

Newington & St Andrew's Area Action Plan

Hull City Council
Development Plan Document

Adopted February 2010

Newington
St. Andrew's
Visionary

Be part of it.



Contents & Appendices



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PART 1	THE PLAN & THE VISION	1
1.0	The Vision for Newington & St. Andrew's	3
PART 2	AREA BASED POLICIES AND PROPOSALS	11
2.0	Hawthorn Avenue	13
3.0	West Park	19
4.0	Boulevard	25
5.0	Hessle Road	31
6.0	Anlaby Road	37
7.0	Albert Avenue	43
8.0	Coltman Street	49
9.0	Dairycoates	55
PART 3	POLICIES AND PROPOSALS FOR THE WHOLE OF NEWINGTON & ST. ANDREW'S	63
10.0	Housing and the built environment	64
11.0	Public realm	70
12.0	Delivery strategy	75
APPENDICES		95
Appendix 1	Glossary of Terms	96
Appendix 2	AAP Proposals Map and Illustrative Masterplan	
Appendix 3	Annex A - Design Guidance	



**Newington
St. Andrew's
Visionary**

The Plan & the Vision

This part of the Area Action Plan explains the Vision for the area's future, based on the issues facing Newington & St. Andrew's at present.



The Vision for Newington & St. Andrew's



A popular, lively inner suburb: handy for the city centre and local jobs too... attracting young families because of the green space, the range and quality of homes, and the convenient local services... but also a whole mix of households who like the lively quirkiness of Hesse Road, coupled with the Victorian and Edwardian heritage... offering them something different from - but just as attractive in its own way as, say, the Avenues or the West Hull villages.

The Vision for Newington & St. Andrew's

1.1 Our Shared Vision

1.1.1 The year is 2024. You walk out of the front door of a home that incorporates the very best in modern design and traditional qualities. It's set around enclosed and secure green spaces and gardens, fronting onto a simple pattern of streets, pavements and public spaces.

1.1.2 A new and charming urban village has come alive with a vibrant mix of almost 2,000 eco-homes and apartments and a further 2,600 Victorian and Edwardian homes restored to their former glory – integrated into a community of some 9,000 homes and 19,500 people.

1.1.3 As you walk through the leafy, pedestrian-friendly streets, the exciting public artworks and impressive historic features catch your eye.

1.1.4 Anlaby Road and Hessle Road are bustling with shoppers and visitors attracted by the diverse range of shops, easy going atmosphere and quirky character.

1.1.5 Getting around the area is easy. A series of new and revitalised parks and planted walkways connect West Park to Hessle Road, providing safe places for people of all ages to play, meet and chat.

1.1.6 You could travel to work by car but the transport links are so good, it's not worth the hassle.

1.1.7 Your area is a highly desirable, safe and comfortable place to live. There are many excellent local services and jobs, education and training facilities nearby and lots of provision for sport and recreation.

1.1.8 As always, Newington and St Andrew's is a spirited, close-knit community. Over the years this has been reinvigorated by the return of many of those who had left, and by newcomers, attracted by the choice of housing, the excellent local services, the quality of life and, of course, the people.

1.1.9 Once again, this proud area is one of the most popular, vibrant and exciting places to live in the region and known throughout Hull and the East Riding as the "village within a city". It offers a well-connected inner urban alternative to the suburbs and the west Hull villages, attractive to a wide range of people.

...This proud area is one of the most popular, vibrant and exciting places to live in the region and known throughout Hull and the East Riding as the "village within a city"

There is a strong sense of community and a readiness for change.

1.2 The potential

1.2.1 The area is alive with the potential to realise our vision. It has many of the basic requirements for a successful and popular residential area. These include:

1.2.2 Location

Newington and St Andrew's is close to the city centre with its major shopping, leisure and employment, and also to the varied job opportunities of the Humber Waterfront. With good bus routes running through the area, and much of the area only a mile or so on cycle or foot from the centre, this is a well-connected place. It can provide an excellent inner urban residential neighbourhood, particularly attractive to families.

1.2.3 Green space potential

West Park is a great asset and the area has a network of green space that can, if carefully improved, form the basis of a much better quality environment. Good quality parks and open spaces add attractiveness and value to an area's housing.

1.2.4 Local shops and services in the area itself

The neighbourhood is well served by local shopping, on Hessle Road in particular, which is one of the city's strongest locations outside the central area. Other local services need to be improved, but the structure is there for a sustainable community.

1.2.5 Character

Newington & St. Andrew's century-old heritage of buildings and street layout gives it a special character and appeal which make it distinctive as a place in the Hull housing market. Some stock is obsolete and will be replaced, but the new building can take its cue from the existing area, and add good 21st century design to the range of housing that already exists. Coupled with Hessle Road's role as a traditional shopping centre for a wide catchment, and the area's history and culture as the home of the fishing trade, the potential is there for something special and different.

1.2.6 Community

There is a strong sense of community and a readiness for change. Resident surveys have shown widespread support for Gateway's existing programme of demolition, rebuilding and renovation that this AAP will help to support.

1.2.7 Renewal already under way

The AAP is not starting from a blank canvas. New house building is starting and renovations have taken place. Key development sites can provide early opportunities to increase the mix and quality of housing and facilities. So there are plenty of positive opportunities for the AAP to build on. Based on this potential, the AAP provides the framework for large-scale improvement and regeneration.

1.3 The concept for change

1.3.1 We want to make Newington & St. Andrew's a location of choice for existing and new residents by making the most of its urban structure, excellent location and convenient local services. We need to do this whilst tackling the serious problems that exist in the area. These include social and economic issues: the area has high unemployment and high levels of deprivation. They also include housing issues - there are too many, and too concentrated, very small houses, many of them in "court" terraces with no road access, and persistent problems of vacancy.

1.3.2 These acute issues led to Newington & St Andrew's being identified for priority of intervention in Gateway's Strategy and submission for funding in 2005. With this potential for significant change/housing market renewal, the AAP was proposed in Hull's first Local Development Scheme in 2005.

1.3.3 This AAP has a very important role in addressing strategic priorities, including:

- the Government's Planning Policy Statement 1: ensuring that sustainable development is pursued; taking climate change impacts into account in the location and design of development; promote high quality inclusive design in the layout of new developments and individual buildings; and engaging the community in the development of ideas and proposals for the area's future;
- the Regional Spatial Strategy for Yorkshire and the Humber, which, identifies the need to tackle low housing demand in Hull and to gradually transform Hull into a more attractive place and reverse

historical dispersal to the East Riding, reinforcing Hull as a regional centre and achieving more sustainable patterns of development in the sub-region; and

- the Hull and Humber Ports City Region Development Programme, which highlights the need to create a 'residential offer' to prepare and support Hull's economic growth.

1.3.4 Within Hull, the AAP area has been identified as a priority in the emerging Core Strategy (Issues, Options and Preferred Option). The AAP, prepared in advance of the Core Strategy, looks to contribute to the delivery of the key aims of the Hull Community Strategy such as: increase the choice and quality of housing and provide good access to local facilities, services and jobs; improve the environmental quality of Hull's neighbourhoods - this includes making Hull the greenest city in the north with a large network of secure urban parks and open spaces; empower citizens and communities to participate in managing their own neighbourhoods; and, with the potential for a secondary school, the AAP could also help to ensure that all local schools are at the heart of their communities.

1.3.5 Newington & St Andrew's AAP is developed as the regeneration of Hull City Centre is underway, as set out in the emerging Hull City Centre AAP. Newington & St Andrew's regeneration will complement the City Centre role in that it will provide an attractive housing and neighbourhood housing offer for young city centre residents households who wish to move in and settle down.

1.3.6 More information about these strategies can be found in the Evidence Base report.

...increase the choice and quality of housing and provide good access to local facilities, services and jobs; improve the environmental quality of Hull's neighbourhoods...

Figure 1.2
Illustrative Masterplan
 with annotations

Riley College site: new mixed-tenure housing with new open space

Frontage improvement schemes (medium grey on plan): targeted upgrades to houses and streets as package of local improvements

West Park: upgrading and access improvements, as northern part of "Green Lung"

Potential rail halt

New Square: framed by mixed-use development, as "gateway" into city from west

Boulevard area: upgrading and expansion of open space, as central part of "Green Lung", framed by new and improved mixed-tenure housing

Hawthorn Avenue: redevelopment of existing terraces and courts to provide modern housing choice

Wellsted Street: redevelopment of existing terraces and infill of vacant sites to provide modern housing choice

Amy Johnson site: new mixed-tenure housing with new open space

Massey Fields: upgrading and access improvements, as southern part of "Green Lung"

Key

- New housing
- Existing refurbishment programme
- Frontage improvement scheme
- Shopfront improvement scheme
- New mixed use development
- New mixed use development (long term)
- New/improved community facility
- Green and open space interventions
- Streetscape improvements
- Residential street (type IV)
- Employment improvement area (long term)
- Residential (long-term opportunity)



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The strategy is also expressed as a Proposals Map: this is included as a pull-out inside the cover.

1.3.7 To meet the objectives and priorities outlined above will require a transformation of the area and its prospects. Minor tinkering will not be enough to turn around the effect of decades of decline.

1.3.8 We start with the Concept Plan. It shows in broad outline some of the AAP's key themes, and how the area may change in the coming years.

1.3.9 This is something that has already been discussed and debated with many members of the community and with key local stakeholders.

1.3.10 Some of the concepts are long-term aspirations: for example, an attractive green link towards the Humber. Others are part of the essential early interventions which are designed to change both the reality and the perception, in the early years.

