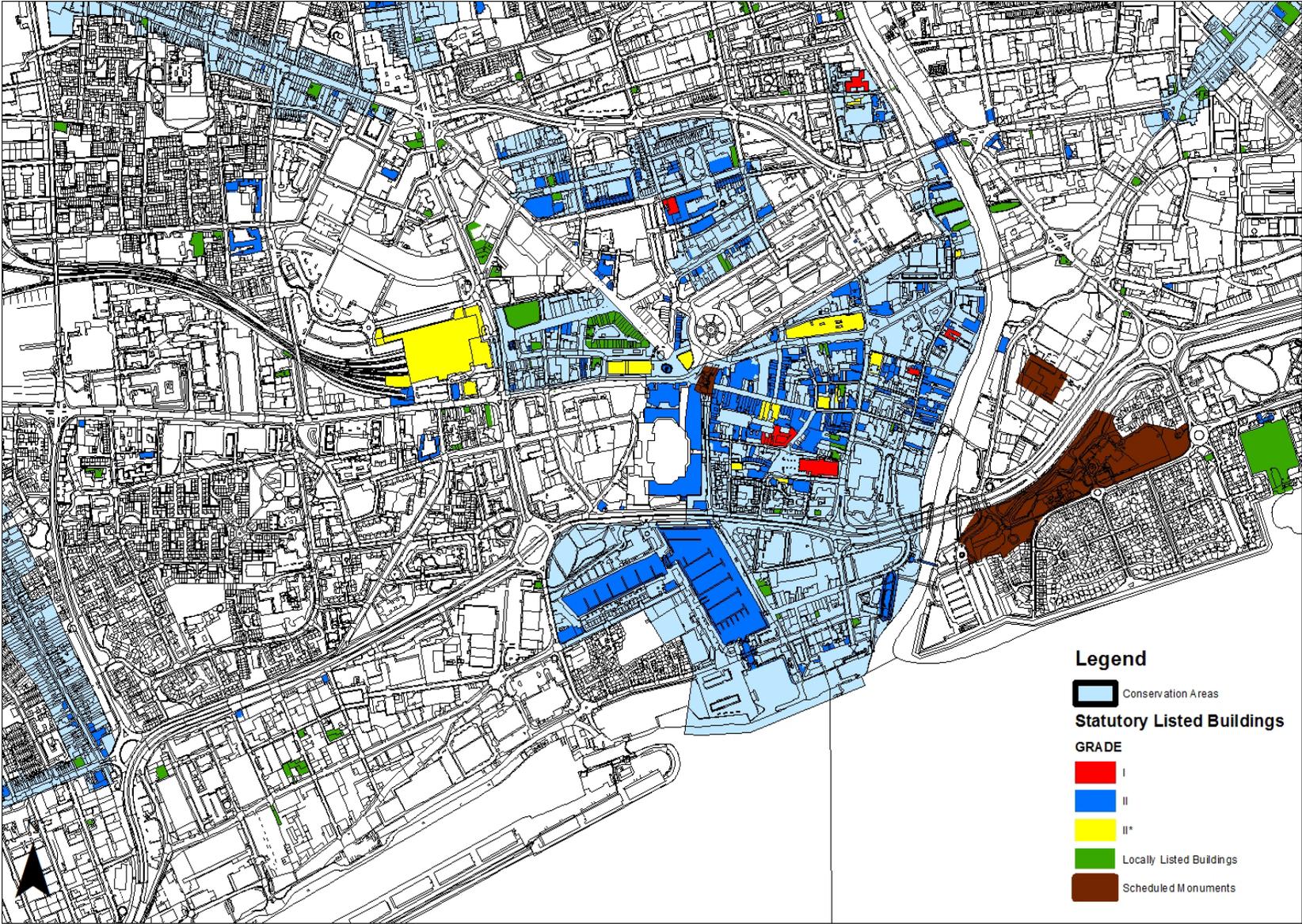
City Centre Plan and Key Sites



Design and heritage

- 2.9 Good quality design that takes account of history and unique features of place is fundamental to good planning. Part 9 of the Local Plan references the value of this in terms of securing a quality built environment and public realm. Design and access statements are required for major schemes in demonstrating how design related policy considerations have been addressed in proposals submitted for planning consent. Design proposals for all sites should be able to demonstrate how they have been developed from an understanding of place gained through methods such as context appraisals, site analysis, and character appraisals. Policy 14 Design sets out criteria based design requirements including how proposals support delivery of a high quality environment, through such matters as relationship to the character of the surrounding built form and connectivity, scale/massing, inclusive access and creating active frontages. Policy 15 Local Distinctiveness refers to proposals having special regard to certain design criteria including landmark or gateway locations, or in applying contemporary architecture solutions that respect heritage assets.
- 2.10 Policy 16 Heritage Considerations references places with heritage value in Hull. The Old Town, Jameson Street, Georgian New Town, and Charterhouse Conservation Areas designated will effect related development proposals. Special consideration is required in assessing the impact of schemes on the character and appearance of these areas. Character Appraisals provide details of what is important and prescribe appropriate use of design and materials to complement what exists.
- 2.11 Archaeology can be an important heritage asset. The sites in the vicinity of the River Hull are likely to contain well-preserved, deep, waterlogged and complex archaeological deposits. These are likely to consist of a sequence of medieval timber waterfronts with their associated buildings and activities. The archaeological picture is further complicated on the eastern side of the River Hull where the medieval and Tudor defences of the town and port are located. These deposits are likely to be nationally important and, as a result, it is essential that any development along the River Hull is informed by an appropriate scheme of sampling, survey and evaluation to establish the significance of the site(s).
- 2.12 The locations of certain designations are provided in the figure overleaf on page 15.

Heritage Assets Map



Residential schemes

2.13 Residential use is a key land use sought on sites within the City centre, equating to around 2,500 units, as indicated in the Local Plan. Given the scarcity of land and proximity to the public transport interchange, proposals should generally be at a higher than normal (over 50 dwellings per hectare) development density unless the character of the site's surroundings suggests otherwise. Opportunities should be taken in mixing uses on certain sites of benefit in extending other daytime activities. Sites close to the River Hull also afford 'warehouse type apartment living' development opportunities, in common with what exists nearby. The Government is also keen to see conversions from offices as changes of use to housing now form part of a prior approval process. Policy 3 – Housing requirement and site allocations references particular sites in the city centre under Table 5.6 and 5.7 in the Local Plan along with Policy 6 – Housing space standards.

Traffic impacts and parking

2.14 As part of any planning application an appraisal of the transport impact of the development on the surrounding network will be required to support the development proposal, where appropriate. Policies 26 - Location and layout of development and 27 – Transport Appraisals (and Appendix B) of the Local Plan specifies the thresholds for different land uses at which a Transport Statement (TS), Transport Assessment (TA) and Travel Plan (TP) is required to be produced. The Highway Development Control Section should be consulted to scope out the assessment in the first instance. Regard should also be given to the pedestrian and cycle user as set out under Policy 36 - Walking, cycling, and powered two wheelers.

2.15 Vehicle parking standards including for cycle parking are also important to ensure that appropriate on-site provision is made. Under Policy 31 - City centre car parking references parking requirements and Policy 32 – Parking Standards of the Local Plan requires space for various uses. There is flexibility for schemes occurring within the city centre because it is accessible for modes other than the private car. This is especially the case for residential uses close to the public transport interchange. A benchmark is set at 20% of the normal city wide requirement in the Parking Strategy SPD for all proposals in the city centre. It is likely that standards could also be partially or fully met through use of existing nearby car parks provided space can be demonstrably secured, and retained as such, to serve the use proposed, perhaps through a planning agreement.