1.3.11 Complementary measures and interventions

The physical and spatial interventions which the AAP concentrates on are only part of the story. The regeneration of Newington & St. Andrew's will require a parallel and complementary suite of measures to support the changes outlined here, from the Council and a wide range of public and private partners.

1.3.12 They include:

- employment support, training and job access linkages;
- continued and focussed improvements to community safety;
- high quality urban management and environmental control; and
- measures to improve the condition and management of the private rented sector

1.4 The spatial strategy

1.4.1 Making the concept a reality will mean a lot of change in many parts of Newington & St. Andrew's. The illustrative masterplan, in figure 1.2 opposite, shows what the main changes would be over the whole of the area: major new housing layouts, streets allocated for housing improvement, the extent of the proposed "Green Lung", and so on. This is the spatial version of the vision for Newington & St Andrew's which is being planned by the Council and its partners. Although the exact form of the developments will change as detailed planning applications come forward, this shows how the development may take shape from now on.

1.4.2 The proposals for each specific part of Newington & St. Andrew's are explained more fully, area by area, in Part Two, chapters 2 – 9, which follow.

1.4.3 The strategy is also expressed as a Proposals Map, which shows the land uses and developments allocated to each street and location, as a basis for planning policy and decisions over the lifetime of the plan. This is included as a pull-out inside the cover.

Policy NaSA1: The Vision

Development that poses a risk to the vision for Newington & St Andrew's will not be permitted.



**Newington
St. Andrew's
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Area Based Policies and Proposals

This part of the Area Action Plan (AAP) describes the proposals for each of the eight neighbourhood areas in turn.





Hawthorn Avenue will be transformed into a tree-lined boulevard with generous pedestrian and cycle routes framed by 3-storey townhouses. Either side, a contemporary and spacious interpretation of Victorian and Edwardian housing will provide popular housing that exceeds current expectations...

2.1 Vision

2.1.1 Hawthorn Avenue will be transformed into a tree-lined boulevard with generous pedestrian and cycle routes framed by 3-storey townhouses. Either side, a contemporary and spacious interpretation of Victorian and Edwardian housing will provide popular housing that exceeds current expectations. Community and retail facilities surrounding an attractive space will provide a focus and identity for the area, and a large formal park and more informal green network will provide a stunning green backdrop to a family-focused sustainable community.

2.2 Proposals

2.2.1 Hawthorn Avenue area is the neighbourhood which will be subject to most change. The range of properties in the area is limited and is dominated by small terraced stock. The area contains the highest proportion of court terraces and, although these houses have a role to play in the housing market, they are over-represented here. Other major weaknesses which need to be addressed are the lack of green infrastructure, in terms of parks and open spaces, and environmentally attractive streets and public realm.

2.2.2 The starting point for the regeneration of Hawthorn Avenue is therefore, a combination of improvement to existing housing and streets, plus a new well planned and designed redevelopment of energy efficient homes on sites made available through clearance. This will be achieved by housing-led redevelopment of the former

Amy Johnson School site and much of the area to the east of Hawthorn Avenue, mixed use-led development of the Tradex site on Anlaby road and streetscape and frontage improvements to those streets shown on the proposals plan.

2.2.3 All interventions will raise the attractiveness of the area and will provide Hawthorn Avenue with a greater sense of place. Whilst as much of the existing street layout as is feasible will be retained with enhanced connections, the area will be transformed with a new mixed housing offer that will embrace high quality design.

2.2.4 The public realm of the neighbourhood will also be improved with:

- the creation of two new usable green spaces of different character within the former Amy Johnson site, plus a smaller formal space where the site meets Hawthorn Avenue and Greek Street.
- environmental improvements to the local open space on St. George's Road.
- a new local open space as part of the redevelopment of the terraces at the eastern end of Clyde St/White St.

2.2.5 These actions will provide much needed quality recreational and amenity space for local residents. The opportunity to create some green space frontage will trigger an attractive synergy from west to east across Hawthorn Avenue.

2.2.6 Two sites have been identified to provide new shops and services. These are:

- the former Tradex site on Anlaby road to be developed for mixed use with a possible retail or housing emphasis. It is critical that this new development provides robust frontage onto Anlaby Road. It should include a new community facility at Wheeler Street near the Primary School and the Rainbow Centre.
- an opportunity for a limited number of smaller shops or café/food/drink uses at the public space where the Amy Johnson development fronts onto Hawthorn Avenue.

2.2.7 Policy NaSA2: Hawthorn Avenue area, alongside the proposals map, sets out the Council's proposed policy for the development of this area.

2.3 Choosing the preferred option

The fundamental choice at Preferred Option stage was to select the "maximum" option, especially in terms of the extent of acquisition, demolition and new development. The assessment suggested that the transformational potential, and the problematic and unpopular nature of much of the stock, would justify this scale of change. This approach, which the project team understood from earlier engagement to have a wide measure of support, has been endorsed in broad terms in the subsequent consultation process. The extent of proposed redevelopment has, however, been slightly reduced in the northern (Stirling Street) locality.

Policy NaSA2: Hawthorn Avenue area

- A** All development in the Hawthorn Avenue area should conform with Policies NaSA10-18, Design Principles as shown in Figure 2.1, and with the Design Guidance in Annex A and, where appropriate or required by higher tier policies, development briefs, in particular, to:
- (i) create a residential area with a wider choice and mix of housing, easily accessible with safe green spaces and playgrounds, to provide for the relocation of existing residents and attract new residents, in particular, families;
 - (ii) transform Hawthorn Avenue into an elegant boulevard with a focal point around the Small Neighbourhood Centre; and
 - (iii) create a robust frontage to Anlaby Road as part of the Tradex site development.
- B** Planning permission will be granted for proposals which will deliver, or contribute to the delivery of, the vision of the Hawthorn Avenue area, as set out on the Proposals Map, as follows:
- (i) the development of approximately 620-640 homes, a Small Neighbourhood Centre fronting Hawthorn Avenue containing a number of small shops, small scale new community facilities and commercial uses, and approximately 2.09ha of new green space on the former Amy Johnson site;
 - (ii) the development of approximately 370-400 new homes and 0.24ha of new green space on the Hawthorn Avenue East site; and
 - (iii) the development of the Tradex site into a mix of retail, housing and a new community facility on Wheeler Street, at a scale which is commensurate with the Anlaby Road's status as a Large Local Centre.
- C** Gateway and the Council, together with partners, will undertake a programme of:
- (i) approximately 1150 demolitions of dwellings (as indicated on the phasing plan);
 - (ii) 100 house frontage improvements;
 - (iii) streets improvement totalling 3000 metres; and
 - (iv) improvement of 2.16ha of existing green space; as indicated on the Proposals Map.

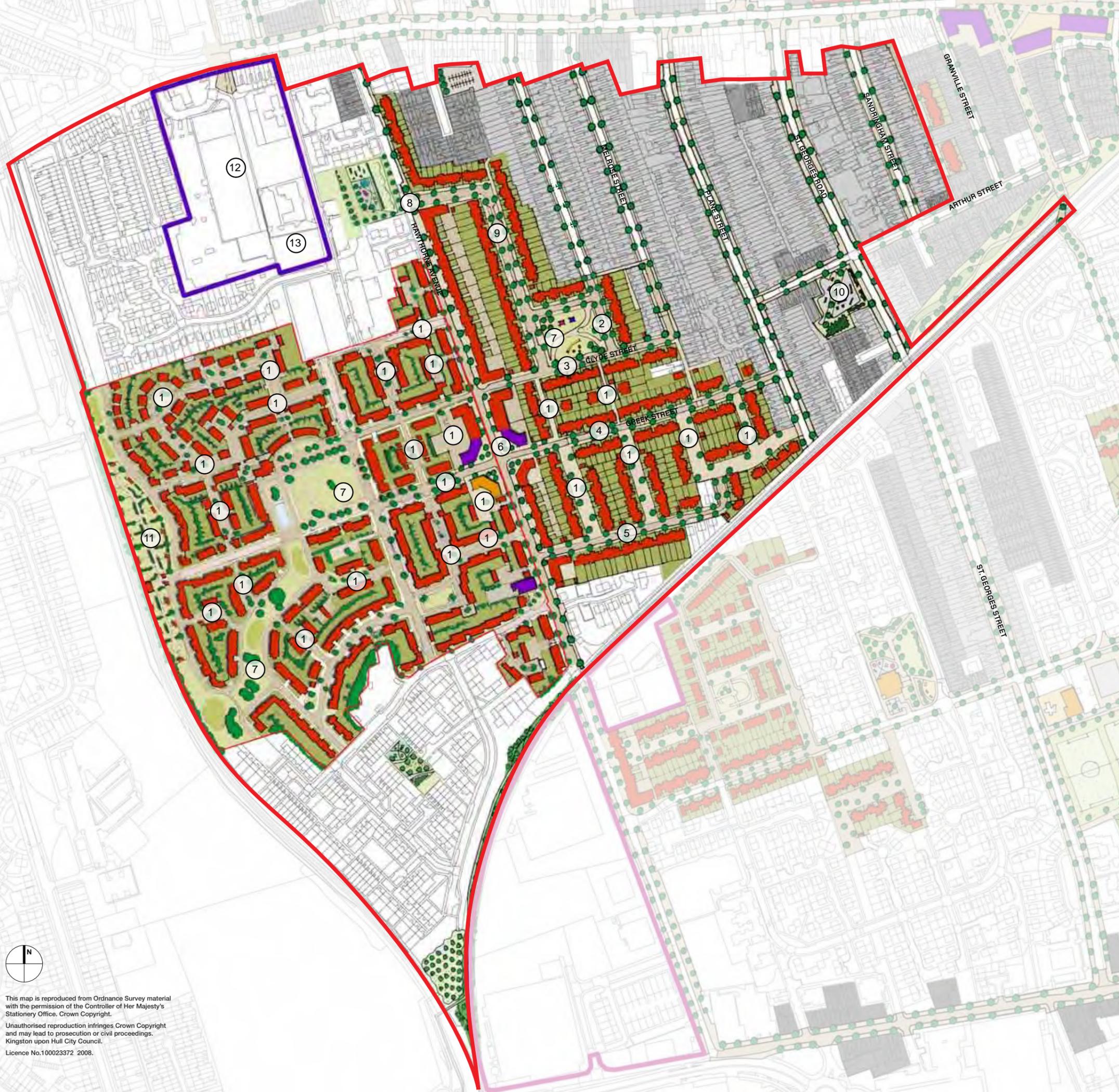
Figure 2.1 Hawthorn Avenue

Illustrative plan and design principles

- 1 Pedestrian-friendly residential street (type IV) treatment.
- 2 Housing should be developed as a continuation of Glencoe Street.
- 3 Housing should be developed as a continuation of Clyde Street to connect with Melrose Street.
- 4 Connecting street as continuation of Greek Street.
- 5 Housing should be developed as a continuation of Rhode Street.
- 6 The junction where Hawthorn Avenue meets Greek Street to be modelled on the crossroads found on the Boulevard and the Avenues, with buildings set at an angle of 45 degrees. Tree planting and seating should feature spill-out opportunities for the small shops/cafes, with apartments above.
- 7 Community Park.
- 8 A new vehicular access point should be created at the south eastern corner of the park between Hawthorne Court and Athens Close.
- 9 North/South connection to new community park.
- 10 Upgraded Pocket Park.
- 11 Allotment Park.
- 12 Allocation for retail-led mixed use on Tradex site.
- 13 New community facility.

Key

-  Streetscape improvements
-  Residential street (type IV)
-  Mixed use development sites
-  Residential frontage improvement
-  Existing residential frontage improvement



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West Park will be restored to its former glory as a playground for people of the city and beyond. It will also be highly accessible to the people of Newington & St Andrew's, forming part of an extended Green Lung...

3.1 Vision

3.1.1 West Park will be restored to its former glory as a playground for people of the city and beyond. It will also be highly accessible to the people of Newington & St Andrew's, forming part of an extended Green Lung that snakes down towards the Humber, marked by a new square. Neighbouring housing will form one of the most characterful areas of the city.

3.2 Proposals

3.2.1 Newington & St Andrew's is fortunate to have a city-scale park such as West Park on its doorstep. The park has a good range of activities and is generally well-ordered. However, both physical and psychological barriers affect the use of the park by surrounding residents, hampering the success of this space. The surrounding roads are inappropriately located and designed crossing points and high traffic volumes discourage active use. The park is reasonably clean and tidy, but appears under-invested, with signage, lighting, furniture and facilities all giving a tired impression. Additionally, the attractions seem fragmented and uncoordinated.

3.2.2 These shortcomings will be addressed by the proposals in this AAP. They involve both improving the park by reinforcing its existing assets (such as the Carnegie Library, open-air theatre and miniature railway) and radically improving the interface between the park and the neighbourhoods to the south and west. This will be done by introducing activity near to it through development, and improving accessibility via a 'super crossing' across Anlaby Road to a new square.

The square will be fronted by mixed-use development (retail, leisure and housing above) and will flow into the Green Lung, with a new pedestrian bridge over the railway at the southern end of Walliker Street.

3.2.3 The area of housing situated to the south of Anlaby Road is in need of improvement, with some poor condition housing and, in places, a low quality environment. Some of the stock is, however, of above average size and so it does offer variety to the area's housing stock. Being well-located to the city, hospital, KC Stadium and Paragon transport interchange could have a role to play in attracting and keeping families to the area if the wider environment was improved. The most sustainable approach here is one of improvements to the streets and existing properties.

3.2.4 Some of the court terraces behind Granville Street will be demolished and the site redeveloped as a test-bed for innovative approaches to housing regeneration. Gateway and the Council will seek partners, possibly community-based, to explore how this may be done.

3.2.5 Options for stadium access will be explored to route traffic away from the area's residential streets, such as Perry Street. Vehicular access under flyover will be limited to necessary emergency and service vehicles as a maximum.

3.2.6 Against this background, the rationale behind the proposals is to:

- integrate West Park with the rest of the area;
- form a key part of the Green Lung;
- improve north-south and east-west movements;

- provide a focus to the eastern end of Anlaby Road and a fitting gateway to Newington & St Andrew's;
- work with the community to preserve and improve the homes and streets with the highest potential to provide family housing; and
- preserve the mixed use character of the area, including employment.

3.2.7 Policy NaSA3: West Park area, alongside the proposals map, sets out the Council's proposed policy for the development of this area

3.3 Choosing the preferred option

The two core elements of the Preferred Option were the creation of a new "urban square" development linking West Park to the southern elements of the "Green Lung" and the "maximum option" of clearance and redevelopment of housing in the "Granville Triangle" south of Anlaby Road, which, has undoubtedly suffered from poor conditions and social problems, in part at least, of the stock. The first proposal has received enthusiastic support at every stage. The housing proposals have, however, been reviewed following consultation response, and revised so that the AAP proposal is now much more like the "minimum option" presented in March-April 2008, with demolition limited to some of the court terraces west of Granville Street, and improvement works to the remainder.

Policy NaSA3: West Park area

- A** All development in the West Park area should conform with Policies NaSA10-18, Design Principles as shown in Figure 3.1, and with the Design Guidance in Annex A and, where appropriate or required by higher tier policies, development briefs, in particular, to:
- (i) create a landmark gateway to Newington & St Andrew's in the form of a first-rate, activity-packed park and a welcoming public square, linked by a pedestrian 'super crossing';
 - (ii) form the northern spine of Newington & St Andrew's signature Green Lung, including West Park, a pedestrian-friendly Walliker Street and a new footbridge over the railway;
 - (iii) restore Granville Street, Walliker Street, Perry Street and Ruskin Street area to their position as part of a successful residential neighbourhood with safe streets and spaces as well as popular housing.
- B** Planning permission will be granted for proposals which will deliver, or contribute to the delivery of, the vision of the West Park area, as set out on the Proposals Map, as follows:
- (i) the development of a mixed-use scheme, containing approximately 150 apartments, above shops and food/drink uses, around a new square on Anlaby Road opposite the entrance to West Park;
 - (ii) the redevelopment of some of the court terraces off Granville Street; and
 - (iii) improvement to community facilities at the Carnegie Library.
- C** Gateway and the Council, together with partners, will undertake a programme of:
- (i) 80 demolitions of both dwellings and commercial premises (as indicated on the phasing plan);
 - (ii) 252 house frontage improvements;
 - (iii) streets improvement totalling approximately 2,800 metres; and
 - (iv) improvement of over 33.84ha of existing green space, including West Park; as indicated on the Proposals Map.
- D** The development of the major triangle site north of Anlaby Road and south of the main railway line as a longer-term mixed use development opportunity; as indicated on the Proposals Map, will be actively supported.

Figure 3.1
West Park
 Illustrative plan and design principles

- 1 Residential Street (type IV) treatment will be required along Walliker Street, forming part of the Green Lung link.
- 2 High quality 'Super Crossing', part of Green Lung between West Park and Hessle Road.
- 3 Courts demolished with site to be used as showcase for imaginative approaches to community-led regeneration.
- 4 A new pedestrian bridge crossing railway.
- 5 New mixed use commercial development with active frontage to new public square on ground level with overlooking from upper residential levels. Buildings to be developed as landmark architectural elements to wrap the square and respond to the square setting.
- 6 Improved West Park.
- 7 General Stadium access improvements - all stadium traffic to use these routes, which will present a suitably impressive gateway.
- 8 No access for stadium traffic.
- 9 Improve entrance to Park.
- 10 Wildlife/ Ecology Park.
- 11 Simplified junction layout.
- 12 Improve pedestrian environment below flyover and limit vehicular access.
- 13 Possible new rail halt.
- 14 Improved access between the Boulevard and West Park