Design in responding to climate change

- 2.16 Hull is a city built around water which brings opportunities but also brings challenges. Whilst waterside living is seen as an attraction the risk of flooding is something that needs addressing through good design. The flood risk that the city faces means that significant work over the past decades has gone into understanding the risk and providing the necessary infrastructure. Considerable investment has and is going into flood alleviation on the River Hull, Humber and surface water and sewer flooding. The Local Plan is supported by a very detailed level 2 Strategic Flood Risk Assessment. This SFRA has used complex hydraulic modelling to zone the city into flood risk areas and the mitigation required to ensure that appropriate development can be safe for its lifetime. The SFRA was used as the evidence base for the Local Plan and Policies 37 - flood defences, 38 - surface water and drainage, 39 - promoting sustainable drainage and 40 - flood risk assessments. Given the extensive assessment of the risk and through partnership working with the Environment Agency and Yorkshire Water, all parties fully supported the city centre allocations and appropriate design solutions are capable of dealing with these constraints.
- 2.17 Certain sites are located next to River Hull or Humber defences. Proposals should be designed so as to ensure that the development is protected for its lifetime (100 years). Defences will need to be raised for protection in this respect from current levels. Local Plan Policy 37 also requires an 8m space from the edge of any River bank, to enable maintenance by the Environment Agency. As a consequence no trees or significant obstacles should be located here but a range of landscape measures should be explored, particularly where this will enhance the public realm. Any proposal should be drafted in consultation with the Environment Agency. Integrated flood resilient design is also expected and measures to minimise surface water run-off should be provided e.g. green roofs, permeable surfaces, and 'rain gardens' integrated within the high quality public realm. Many sites also present opportunities including permeable surfaces and tanking rather than features such as pond/swales and filter strips. Design should follow existing best practice and design manuals – CIRIA SuDs Manual and other texts. SuDs approaches should be used to attenuate and reduce (such as grey water re-use) surface water from roofs, roads and hard standings. Opportunities should be taken to improve the natural landscape and biodiversity.
- 2.18 Developers should also take account of climate change and its consequences, in a way that makes development financially attractive to occupiers. In terms of heatwaves and increased summer temperatures, developments need to be mindful of the impact of prolonged periods of sun on south facing aspects. Passive solar gain should be used in a way that avoids mechanical and costly ventilation or air conditioning. External shading can reduce excessive heat and sun penetration. A District Heating Network (DHN) for the city centre is being considered. More details will emerge in due course but large scale development proposals on key sites should consider how best to

make a connection to this through site design and heating system choice, even if this means amending the design to accommodate a future connection. Communal heating systems integral to larger schemes should also make a connection to the DHN. If the site is close to the network, and it has been identified for connection, then it will be expected to connect to the network. Policy 18 Renewable and low carbon energy design deals with how proposals should respond. South facing roofs can also be a source for solar thermal or photovoltaic energy. Riverside locations also offer a source of passive ventilation which also applies to the external environment where the urban heat island effect is tempered by the cooling effect of bodies of water. Green roofs should also be considered as they can supply water for grey water systems, cool the air, reflect sunlight/UV rays and expand biodiversity.

Other specific considerations

2.19 Other considerations include Local Plan Policy 47 Atmospheric pollution references an Air Quality Management Area centred over the A63 Castle Street trunk road, and within this is an area of exceedance. Residential proposal submissions are required to be accompanied by an assessment of air quality (for sites 2, 3, 4, 5, 8, 11 and 12 in Key Sites Map) and within the area of exceedance (for site 5 on the Key Sites Map), to demonstrate how air quality within any building can be brought within acceptable limits.

2.20 The city centre is a dynamic place. Significant potential works are anticipated that will impact the development of key sites. The design guidance takes these anticipated works into account. Different options are put forward that illustrate how the sites could be designed having assessed the local context and design potential. These works and impacts include the:

- potential for an Ice Arena to be relocated from its present location (site 12, on the western edge of the city centre) to a retail-led scheme at Albion Square (Key Site 1);
- potential for a cruise terminal referenced in the Local Plan (see figure on page 17) at The Deep (Sammy's Point) which could potentially include relocating business uses to other parts of the City centre close to the estuary, such as at Blackfriargate (Key Site 2); and
- A63 (Castle Street) upgrade. This is a Highways England scheme designed to improve port access, address air quality issues and reduce severance between the city centre and its waterfront. The scheme involves a cutting and bridge at Mytongate and local road/cycle network/pedestrian footbridge improvements serving different parts of the city centre. There are land reservation needs

that extend beyond the actual finished road alignment limits. The current proposals for the scheme are outlined on page 18 but they will directly affect Key Sites 2 and 5 – Blackfriargate and Myton Street. It is anticipated that further detailed modelling will be required to ensure proposals work in traffic terms.

Cruise terminal location



A63 Trunk Road improvements



1. Key Sites – key design challenges

- 1.1 The following highlights design issues based on detailed design analysis undertaken for each site as outlined in the Supporting Document. A range of key design issues are put forward for applicants to address as part of submissions for planning consent. Indicative drawings have also been supplied in demonstrating how each site could be developed but these are not the only forms of suitable development. A City Centre Delivery and Investment Plan (see page 12) is also provided that brings together current and planned investment. This also offers scope in considering future development potential, action and priorities in the form of an overarching ‘masterplan’.

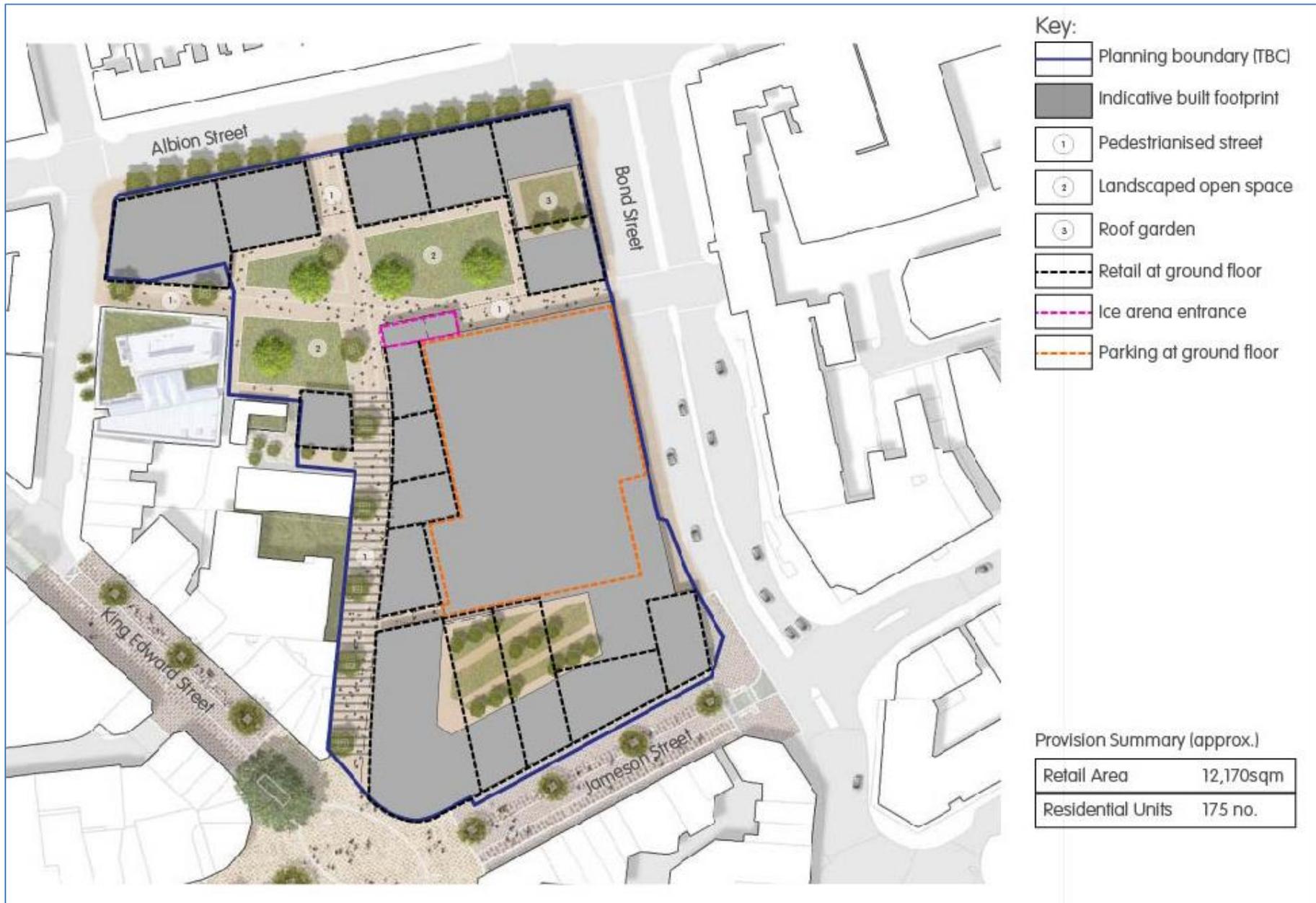
Site 1 – Albion Square

- 1.2 The site affords an opportunity for a high quality mix of retail, leisure, restaurants and housing with a central public square. The intention is to better connect this site with the rest of the primary shopping area and existing public realm provide an appropriate setting for listed buildings on Albion Terrace, consider the possibilities for retaining the locally listed Three Ships Mosaic and ensure development responds in design terms to the adjacent Conservation Area.