Key

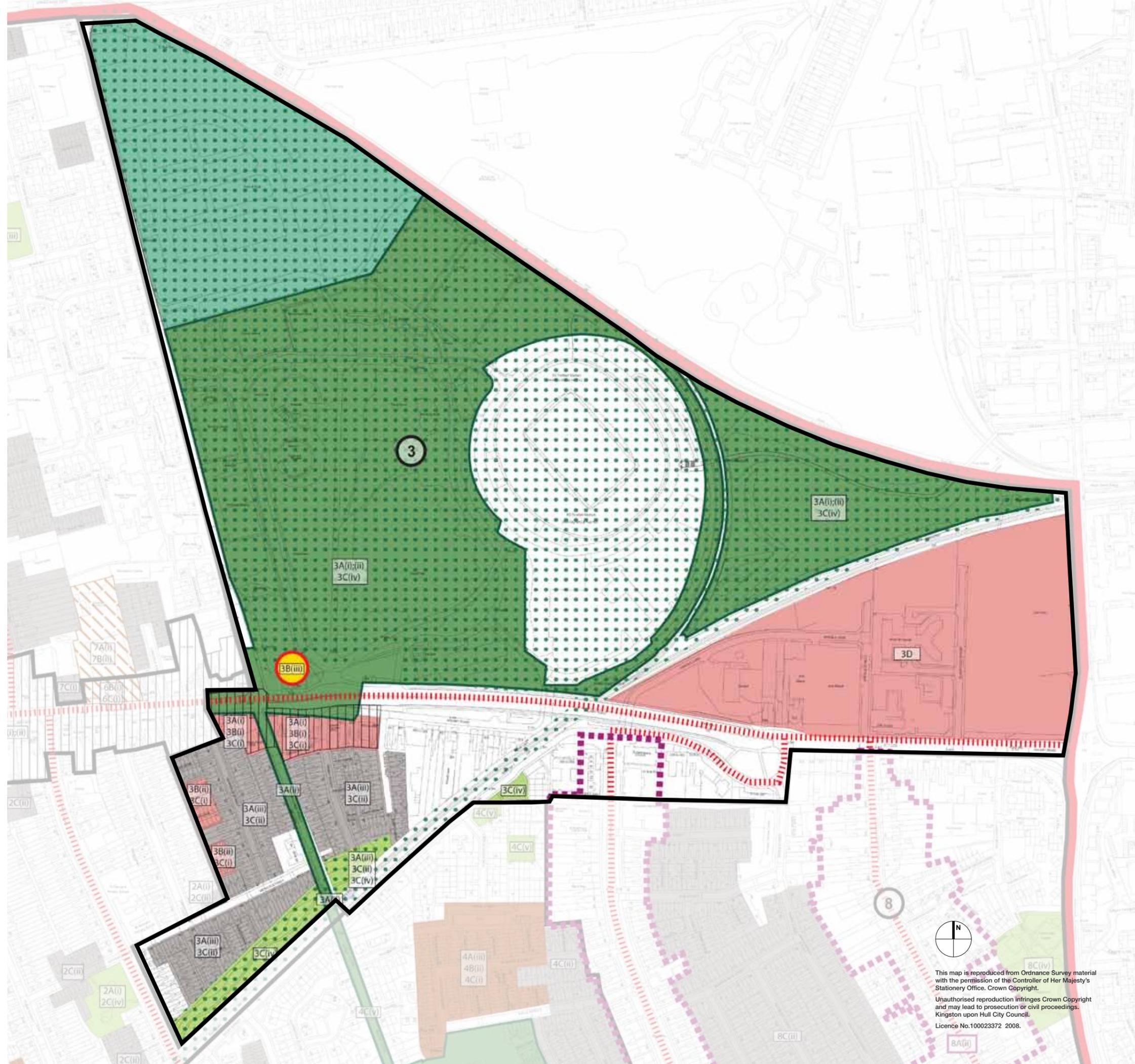
-  Streetscape improvements
-  Residential street (type IV)
-  Mixed use development sites
-  Bus lanes
-  Simplified junction layout/Super Crossing
-  Frontage improvement area



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Figure 3.2
West Park
 Proposals Map



- Key**
- Neighbourhood area boundary
 - Stadium related use
 - Frontage improvement
 - Conservation area
 - Green network
 - Green lung
 - Green lung: longer term opportunity
 - Green space
 - Mixed Use
 - 7C(i) Policy number
 - New/improved community facility
 - Key routes
 - Hessle Road:
District centre boundary: Policy 5A (i)
 - Anlaby Road:
Large local centre boundary Policy 6A (i)

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The Green Lung proposals, focused on exemplary community sports and recreation facilities, will transform a string of under-performing open spaces and facilities. Smart and sizable new housing will front onto the green spaces...

4.1 Vision

4.1.1 The Green Lung proposals, focused on exemplary community sports and recreation facilities, will transform a string of under-performing open spaces and facilities. Smart and sizable new housing will front onto the green spaces, adding variety to the housing offer. With the potential for a new secondary school added to the mix, it is clear that the Boulevard area will be a key focus for the rebirth of Newington & St Andrew's.

4.2 Proposals

4.2.1 The development of the Green Lung concept will change people's perceptions of the area. This is a significant structural change that will put Newington and St Andrew's on the city map for all the right reasons.

4.2.2 The Green Lung will contain an impressive concentration of recreational facilities in an environment that is well connected into its neighbourhood, well designed, well maintained, safe and well overlooked.

4.2.3 The transformational improvements to the public realm and associated leisure facilities will be accompanied by additions and changes to the housing stock and investment to shop frontages that will make all of the Boulevard area a very desirable place to live.

4.2.4 Greatly improving Massey Playing Fields green space provides a unique opportunity to create a varied urban park that responds to the needs and aspirations of the residents of Newington & St Andrew's. It currently comprises a range of spaces, but it feels both uncoordinated - with a fragmented structure - and of generally poor quality, with vandalism and poor maintenance contributing to an apparent decline in standards and quality of environment. Expanding and developing the park's programme of activities and facilities, enhancing the linkages and accessibility, and improving overlooking and natural surveillance will all contribute to a successful open space. This would reflect the undoubted value that local residents place on the Fields. To the north, the area of the former Boulevard rugby league stadium will be reconfigured to provide a new community sport and leisure facility in a parkland setting, which provides an attractive green link as part of the overall Green Lung concept.

4.2.5 Policy NaSA4: Boulevard area, alongside the proposals map, sets out the Council's proposed policy for the development of this area.

4.3 Choosing the preferred option

The Preferred Option presented in March-April 2008 took many elements of the "maximum option", including demolition/redevelopment for sizeable blocks in the Tyne Street area and north of the former rugby ground, where in both cases the "minimum option" was felt to be inadequate to deal with problematic small terraces and courts. It also included a "town square" on Hessle Road linking north towards the Green Lung, (included in all 3 options) and a possible Secondary School between Massey Fields and Hessle Road. Consultation response supported the concept of the school very strongly but was more mixed about the Tyne Street demolitions and the idea of opening out a square onto Hessle Road. Following review, the AAP proposals continue to include the parkside housing around the Boulevard site, but the opening out of the Hessle Road frontage to create a square is dropped as too intrusive to the coherence, form and function of this important street. In addition, the proposal for a new school has been removed and the Tyne Street area is identified for improvement as a consequence of the Inspectors' examination into the soundness of the Plan.

Policy NaSA4: Boulevard area

- A** All development in the Boulevard area should conform with Policies NaSA10-18, Design Principles as shown in Figure 4.1, and with the Design Guidance in Annex A and, where appropriate or required by higher tier policies, development briefs, in particular, to:
- (i) form the core of Newington & St Andrew's signature Green Lung, including: an excitingly rejuvenated and varied Massey Close Playing Fields with amenities for all and new and upgraded routes;
 - (ii) create clear routes to the former rugby ground, with improvements to and around the stadium; and
 - (iii) provide high quality housing, some of it overlooking green spaces, and safe, overlooked public spaces and streets.
- B** Planning permission will be granted for proposals which will deliver, or contribute to the delivery of, the vision for the Boulevard Area, as set out on the Proposals Map, as follows:
- (i) the development of community sports uses at the Boulevard Stadium and the improvement of community facilities at St John the Baptist; and
 - (ii) the development of approximately 65-75 homes on a site bounded by Massey Close and Airlie Street.
- C** Gateway and the Council, together with partners, will undertake in this area a programme of:
- (i) 315 demolitions of dwellings (as indicated on the phasing plan);
 - (ii) 402 house frontage improvements;
 - (iii) streets improvement totalling approximately 2500 metres;
 - (iv) improvement of over 10.7ha of existing green space; and
 - (v) provision of 1.71ha of new green space; as indicated on the Proposals Map.

Figure 4.1
Boulevard
 Illustrative plan and design principles

- 1 Radically upgraded Massey Fields.
- 2 Possible site for public art.
- 3 Redevelopment for parkside housing.
- 4 Concentration of community facilities.
- 5 New east/west vehicular connection from Woodcock Street to Gordon Street.
- 6 Boulevard Stadium to be redeveloped.
- 7 A new vehicular connection should be created between Airlie Street and Massey Close.

Key

	Streetscape improvements
	Residential street (type IV)
	Frontage improvement area
	Existing residential frontage improvement



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Figure 4.2
Boulevard
 Proposals Map



- Key**
- Neighbourhood area boundary
 - Frontage improvement
 - Key residential development site
 - Conservation area
 - Green lung
 - Green space
 - Policy number
 - Key routes
 - New/improved community facility
 - Hessle Road:
District centre boundary: Policy 5A (i)



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Hessle Road



Hessle Road will continue to be a vibrant and successful district centre...

... there will be a multitude of things to do in smart surroundings. Traffic and pedestrians will happily co-exist in a thoroughfare designed more for people than motor vehicles.

5.1 Vision

5.1.1 Hessle Road will continue to be a vibrant and successful district centre, serving a catchment beyond that of Newington & St. Andrew's. It will be seen as a quality location – somewhere where people enjoy being and find easy to use. There will be a multitude of things to do in smart surroundings. Traffic and pedestrians will happily co-exist in a thoroughfare designed more for people than motor vehicles.

5.2 Proposals

5.2.1 As a shopping and service centre, Hessle Road is relatively successful and stable – the proportion of vacant units has not significantly increased over the past 4 years. This situation needs to be supported well into the future.