Key site 1 - Albion Square Design Challenges and Opportunities

Site specific design challenges and opportunities for the development of Albion Square include:

- a. appropriate corner treatments including ground floor retail/service use fronts onto King Edward Street/Jameson Street;***
- b. King Edward Square corner entrance to create a visual and functional focus on this part of the primary shopping area;***
- c. the housing/flats to front Albion Street should respond to the Georgian terraces opposite including in terms of building scale, plot width, rhythms and proportions, and perhaps wrap the Albion Street/Bond Street corner;***
- d. retail and service uses should front onto Jameson Street and Waltham Street;***
- e. a public square to be faced with active frontages and provide spill out uses from restaurants;***
- f. vehicle servicing from Bond Street to be screened from public locations;***
- g. pedestrian priority Albion Square public realm to be provided that links Waltham Street to Bond Street and makes an impressive open and welcoming pedestrian ‘animated’ link to the New Theatre;***
- h. adding architectural interest and detailing in making the most of street facing elevations; and***
- i. re-development of the southern part of the site that should include the BHS locally listed wall mosaic in situ and murals unless there is clear evidence this is not feasible or viable, or there are better ways to re-interpret these features.***





Site 2 – Blackfriargate

- 1.3 This is a key 'gateway' site for the former Fruit Market area where fronts to existing roads should be reinstated involving one or a mix of main town centre uses including some residential reflective of the Old Town Conservation Area character and appearance. The site offers multi-storey-parking opportunities given its location beneath Myton Bridge in addition to making better connection with the Old Town.

Key site 2 – Blackfriargate Design Challenges and Opportunities

Site specific design challenges and opportunities for the development of Blackfriargate include:

- a. achieving something that is high quality reflective of its location next to the A63 and 'gateway' entrance to the Fruit Market area;***
- b. the layout being orientated in a way that improves pedestrian/cycle connection from High Street (thereby removing the need for the Castle Street pedestrian crossing) or in such a way that it makes the most of any public space between, and linking to, the Old Town and new public realm at C4Di;***
- c. that buildings reinstate the original building lines along Blackfriargate, Humber Street and Queen Street and framing the vista to the Minster Tower in views along Queen Street;***
- d. incorporating parking on-site and screened from general public view;***
- e. incorporating and/or replacing trees/planting to help soften the built form;***
- f. having a contemporary building that sits comfortably within its surroundings;***
- g. the reinstatement of former alleyways or connections into the design;***
- h. that layout responds to outward views or glimpses toward landmark buildings and to key views towards this site from the surrounding area;***
- i. incorporating public realm works which both respond to important views along Blanket Row and Humber Street toward the Marina and complement the existing public realm works in the Fruit Market; and***
- j. that it provides a strong office presence.***



Key:

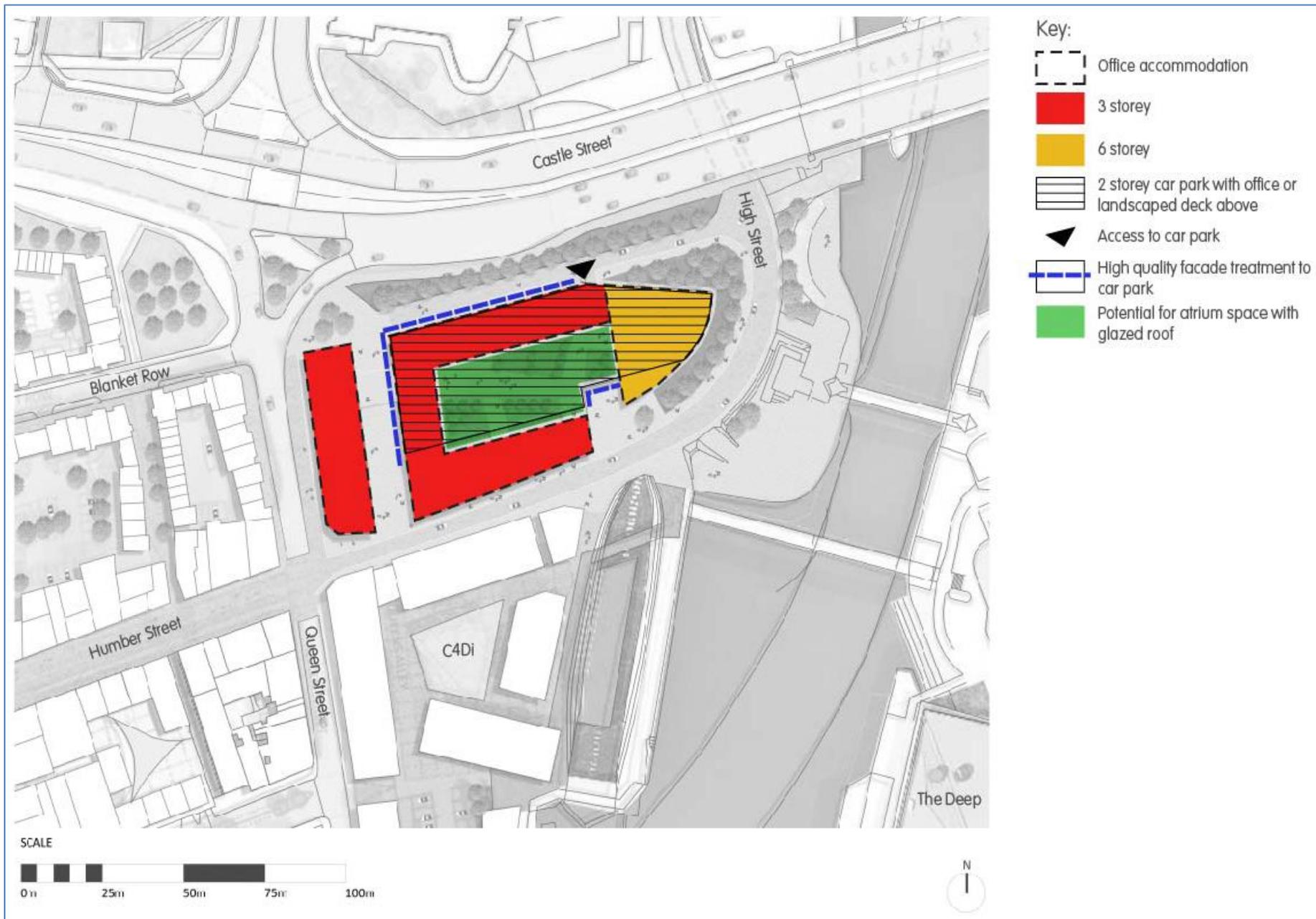
- Indicative built footprint
- 1 Landscaped deck over car park (potential to create an atrium space with glazed roof)
- 2 Existing vegetation retained and enhanced
- 3 Potential bridge link to landscaped deck
- 4 Enhanced public realm

Provision Summary (approx.)

Office area	7200m ²
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SCALE





Site 3 – Portside

- 1.4 This is a particularly environmentally sensitive site and one of the city's most distinctive historic dockland places. It is also prominent in several key views across the Fruit Market area as well as views towards it from other parts of the city centre as well as new views across it from the new pedestrian bridge. Designs for offices with ground floor restaurants or other leisure uses, or uses ancillary to residential use or mix of these uses should respond to its unique Marina location as well as reinstate the new road frontage. High quality glazed buildings could complement Humber Quays offices nearby.