5.2.2 The trees along the road are a positive feature, and there are a number of buildings of a high architectural quality which add to the character and identity of the centre. Some, however, need investment to their frontages and signage to maintain the quality of the shopping street. These interventions will sit alongside public realm improvements that will generate a more pleasant, attractive and accessible environment for pedestrians and achieve a step change in streetscape quality.

5.2.3 The focus of the proposals is on a much improved environment for pedestrians through the implementation of a 'shared surface' approach at key crossing points and junctions. The purpose of this would be to increase the sense of connection between the two street frontages and, therefore, make it a more effective local centre and shopping destination. It is expected that this changed environment would also signify to drivers a change in priority and would have a traffic calming effect. As part of the proposals, side roads will also be treated with a raised surface (side road entry treatment) to allow pedestrians to walk along the road with greater ease.

5.2.4 The proposals map defines the boundary of the District Centre, within which the Council will seek to maintain the predominantly retail nature of the whole centre and the blocks within it.

5.2.5 Policy NaSA5: Hessle Road area, alongside the proposals map, sets out the Council's proposed policy for the development of this area.

5.3 Choosing the preferred option

The main difference between options for Hessle Road was the inclusion in the “maximum” case of a continuous raised “shared surface” section of street between Boulevard and the Asda store. This was included in the preferred option as being a potentially transformational change. Following review and consultation response, this element has been dropped from the AAP proposals, because the changes in the “medium” option are seen as adequate to achieve the objectives for improved pedestrian and shopping conditions.

Policy NaSA5: Hessle Road area

- A** All development in the Hessle Road area should conform with Policies NaSA10-18, Design Principles as shown in Figure 5.1, and with the Design Guidance in Annex A and, where appropriate or required by higher tier policies, development briefs, in particular, to:
- (i) secure the place of Hessle Road as a District Centre and shopping destination of choice by ensuring that the diversity and quality of shops is maintained and enhanced; and
 - (ii) provide a welcoming environment that prioritises the needs of pedestrians through improvements to the public realm along the length of the street, and particularly at key nodes, junctions and crossing points.
- B** Gateway and the Council, together with partners, will undertake in this area a programme of:
- (i) streets improvement totalling approximately 1,400 metres; and
 - (ii) shop front refurbishments in agreement with owners and traders for up to 338 eligible units as indicated on the Proposals Map.

Key

-  Streetscape improvements
-  Residential street (type IV)
-  Pedestrian crossing
-  Retail frontage improvement

Figure 5.1
Hessle Road
Illustrative plan and design principles

- 1** Raised crossings to calm traffic and improve accessibility of pedestrians.
- 2** Reduced clutter along street



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A variety of businesses will flourish here and people will be proud to call Anlaby Road home. The street will become a lively shop window for what Newington & St Andrew's has to offer.

6.1 Vision

6.1.1 As well as being an important east-west route into the city centre and convenient public transport corridor, Anlaby Road will be a pleasant, attractive and accessible environment for pedestrians. A variety of businesses will flourish here and people will be proud to call Anlaby Road home. The street will become a lively shop window for what Newington & St Andrew's has to offer.

6.2 Proposals

6.2.1 A number of design interventions will be implemented with the objective of generating a more pleasant, attractive and accessible environment for pedestrians. The focus of the proposals is on designing high quality facilities for pedestrians on routes that they want to use and on calming traffic at locations where pedestrians cross.

6.2.2 Side roads connecting with Anlaby Road would be treated with a raised surface (side road entry treatment) to allow pedestrians to walk along the street with greater ease. Crossings on Anlaby Road would also be raised to improve pedestrian facilities with some new crossing points being added. Improved pedestrian crossing points are proposed for key junctions (in addition to the Anlaby Road 'super crossing' that actually falls within the West Park area).

6.2.3 Design and implementation of these improvements would be subject to more detailed traffic assessment work.

6.2.4 The housing on Anlaby Road will benefit from frontage improvement works.

As well as making the housing more attractive, part of the rationale for this is to help to improve perceptions of the whole of Newington & St Andrew's from passers-by.

6.2.5 The proposals map defines the boundary of the Large Local Centre policy areas, within which the Council will seek to maintain the mixed local service character of the centre.

6.2.6 Policy NaSA6: Anlaby Road area, alongside the proposals map, sets out the Council's proposed policy for the development of this area.

6.3 Choosing the preferred option

Two main types of choice were explored in the Anlaby Road options: the scale of intervention to the carriageway itself, and the possible demolition of buildings that detract from the quality of the street. The preferred option for the March-April 2008 consultation was for works to improve pedestrians' ability to cross, rather than major works to the roadway possibly involving demolition; similarly it rejected the option of property acquisition as poor value for money given the limited likely impact. The proposals in the AAP follow the preferred option.

Policy NaSA6: Anlaby Road area

- A** All development in the Anlaby Road area should conform with Policies NaSA10-18, Design Principles as shown in Figure 6.1, and with the Design Guidance in Annex A and, where appropriate or required by higher tier policies, development briefs, in particular, to:
- (i) support Anlaby Road's status as a Large Local Centre, to provide the mix of uses this entails, with no single use dominating and to ensure that the scale of new development is commensurate with this centre's role;
 - (ii) ensure that Anlaby Road is a safe, attractive and accessible destination for pedestrians, as well as being an important transport corridor with a particular focus on bus services.
- B** Planning permission will be granted for proposals which will deliver, or contribute to the delivery of, the transformation of the Anlaby Road area, as set out on the Proposals Map, as follows:
- (i) the development of approximately 20-25 homes on the Territorial Army site frontage on Anlaby Road, should the current use cease to be carried out on the site.
- C** Gateway and the Council, together with partners, will undertake in this area a programme of:
- (i) approximately 24 demolitions of non-residential buildings (as indicated on the phasing plan);
 - (ii) streets improvement totalling approximately 900 metres; and
 - (iii) 100 residential frontage improvements as indicated on the Proposals Map.

Figure 6.1 Anlaby Road

Illustrative plan and design principles

- 1 Potential junction alterations to provide access to new shopping facilities and create a new western gateway to the NASA area
- 2 Potential traffic lights at Anlaby Road/Hawthorn Avenue junction



Key

- Streetscape improvements
- Bus lanes
- Pedestrian crossing
- Residential frontage improvement





New energy efficient family 'eco' housing at the Riley College site will contribute to the area's desirability, as will investment in the playing field.

7.1 Vision

7.1.1 The Albert Avenue area will continue to be a successful and popular residential neighbourhood, benefiting from improvements to properties and streets. New energy efficient family 'eco' housing at the Riley College site will contribute to the area's desirability, as will investment in the playing field.

7.2 Proposals

7.2.1 The main opportunity that lies within this area is the former Riley College site. New housing here will add to the quality of the supply of housing through providing a greater range of types than is currently available, across a wider mix of tenures. Designing to minimise flood risk, which is a necessity here, does present the opportunity for generous gardens and a green, family-friendly environment.

7.2.2 The layout and treatment of streets on the former Riley College site will need to ensure that it does not become a logical choice for any through traffic. The Council and partners will wish to be satisfied that all reasonable steps have been taken to reduce the impact of traffic on adjacent streets, particularly Woldcarr Road and Parkfield Drive. The alignment and nature of streets with the new development, strongly designed to favour pedestrians, and the creation of multiple accesses to the site will contribute to this aim.

7.2.3 The proposed former Riley College development site is located in a 'Flood Zone 3a ii - medium hazard', as defined in Hull Strategic Flood Risk Assessment, and for that reason, needs to be submitted to the Government's PPS25 ("Planning Policy Statement 25: Development

and Flood Risk") Exception Test, which determines whether development can take place or not. More information is included in the Evidence Base report which accompanies the AAP. It has been assessed that:

- the proposed development will provide wider sustainability benefits to the community that outweigh flood risk; and
- the development is partially on previously-developed land; for the part which is Greenfield land, there are no reasonable alternative sites on developable previously-developed land - other sites in the area are also earmarked for development in the AAP.

7.2.4 To pass the test, in addition to the fulfilling of the two tests above, a Flood Risk Assessment must be produced when detailed proposals/planning application come forward to demonstrate that the development will be safe from flooding, without increasing flood risk elsewhere and, where possible, reduces overall flood risk. Sustainable urban drainage systems can, where feasible, use water features to help bring identity to the development. The history of localised flooding at the Riley College site and the scale of development proposed make it essential that drainage and flood risk matters are carefully managed across the site. As a consequence, it will be necessary for any development proposals to encompass surface water storage and transfer options within their design, thus ensuring that the risk of flooding to the new properties is minimised, and reducing the existing level of risk to properties in the immediate area.

7.2.5 The former Riley College site is acknowledged to have some nature conservation value, indicated by the presence of two Sites of Nature Conservation Interest. This is not such

as to preclude development, given the importance of the site in helping to meet objectives. One of the Sites of Nature Conservation Interest is within the former Woldcarr Allotments which was previously proposed for residential development and it was recognised then that any detailed development proposal must consider the nature conservation value that is present. For this more extensive key residential site, any detailed design must continue to recognise this natural value, provide for its continuation and enjoyment, and thereby help allow for multi-functional nature conservation, surface water storage and amenity use.

7.2.6 Housing improvements to the wider area include frontage improvement schemes to several streets and courts. These interventions are an identifiable, efficient way of adding to the quality of the area, and in combination with the new developments will improve the overall quality of the Albert Avenue area. These properties continue to play an important role in the housing market – offering affordable family housing in a choice location.