Key site 3 - Portside Design Challenges and Opportunities

Site specific design challenges and opportunities for the development of Portside include:

- a. addressing and responding to the unique marina location and highly prominent position within the Old Town Conservation Area and nearby listed buildings;***
- b. a preference for contemporary buildings with heights reflective of the local context;***
- c. difficulties in providing parking on-site so long term off-site provision is necessary;***
- d. retaining the Public Right of Way through the site;***
- e. addressing pedestrian access around the Humber Dock basin and Marina that should be retained and enhanced to enable cycle access;***
- f. incorporating public realm works to animate the building fronts and outdoor space and in a way that complements works already in place within the Fruit Market area;***
- g. incorporating dual aspect arrangements including ground level uses which animate and activate the waterside;***
- h. retaining and enhancing the local heritage assets including the dock, lock, swing bridge, tidal basin walls, street surfaces and rail lines together with dockside paraphernalia; and***
- i. a layout that responds to outward views or glimpses toward landmark buildings and to key views towards this site from the surrounding area.***





Site 4 – Humber Quays

- 1.5 This former dockside site has significant opportunities for residential blocks that overlook the Humber Estuary but in a way that provides a linear public realm connected to Humber Quays and a riverside promenade. This site adjoins, and at its eastern edge lies partly within, the Old Town Conservation Area. The redevelopment of this area will need to address views looking westwards from the Fruit Market and Humber Dock.

Key site 4 – Humber Quays Design Challenges and Opportunities

Site specific design challenges and opportunities for the development of Humber Quays include:

- a. creating a domestic scale street frontage on Wellington Street West;***
- b. creating distinctive architecture reflective of its former warehouse/boat building use but with a preference toward something contemporary in character of sufficient height befitting an open estuary frontage location;***
- c. creating a west to east riverside pedestrian/cycle friendly promenade with through routes from Wellington Street West;***
- d. maximising opportunities for tree planting and biodiverse soft landscaping;***
- e. incorporating on-site public open space, children play space and public art;***
- f. retaining trees and planting along Wellington Street West;***
- g. incorporating a mix or blend of surface, undercroft and/or multi-storey vehicle parking;***
- h. no self-contained apartment with habitable rooms being at ground floor level and a place of safety being provided to address flood risks;***
- i. retaining and enhancing through hard/soft landscaping (or diverting) the Public Right of Way on the western side of the site;***
- j. taking pedestrian priority measures in linking the site to the current Ice Arena site 12;***
- k. incorporating ground level uses which activate the waterside promenade; and***
- l. enhancing views looking toward and out from the Old Town Conservation Area.***





Site 5 – Myton Street

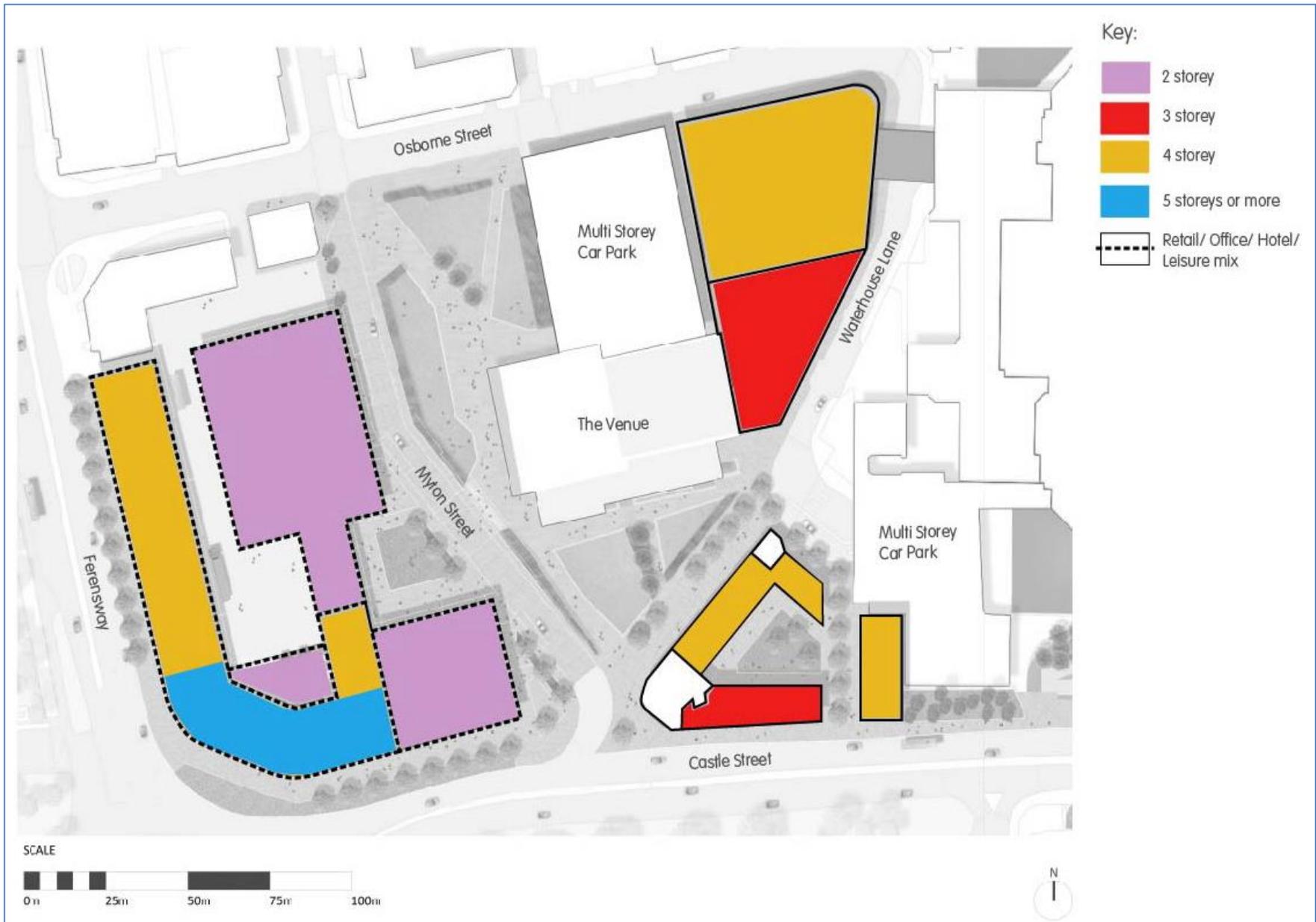
- 1.6 The Venue is completed and provides a catalyst for a new city centre quarter. The surrounding land/premises and new associated retail and leisure uses should respond in a way that highlights the corner with Ferensway and makes viable and sensitive use of the existing Listed Buildings fronting the A63 Clive Sullivan Way.

Key site 5 – Myton Street Design Challenges and Opportunities

Site specific design challenges and opportunities for the development of Myton Street include:

- a. addressing the A63 Castle Street improvements road alignment;***
- b. maximising views/glimpses to The Venue from public locations;***
- c. incorporating Princes Quay extension in over-sailing Waterhouse Lane and re-designing the west side of Myton Street;***
- d. re-using Castle Buildings and the Earl de Grey public house with its tiled façade being visible and accessible to the public realm;***
- e. the former Earl de Grey public house being retained and reused, or only in exceptional circumstances such as it being required for the A63 road improvement scheme, would relocation be considered and then the most valued parts of the building would be integrated into the street scene;***
- f. making a landmark building on the Ferensway/Castle Street corner through building massing or other treatment;***
- g. reinforcing the route in connecting the site to the new A63 pedestrian bridge;***
- h. using matching materials and planting/lighting to follow/complement the Venue public realm;***
- i. incorporating architectural design and detailing to maximise visual interest on elevations to the street or public realm;***
- j. enhancing the appearance of southern and western sides of Princes Quay car park elevations and perhaps the western elevation to Osbourne Street car park, such as by installing a green wall;***
- k. improving Anne Street public realm in connecting it with the rest of the city centre;***
- l. delivering ground floor active frontages involving a mix of retail, food and beverage uses;***
- m. improving the pedestrian links between the Venue, Princes Quay and Myton Street retail park;***
- n. creating ground floor uses that could predominantly be retail and/or leisure; and***
- o. creating upper floors that could be suitable for a mix of residential, hotel and office uses.***





Site 6 – East Bank

- 1.7 Designs for new residential use should respond to the riverbank location in exploiting the views toward both the Humber and River Hull, along with public access along a high quality promenade. Existing historic buildings should be re-used wherever possible. Residential use here offers significant scope to provide additional footfall in the Old Town, and on Whitefriargate as a thoroughfare, and as a result will help encourage vacant and underused properties back into beneficial use. Proposals should take place in a way that conserves the setting of these heritage assets. There may be further scope to extend the site by incorporating land to the east through to Garrison Road but the current employment uses of this estate is important for the local economy.

Key site 6 – East Bank Design Challenges and Opportunities

Site specific design challenges and opportunities for the development of the East Bank include:

- a. using appropriate height to width building and space ratios in relation to the opposite bank and in particular between Scale Lane Bridge and the Drypool Basin;***
- b. making the most of important views between the scheme and the Old Town Conservation Area;***
- c. creating an inviting riverside promenade environment that complements the quality used on the opposite bank and which links to public squares between buildings is key and that includes play areas/features, public art and some soft landscaping/trees;***
- d. retaining and ensuring the Crown Dry Dock becomes a key feature of the public realm;***
- e. maximising ground floor frontages that also activate the public realm;***
- f. retaining and re-using existing historic buildings and features including the Buoys Shed, Lock Keeper Cottage, crane and former Wellington Public House;***
- g. incorporating new or improved accessible pedestrian/cycle routes from Scale Lane Bridge to The Deep and Victoria Dock village including high quality lighting/landscaping beneath Myton Bridge;***
- h. incorporating the Public Right of Way;***
- i. making the most of the public realm on the landing point of Scale Lane bridge;***
- j. parking to be provided with access to Tower Street or off-site but not directly visible from the riverside; and***
- k. evaluating the potential for and deal with important archaeology.***

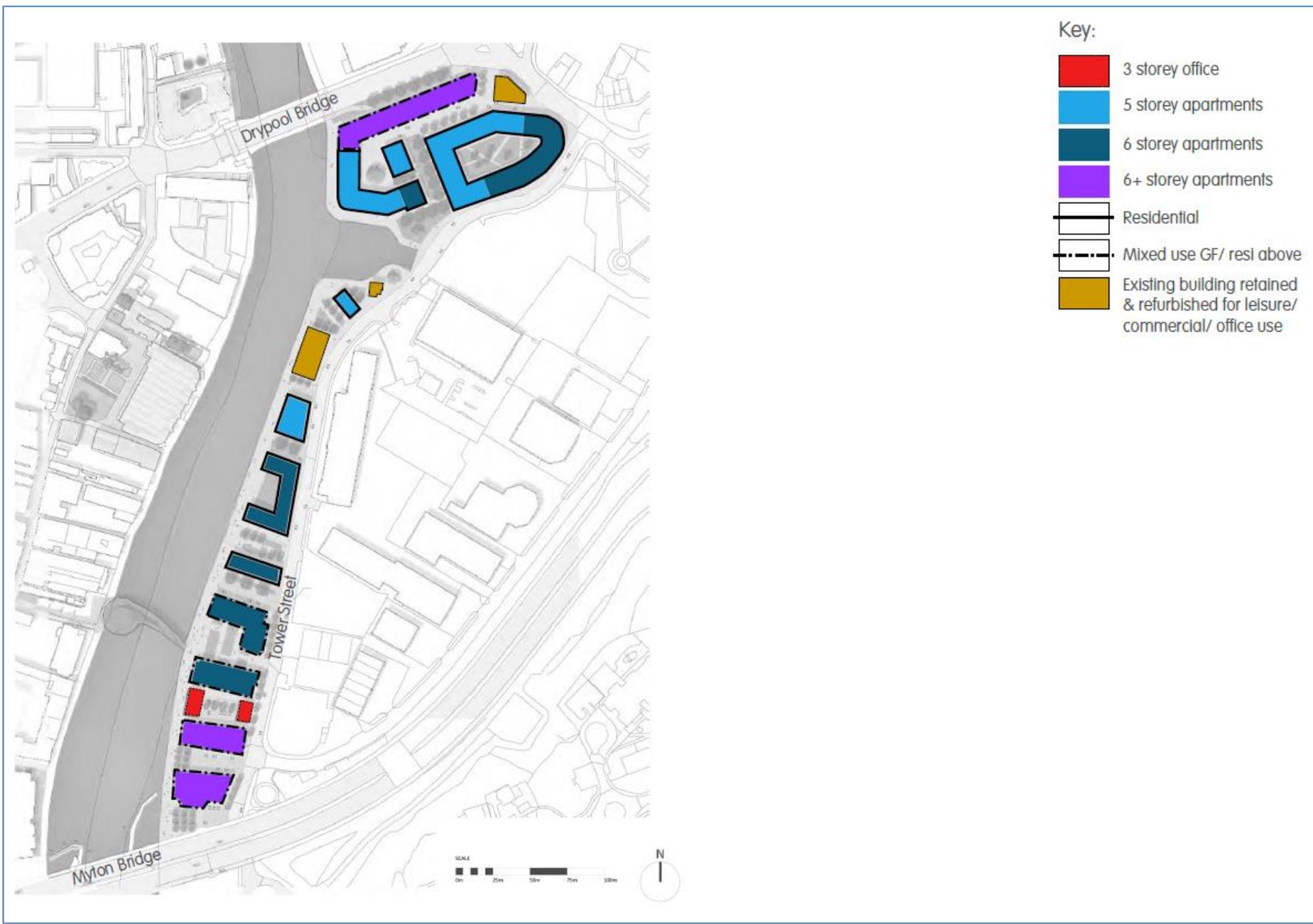


Key:

- Indicative built footprint
- 1 Pedestrianised river frontage
- 2 Landscaped open space
- 3 Landscaped deck
- 4 Leisure/ commercial use*
- 5 Enhanced pedestrian route to the Deep
- 6 Location of former dry dock

Provision Summary (approx.)

Residential units	800 no.
Office area	6000 sqm
A1, A3-A5 uses	2500 sqm



Site 7 – Dock Office Row

- 1.8 This site has links to the city's historic maritime past and is now the focus for mixed uses including housing but centred on a new Yorkshire Maritime Project. Designs should respond to the scale and character of the historic dockside buildings and structures. A key issue will be to improve pedestrian connectivity with the Old Town and, in particular, the crossing at Clarence Street but other connections will have to be addressed.

Key site 7 – Dock Office Row Design Challenges and Opportunities

Specific design challenges and opportunities for the development of the Dock Office Row area include:

- a. buildings having a riverside aspect and making the most of important views from/to the scheme;***
- b. bringing the Dry Dock back into beneficial amenity/leisure use;***
- c. creating a landmark building on the High Street/Clarence Street corner that also visually links to the character along High Street as well as reinstating other important frontages;***
- d. taking account of the footprint and scale of earlier buildings and their generally perpendicular siting and relationship to the River Hull and responding to the maritime importance and river setting, including integrating the public realm, use of materials, public art installations and sensitively relocated the locally listed crane;***
- e. making the most of the existing heritage assets including listed buildings and other key heritage structures to be retained and re-used;***
- f. incorporating a blend of undercroft and surface car parking provided this is done in a way that does not create cluttering of space or is otherwise screened from public view;***
- g. providing some long stay off-site parking provision;***
- h. upgrading flood defences to meet a 100 year risk standard over the life of the development;***
- i. incorporating pedestrian access between the High Street and River Hull frontage;***
- j. achieving active or commercial ground floor uses and frontages onto High Street/Clarence Street;***
- k. the consistent use of materials to surfaces and lighting on the riverside promenade; and***
- l. the consideration of desire lines and their treatment in accessing the development.***