7.2.7 The Territorial Army site, part of which is in the Anlaby Road area, is identified as a potential housing development site in the longer term, which again would add further to the range, quality and tenures of homes in the area, raising its overall profile, quality and attractiveness within the Hull housing market.

7.2.8 Green spaces do exist in the area but do not fulfil their potential. For this reason a series of environmental improvements will be initiated on the existing playing fields, which will provide the community with a high quality village green. , New open spaces will be created as part of the

redevelopment of the former Riley College site, and other improvements to local open spaces will be undertaken. Together, they will form a network of good quality, attractive, functional open spaces. Other improvements to the public realm include significant new street lighting and traffic calming, plus designed-in car parking in new development and improved car-parking arrangements in existing on-street parking to make the pedestrian environment safer.

7.2.9 Policy NaSA7: Albert Avenue area, alongside the proposals map, sets out the Council’s proposed policy for the development of this area.

7.3 Choosing the preferred option

The preferred option (March-April 08) for this area was based on the “medium” option considered: it did not include the maximum option’s proposal to build new houses facing the existing recreation ground (judged to be likely to fail the test of community acceptability), and it expanded on the amount of house improvement included in the “minimum” option - in order to follow the logic of treating this area as one that needed general upgrading not focussed major intervention. These elements are also contained in the AAP proposals, and appear from the consultation to have broad support. The proposals for housing on the Riley College site are, on the whole, already subject to a Local Plan designation. Community opposition to the proposal, mainly on the grounds of the impact of traffic generation, has been addressed by a proposed layout which minimises through traffic without damaging connectivity.

Policy NaSA7: Albert Avenue area

- A** All development in the Albert Avenue area should conform with Policies NaSA10-18, Design Principles as shown in Figure 7.1, and with the Design Guidance in Annex A and, where appropriate or required by higher tier policies, development briefs, in particular, to:
- (i) create a highly desirable residential area with a wider choice and mix of housing, easily accessible and safe green spaces and playgrounds, to provide for the relocation of existing residents and new residents, in particular, families; and
 - (ii) improve the Riley Playing Fields so that they become a highly functional and pleasant leisure resource.
- B** Planning permission will be granted for proposals which, will deliver, or contribute to, the delivery of, the transformation of the Albert Avenue area, as set out on the Proposals Map, as follows:
- (i) the development of approximately 250-280 homes on the former Riley College site, provided it is demonstrated how the nature conservation interest of the site could be accommodated in the development and how the proposed greenspace could be linked with the adjoining greenspace network; development proposals will need to encompass surface water storage options and other potential drainage solutions within the boundaries of the site and adjoining playing fields; and
 - (ii) potentially, the development of approximately 15-20 homes on the rear of the Territorial Army site, should the current use cease to be carried out on the site.
- C** Gateway and the Council, together with partners, will undertake in this area a programme of:
- (i) 930 house frontage improvements;
 - (ii) streets improvement totalling approximately 4000 metres; and
 - (iii) improvement of 3.6ha of existing green space; and
 - (iv) provision of 2.1 ha of new green space as part of the Riley College site; as indicated on the Proposals Map.

Figure 7.1
Albert Avenue
 Illustrative plan and design principles



- 1 Only one vehicular route through the area will be required north of the existing vehicular connection with Alliance Avenue. This will be located at a central location. The purpose of this connection is to serve the new development within the Riley College site whilst making through travel difficult.
- 2 A Pocket Park will provide a transition between Woldcarr Avenue and the new development.
- 3 A vehicular, pedestrian and cycle route will be provided at this point to form a gateway into the residential area. Construction traffic will be required to use this access point.
- 4 A pedestrian and cycle connection between the new development in Riley College and Alliance Avenue should be maintained and improved.
- 5 A pedestrian and cycle connection will be provided to Spring Bank West.
- 6 Pedestrian-friendly residential street (type IV) treatment.
- 7 There will be a shift in the alignment of the new street where it meets with the existing Parkfield Drive. This is to indicate arrival to the new development site and dissuade through traffic.
- 8 There will be a primary access route /loop that connects the extensions of Woldcarr Avenue and Parkfield Drive into the new development within the Riley College site.
- 9 Community Park
- 10 Pocket Park
- 11 A vehicular, pedestrian and cycle access to Alliance Avenue will be required.
- 12 A vehicular entrance/exit will be required to connect the Riley College Development site with Spring Bank West.
- 13 There will be a shift in the alignment of the new street where it meets with the existing Woldcarr Avenue. This is to indicate arrival within new development site.
- 14 Community Park
- 15 Improved Playing Field
- 16 Wildlife/ Ecology Park: Improvements to cycle path and reserve with better planting and lighting. The cycle path will be diverted into neighbourhood for better overlooking.
- 17 Housing development on Territorial Army site if the site becomes available.

Key

-  Streetscape improvements
-  Residential street (type IV)
-  Residential frontage improvement



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Figure 7.2
Albert Avenue
 Proposals Map



- Key**
- Neighbourhood area boundary
 - Frontage improvement
 - Key residential development site
 - Green network
 - Green space
 - 7C(i) Policy number
 - Key routes
 - Residential (long-term opportunity)



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Taking a lead from the Conservation Areas that bookend the neighbourhood, the whole of the Coltman Street area will become a highly attractive and popular place to live, benefiting from good housing and easy access to services...

8.1 Vision

8.1.1 Taking a lead from the Conservation Areas that bookend the neighbourhood, the whole of the Coltman Street area will become a highly attractive and popular place to live, benefiting from good housing and easy access to services. Varied and interesting new housing will be provided around new and improved public spaces, and the appearance of existing homes will be upgraded.

8.2 Proposals

8.2.1 Several hundred properties will benefit from frontage improvement works. This will ensure an increase in the popularity of these homes and enable them to remain choice properties within this type. This includes the court terraces which, as a small proportion of the overall housing offer, have the potential to provide reasonably priced entry level housing.

8.2.2 There will also be demolition and redevelopment for new housing of properties on Wellsted Street and Gee Street. Removal of some of most problematic and least desirable housing within this area will allow a better quality and range of housing to be built within the area. The appearance of new housing should relate to the local distinctiveness of the wider Coltman Street area. This site in particular may offer opportunities to engage community groups in the construction and management of housing.

8.2.3 The opportunity also exists to improve community facilities in this area. A site at the junction of Wellsted Street and Hesse Road would help to provide a new community focus, adding to the mix and vitality of the location. A new community building within a visually prominent location on the Hesse Road frontage will contribute to the uplifting of Hesse Road as a whole. It will form a new gateway to the whole of Newington and St Andrew's.

8.2.4 Green spaces will also be a feature of the Coltman Street area. The redevelopment of the school site on Constable Street will include a new local open space, and the open space off Rawling Way will be improved.

8.2.5 Policy NaSA8: Coltman Street area, alongside the proposals map, sets out the Council's proposed policy for the development of this area.

8.3 Choosing the preferred option

The preferred option for consultation was a combination of the “medium” and “maximum” options. This included a core redevelopment area in the Wellsted Street locality, where there are serious and persistent housing and social problems, but where good new development could be “keyed-in” to adjoining sustainable streets. It also included substantial improvement areas in the northern part of the area, which is regarded as capable of renewal within the existing stock provided it receives such effort in support.

Policy NaSA8: Coltman Street area

A All development in the Coltman Street area should conform with Policies NaSA10-18, Design Principles as shown in Figure 8.1, and with the Design Guidance in Annex A and, where appropriate or required by higher tier policies, development briefs, in particular, to:

- (i) create an attractive and popular place to live with good access to services; and
- (ii) respect the Boulevard and Coltman Street Conservation Areas and use these streets as a benchmark for design quality.

B Planning permission will be granted for proposals which will deliver, or contribute to the delivery of, the transformation of the Coltman Street area, as set out on the Proposals Map, as follows:

- (i) the development of approximately 118 homes, community facilities and up to 0.31ha of new open space around Wellsted Street and Gee Street.

C Gateway and the Council, together with partners, will undertake in this area a programme of:

- (i) approximately 144 demolitions of dwellings;
- (ii) 506 house frontage improvements;
- (iii) streets improvement totalling approximately 3,500 metres;
- (iv) improvement of 0.78ha of existing green space

Figure 8.1
Coltman Street
 Illustrative plan and design principles



- 1 New irregular development blocks should be located in the centre of the Wellsted development area. These should include a variety of smaller plots with an adaptation of the typical residential type. Apartments could also be included.
- 2 Pedestrian-friendly residential street (type IV) treatment.
- 3 Pocket Park
- 4 A new vehicular, pedestrian and cycle connection between Coltman Street and Constable Street should be created through the northern section of the development site.
- 5 Primary north/south vehicular connection through site.
- 6 Pedestrian connection to existing development should be improved.
- 7 Community park/garden.

Key

	Streetscape improvements
	Residential street (type IV)
	Residential frontage improvement





Dairycoates

The Dairycoates area will be a model mixed-use neighbourhood. Housing – new and old – will coexist with large employment opportunities and open space, and all within a five-minute walk of great shopping, leisure and community facilities.

9.1 Vision

9.1.1 The Dairycoates area will be a model mixed-use neighbourhood. Housing – new and old – will coexist with large employment opportunities and open space, and all within a five-minute walk of great shopping, leisure and community facilities.

9.2 Proposals

9.2.1 Aside from the demolitions and rebuilding already planned around Woodcock Street as part of the Neighbourhood Renewal Area programme, Dairycoates will benefit from general improvements rather than any major change or development.