Site 8 – High Street

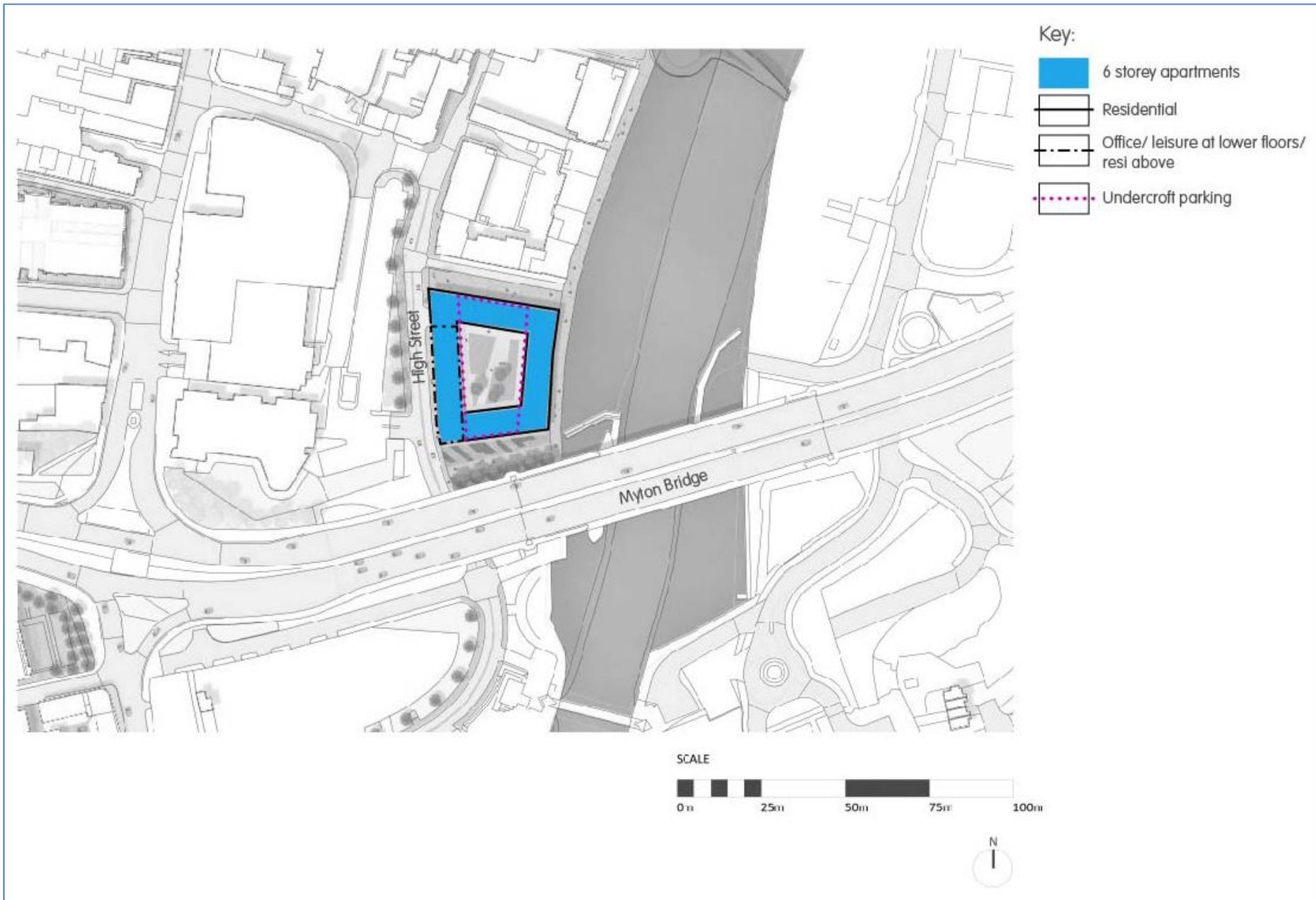
- 1.9 This is an important gap site that lies alongside the River Hull and High Street but within the historic Old Town. Its development should reflect the sites prominence next to Myton Bridge and on High Street, making it highly visible to visitors on its approach from the A63. Sandwiched between Church Lane Staith and Myton Bridge this site provides an ideal residential use opportunity provided there is parking and materials/design complements the historic location and adjacent buildings within the Conservation Area.

Key site 8 - High Street Design Challenges and Opportunities

Site specific design challenges and opportunities for the development of High Street include:

- a. layout being sensitive the presence of apartments to the north and Myton Bridge to the south of the site;***
- b. roof scape being designed in such a way that it relates well to the surrounding buildings in this part of the Old Town, and, where possible, retains views of the Minster Tower from the A63;***
- c. under croft parking but in a way that is screened from public view especially from High Street and the River Hull;***
- d. retaining and enhancing Church Lane Staith as a pedestrian route;***
- e. improving the public realm of nearby streets north and south of the site in making connections to the riverside footpath and in respecting the proposed works underneath Myton Bridge;***
- f. east and west facing elevations should be primary frontages with active ground floor uses; and***
- g. fully exploiting the potential for a central private open space and/or atrium as a key feature of the scheme or in addressing the local prevalence of long but narrow warehouse buildings perpendicular to the River Hull.***





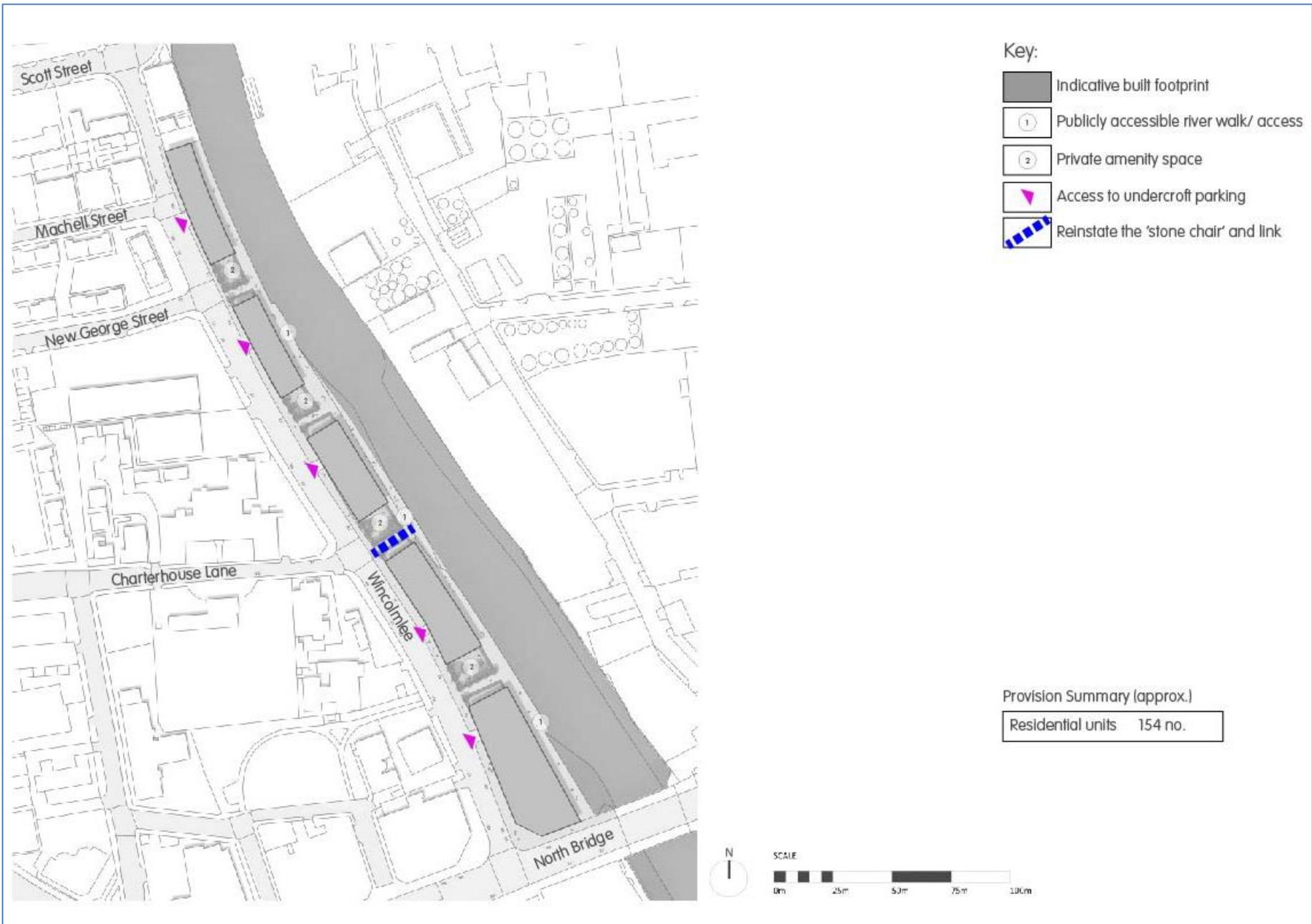
Site 9 – Wincolmlee

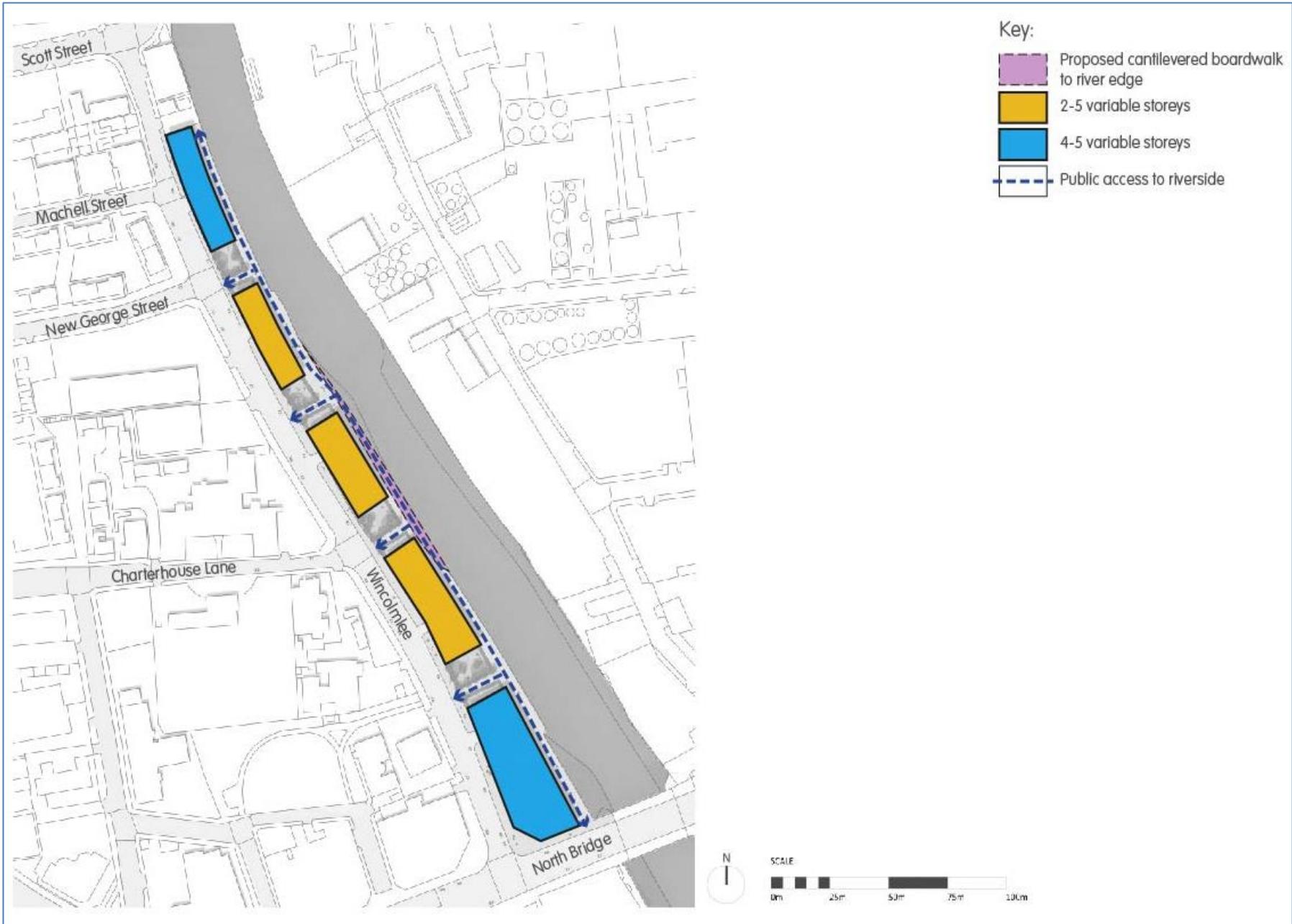
1.10 The long narrow shape of this site provides some design challenges which could be overcome by providing a mix of residential blocks and town houses that align to the road and riverside in a way that responds to the nearby Listed Buildings and Conservation Area. The development of the site presents an opportunity to improve the wider setting of these assets. Given the physical constraints limited parking is required.

Key site 9 – Wincolmlee Design Challenges and Opportunities

Site specific design challenges and opportunities for the development of Wincolmlee include:

- a. providing a layout that provides visual and architectural interest to the street and river frontage reflective of the sites earlier highly variegated historic townscape;***
- b. creating buildings that may well include apartments but could equally be subdivided with a vertical emphasis but avoiding monolithic forms and long inactive ground floor frontage to Wincolmlee or the River Hull;***
- c. respecting the adjacent Charterhouse Listed Buildings and the Conservation Area;***
- d. improving the public realm/link by reinstating the ‘Stone Chair’ in making a connection between Wincolmlee and the River Hull embankment; and***
- e. providing undercroft and off-site parking, depending on the proposed layout and mix of uses.***





Site 10 – Colonial Street

1.11 At the edge of the city centre this site offers block designed residential use opportunities with fronts to existing roads with kerbside parking and internal communal space. Open space that buffers the residential use from St Stephen's entrance might also be suitable in meeting Local Plan requirements and the needs of the development.

Key site 10 – Colonial Street Design Challenges and Opportunities

Site specific design challenges and opportunities for the development of Colonial Street include:

- a. creating opportunities for high density living with kerbside parking and an internal communal amenity greenspace;***
- b. using building heights and detailing in a way that provides visual interest;***
- c. extending the southern located existing urban greenspace that enhances the route toward St Stephen's and buffers this from new housing;***
- d. using the existing and/or new proposed urban greenspace for a children's play area; and***
- e. incorporating a pedestrian/cycle priority shared space on Portland Street between Colonial and Spring Streets, to prevent vehicle 'rat-running.'***