9.2.2 Additional new housing actions will be limited to building a relatively small number of dwellings at Junella Fields and on land being cleared west of Woodcock Street, an under-utilised site that can be susceptible to anti-social behaviour. Frontage improvement works will be undertaken at properties on Somerset Street.

9.2.3 Community facilities will be improved, including environmental works to Newington Primary School and an upgrade to the setting of the community centre at Edinburgh Street.

9.2.4 General improvements will be made to streetscapes. St George's Road and Hawthorn Avenue as the key north-south streets and will be the focus of particular attention in this regard.

9.2.5 The Hawthorn Avenue industrial area will also be improved in the longer term.

9.2.6 Policy NaSA9: Dairycoates area, alongside the proposals map, sets out the Council's proposed policy for the development of this area.

9.3 Choosing the preferred option

Two main areas of choice were explored in the options for Dairycoates: the future of the employment area west of Hawthorn Avenue - which the "maximum" option suggested could be steered towards redevelopment as a more mixed-use area – and how to redevelop the Junella Fields site south of Woodcock Street. In both cases, the "minimum" option was selected: with continuation of employment-dominated activity west of Hawthorn Avenue into the foreseeable future; and with a redevelopment at Junella Fields of only the available open site, not an expanded area requiring acquisition. In both cases, the judgement was that the additional intervention would not create sufficient benefit (in jobs or homes) to warrant its scale. The AAP proposals follow this logic.

Policy NaSA9: Dairycoates area

A All development in the Dairycoates area should conform with Policies NaSA10-18, Design Principles as shown in Figure 9.1, and with the Design Guidance in Annex A and, where appropriate or required by higher tier policies, development briefs, in particular, to:

- (i) provide housing that will bring families back to the area in a contemporary update of local house types;
- (ii) reinstate a strong boulevard character, where possible, to the southern end of Hawthorn Avenue; and
- (iii) upgrade the industrial area to strengthen quality and character whenever the opportunities arise.

B Planning permission will be granted for proposals which will deliver, or contribute to the delivery of, the transformation of the Dairycoates area, as set out on the Proposals Map, as follows:

- (i) the development of approximately 150-165 homes (106 already with planning permission) and a pocket park on the Woodcock Street site; and
- (ii) the development of approximately 20-25 homes on Junella Fields

C Gateway and the Council, together with partners, will undertake in this area a programme of:

- (i) approximately 100 demolitions of dwellings (as indicated on the phasing plan);
- (ii) 63 house frontage improvements;
- (iii) streets improvement totalling approximately 800 metres;
- (iv) improvement of 0.62ha of existing green space; and
- (v) improvement to community facilities at Woodcock Street as indicated on the Proposals Map.

Figure 9.1
Dairycoates
 Illustrative plan and design principles

- 1 Pedestrian-friendly residential street (type IV) treatment.
- 2 Community Park/Garden.
- 3 Pocket Park.



Key

-  Streetscape improvements
-  Residential street (type IV)
-  Employment areas
-  Residential frontage improvement



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**Newington
St. Andrew's
Visionary**



**Newington
St. Andrew's
Visionary**

Policies and proposals for the whole of Newington & St. Andrew's

Part 2, comprising Chapters 2 to 9 – has focused on a neighbourhood-by-neighbourhood approach. This makes it easier to understand how the different parts of Newington & St Andrew's will change as the AAP is implemented.

However, some of the proposals and policies will apply across the whole of Newington & St. Andrew's, and they are the subject of this part of the AAP.

10.0 Housing and the built environment

10.1 Introduction

10.1.1 The regeneration of Newington & St Andrew's has many facets. A wide range of social, economic and environmental factors have important roles to play, but none are more important than housing. It is because of 'housing market failure' that the area has been allocated Pathfinder funding, and it will be a vastly improved housing stock that will lead it to a more successful future.

10.1.2 This chapter, then, focuses mainly on housing, with some of the policies including design, energy, heritage, applying to all types of development.

10.2 Housing provision and choice

10.2.1 The AAP's aim is to provide modern housing stock. This will serve three main purposes: it will widen the range of choice; it will replace sub-standard housing which exhibits, or is likely to exhibit low demand; and it will, alongside non-housing initiatives, help retain and attract residents who would otherwise tend to reject the area. The proposals in the AAP will provide approximately 1,850 new homes, to be balanced against just under 1,800 to be demolished. It can also be assumed that as the area's regeneration gathers pace, the vacancy rate will drop, so that the total of occupied homes will be greater as well.

10.2.2 Housing renewal in Newington and St Andrew's represents an immense opportunity to contribute to the widening of choice and improvement of the housing stock of the City overall. The Regional Spatial Strategy indicates that Hull's net housing provision should be 880 per annum on average between 2008 and 2026, with an indicative gross provision of 1,200 per annum on average within the same period. Newington & St Andrew's will contribute approximately 50 units

per annum to the net provision for Hull and 120 to the gross provision. Although creating the right residential offer is more than just housing, delivering the policies below will be key to the success of this area as a residential location.

Policy NaSA 10: Housing provision and choice

- A 1,857 dwellings will be provided in Newington and St Andrew's between 2008 and 2024.**
- B New housing development will comprise at least 50% of 3 or more bedroom dwellings, and no more than 10% of one-bedroom properties on any of the key development sites. Apartments fronting the new square on Anlaby Road and at Tyne Street will be exceptions to this policy where a higher proportion of one- and two-bedroom flats will be acceptable.**
- C All sites will have a mix of housing size and tenure types. Different tenures will be indistinguishable from one another.**
- D The Lifetime Homes standard is expected to be met in all new housing.**

10.2.3 Newington & St Andrew's has an over-provision of small homes which is a major reason for the relatively small number of families choosing to make it their home. It is crucial to the long-term sustainability of the area that families are attracted to the area and are able to stay in the long term.

10.2.4 Where justified by identified housing needs, the Council will actively work with developers to achieve an appropriate element of affordable housing on new housing sites. The provision of

Housing renewal in Newington and St Andrew's represents an immense opportunity to contribute to the widening of choice and improvement of the housing stock of the City overall.

affordable housing is important to ensure a sustainable population mix and to avoid the displacement of local people through the regeneration process.

services, schools etc, as the housing to be acquired is less likely to be fully occupied; especially by families with children of school age.

An estimated profile of the effects of the programme is set out in Table 10.1. It suggests that the population will fall somewhat over the first few years and then rise over the following decade to reach a figure some 1,100 higher than at present. This is not expected to negatively affect the call on local

Table 10.1: Forecast population / housing trajectory 2008 - 2023

DATE	A. Gross Provision i.e. New dwellings	B. Demolitions	C. Total dwellings	D. Vacancy rate	E. Vacant dwellings	F. total occupied dwellings	G. Net change in occupied dwellings (F current year – F previous year)	H. Estimated Population
April 2008	-	-	9,579	13%	1,245	8,334	-	17,830
April 2011	311	940	8,950	10%	895	8,055	-279	16,674
April 2014	766	243	9,473	8%	710	8,763	+ 708	17,763
April 2017	409	606	9,276	5%	464	8,812	+ 49	17,977
April 2024	371	-	9,647	3%	289	9,358	+546	18,902
Total	1,857	1,789	-	-	-	-	+1,024 (2008-24)	

10.3 High quality design

10.3.6 First-class design is crucial to the successful future of Newington & St. Andrew's. Good design adds value to neighbourhoods in many ways, from giving a place a sense of identity through stimulating community pride to promoting community safety. But most importantly, good design is important in making the area work better.

10.3.7 The scale of change and new development in Newington and St Andrew's represents a rare opportunity to create a community anchored in the 21st century by integrating the digital telecommunication infrastructure to any new development. This should be encouraged to help build and sustain Hull's ambition to become a digital city where everyone has inclusive and beneficial access to the internet e.g. social care provision. In particular, it will look at high speed broadband connectivity and availability in new developments.

10.3.8 The AAP sets high expectations for housing quality. Whilst original design and a mix of architectural expressions will be encouraged, this should occur within the context of a set of parameters that will help to unite the area under a shared design approach and reflects the heritage character integrating the old with the new.

10.3.9 The Design Guidance in Annex A shows five housing "character areas". Each area unites similar places, such as those facing parks, where similar approaches to housing design will be expected. Annex A then describes in more detail the approach for each housing character area. Applications for planning permission will be expected to be informed by this guidance.

10.3.10 Hull is at particular risk from the effects of climate change, because of rising sea-levels, increased frequency of intense storms, flooding from the Humber Estuary and River Hull, and the low lying nature of the city. The whole of Newington & St Andrew's (like much of Hull) lies within the Environment Agency's Flood Zone 3a: "High Probability". However, there are flood defences in place at the Humber and this reduces the risk of flooding from the river or the sea. For much of the area the flood risk is 1 in 200 years from the river and 1 in 200 years from the sea.

10.3.11 Even with these defences in place some parts of Newington & St Andrew's have higher risk. The northern part of the Riley College site, West Park and the length of Anlaby Road are still at High Risk of flooding, and are classed as Flood Zone 3a (ii) within the Hull City Council Strategic Flood Risk Assessment (SFRA). These areas have a flood risk with return periods of less than 1 in 200 years, and potentially a 1 in 20 year return period event from coastal or near coastal flooding. There is also a risk from flooding caused by heavy rainfall, as was the case in summer 2007, when three locations within the locality flooded, including the north end of St George's Road, Boothferry Road near North Road, and Anlaby Road at the junction with Boothferry Road.