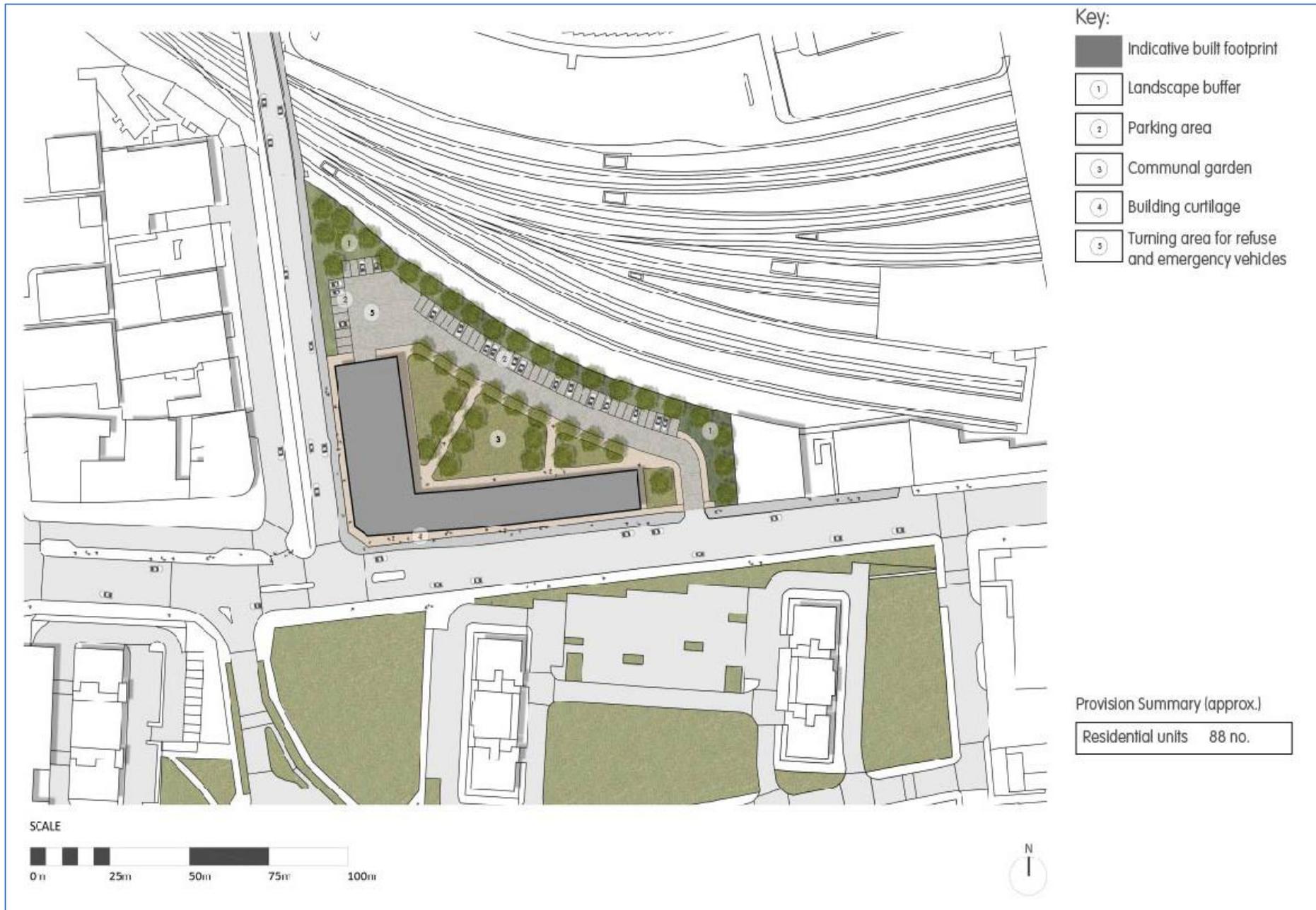
Site 11 – Anlaby Road

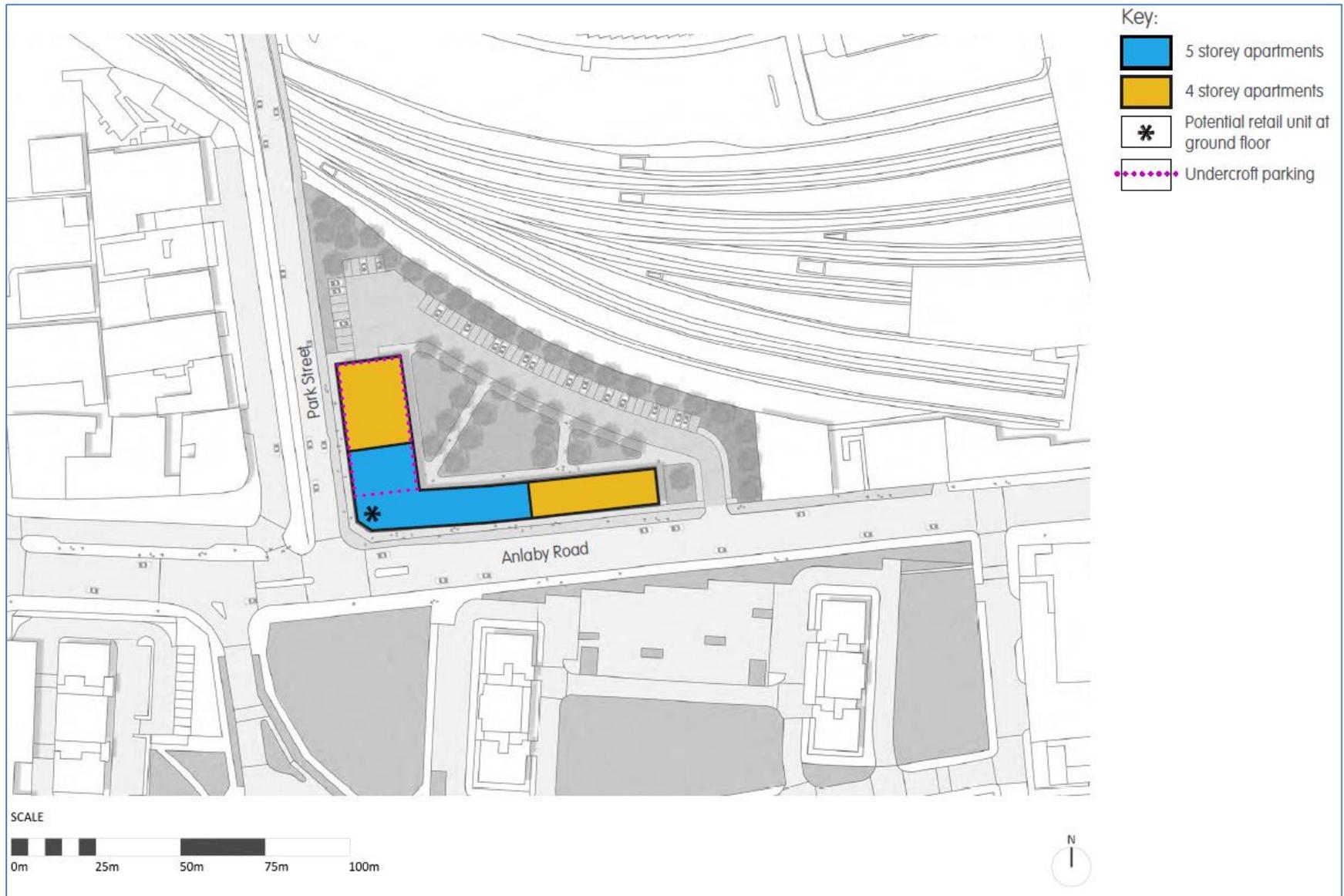
- 1.12 At the edge of the city centre anticipated residential design on this site should respond to the nearby railway track and activities to the north as well as road traffic to the west and south. Landscape buffering might be required to mitigate potential impacts on residential amenity.

Key site 11 – Anlaby Road/Park Street Design Challenges and Opportunities

Site specific design challenges and opportunities for the development of Anlaby Road/Park Street include:

- a. buildings to be significant in scale and massing and in particular to create a strong corner to Park Street/Anlaby Road;***
- b. addressing the impacts of noise derived from the railway and road perhaps through elevating residences, building attenuation works and/or landscape buffering;***
- c. reflecting elements from the surrounding built form;***
- d. incorporating landscaping/trees buffer to the northern boundary;***
- e. access and servicing space for vehicles being on the north side of the building and not Anlaby Road; and***
- f. incorporating communal amenity space.***





Site 12 – Ice Arena

1.13 As the Ice Arena is due to be relocated the site offers opportunities for residential use. The site is not allocated for any specific purpose in the Local Plan so other uses may be appropriate but given the surroundings residential is preferred subject to proposals meeting flood sequential and exception tests. There are prospects to extend residential use further west on land owned by the City Council but leased to the current Odeon Cinema. Landscape buffering should also be provided to protect prospective residential amenities.

Key site 12 – Hull Ice Arena Design Challenges and Opportunities

Site specific design challenges and opportunities for the development of the Ice Arena include:

- a. distinctive architectural character being required of a domestic scale to complement existing housing to the east;***
- b. ensuring housing fronts onto Kingston Street and Manor House Street;***
- c. using building heights or other detail to emphasise corners as part of local distinctiveness;***
- d. retaining and enhancing the existing buffering in protecting residential amenity from port related uses to the south and leisure uses to the west;***
- e. addressing the noise from the operational port;***
- f. retaining and enhancing the landscaped strip fronting Kingston Street;***
- g. undertaking pedestrian priority measures with hard/soft landscaping in linking the site to the proposals at Humber Quays – Site 2 and the Public Right of Way; and***
- h. providing on-site in-curtilage parking.***