Good design adds value to neighbourhoods in many ways, from giving a place a sense of identity through stimulating community pride to promoting community safety. But most importantly, good design is important in making the area work better.

Policy NaSA11: Design of new development

A Applications for planning permission will be rejected unless they follow the high and consistent design standards for new housing and other development. They must demonstrate how they have followed the Design Guidance in Annex A.

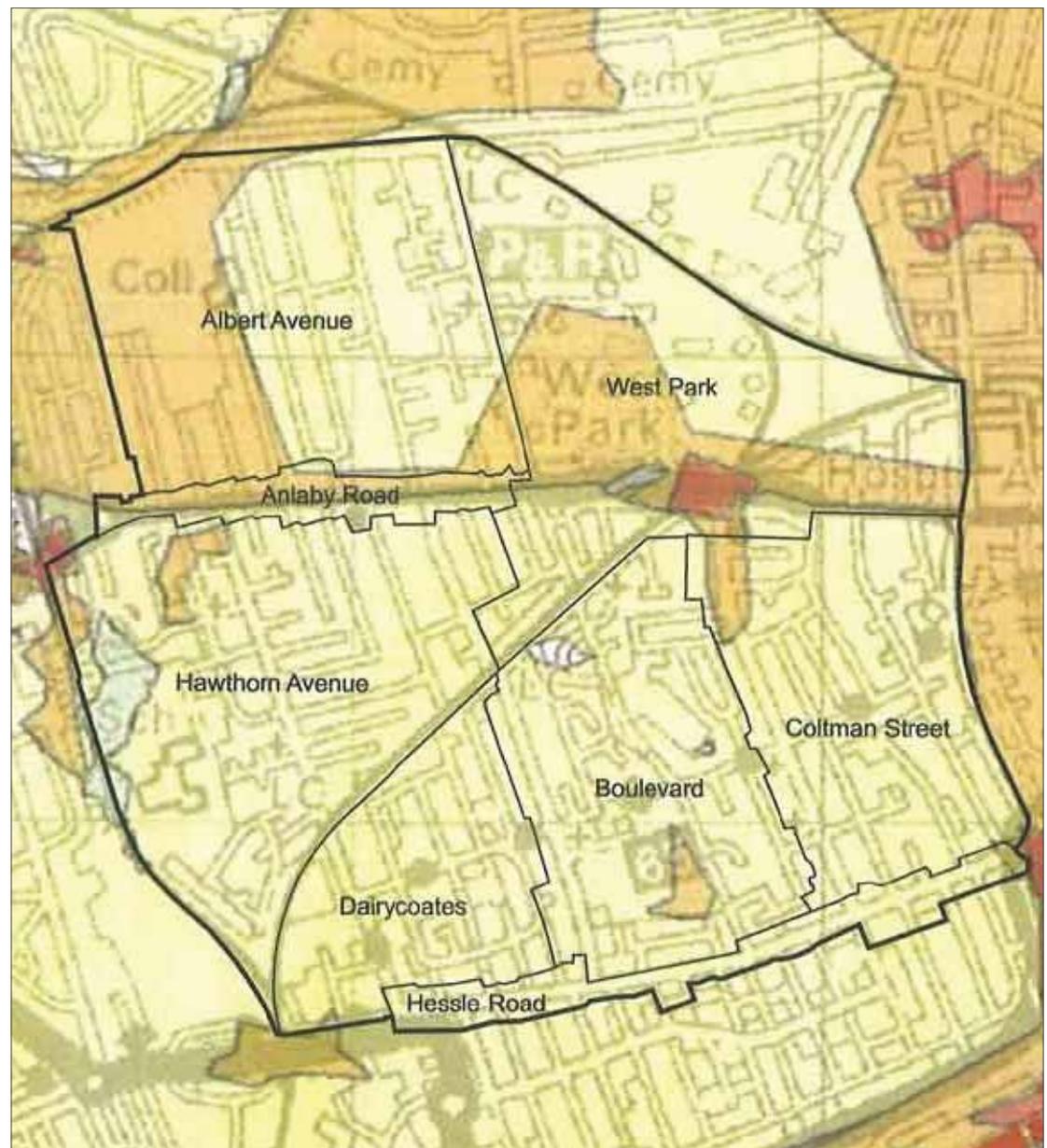
B Applications for planning permission must take consideration of the level of flood risk as set out in Hull Strategic Flood Risk Assessment (see Figure 10.1). Development will only be permitted if appropriate measures are proposed to address such levels of flood risk on the site and its surroundings.

10.3.12 New development will need to take account of this flood risk and ensure that it does not increase risk elsewhere.

10.3.13 Sustainable urban drainage systems, including channels and water features that mimic natural drainage, are required to help reduce the flood risk from surface water. Where conditions

allow, spaces and areas that can increase the area's ability to cope with surface water flooding and, in particular, storm conditions, should be used in a coherent and planned way. The major redevelopments proposed, and the proposed improvements to public open space, offer opportunities to carry out good practice of this kind.

Figure 10.1: Flood risk



Policy NaSA12: Energy

As part of a considered approach to energy and carbon emissions, proposals for development of 10 dwellings or more, or for 1,000 m² or more of non-residential floorspace should:

- (i) Be accompanied by an energy statement to demonstrate how sustainable principles have been applied to the development. This should include an outline of how CO₂ emissions have been reduced through energy efficiency measures and how low carbon and renewable energy resources have been applied to the development;**
- (ii) Achieve a minimum of 10% of site-wide energy needs through renewable resources;**
- (iii) Achieve a minimum of Code for Sustainable Homes (CfSH) Level 3 for new homes, or the CfSH Level**

10.4.1 The vision for Newington & St Andrew’s recognises the need to contribute to the sustainability of future regeneration. There is an increasing need to use natural resources more efficiently due to their finite nature and environmental impact. Climate change considerations extend beyond adapting to the risk of flooding, to encompass mitigation through the reduction of greenhouse gas emissions from both existing and future developments. Mitigation of and adaptation to climate change are fundamental requirements for creating a low-carbon economy. A key area for consideration is the use of energy, which applies to the development phase - both demolition and construction – and to future ways of living in Newington & St Andrew’s.

10.4.2 The underlying aim of policy NaSA13, which does not apply to minor development, is to ensure that all energy use is tackled; not only how the buildings and infrastructure are designed, but how the design can influence and encourage the cooperation of residents and visitors and their lifestyle choices related to energy. To achieve this, development of Newington & St Andrew’s should follow the hierarchy outlined below:

- **Minimise and Manage Demand** - aim to minimise the amount of energy consumed by residents, businesses, buildings and infrastructure.
- **Maximise Efficiency of Supply** – where appropriate should adopt a community based approach to energy provision with the consideration of local production of electricity and heating, thus maximising the efficiency of supply by reducing transmission losses and using waste heat locally.
- **Use of Renewables** - adopt a balanced approach to the application of low and zero carbon technologies, which will include the on site generation of energy by renewables.
- **Maintain flexibility** – the development approach should be based upon design that is flexible, adaptable and able to accommodate changes in lifestyle and development of new technologies.

10.5 Heritage

Policy NaSA 13: Heritage

Wherever possible, proposals for new development and for interventions to improve the area or the building stock should respect and retain historic urban form and layout, essentially houses with front doors facing the street based on a connected grid pattern.

10.5.1 The Vision for Newington & St Andrew's includes explicit acknowledgement of the value of the area's heritage. This reflects a strong view that part of Newington & St Andrew's' special appeal is to do with its specific urban character and its built heritage - and also the meaning that this has for Hull people, and can have for incomers. The fishing industry connection is marked by structures (St Andrew's Dock), memorials (at the Boulevard circle, at the Dock where an annual service of remembrance is held for lost trawlermen, even a rare on-street shrine), and by buildings like the former School for Fishermen in Boulevard and the smokehouse in Subway Street. But it is also an area - particularly Hesse Road - to come back to, for those who have moved away, for traditional shopping and for leisure; and of course it is also the former (Boulevard) and present (KC) home of the Hull FC half of the city's Rugby League heritage and Hull City Football Club. The value of the area's built heritage is recognised in the formal designations which apply: three Conservation Areas, and 28 Listed Buildings (as well as over 20 buildings on the "Local List"). The Conservation Areas are Boulevard, Coltman Street and Hesse Road.

10.5.2 Part of the area's essence is the traditional street form, still largely in place as laid out in the nineteenth century. Predominantly laid out on a grid pattern, this is generally both easy to understand and easy to use. Around this are characteristic building-blocks of older / inner Hull: the "courts" (short pedestrian-only terraces of small very high-density housing off the main streets, unique to Hull on this scale); the varied typologies of other terraced housing, ranging from the dignified villas in the Conservation Areas to tight little "back-of-pavement" streets which have struggled to attract occupants; and the spacious boulevards/avenues, generally tree-lined, sometimes with generous grass verges or medians, which are very much a feature of the whole of Hull.

10.5.3 The AAP proposes to undertake frontage improvement works to over 600 court terraces/properties, helping to preserve the type and what can be useful entry-level properties. However, the court terraces are not popular in large concentrations, there are far too many of them, and they do not usually meet today's standards and expectations in terms of facilities, space and layout. For these reasons, some will be demolished to make way for more desirable houses.

11.0 Public realm

11.1 Introduction

11.1.1 This chapter is concerned with the spaces between the buildings – the squares, parks and streets that are so influential in how people perceive an area. It is not just about how the public realm looks, but also how it works, and, in this respect, movement is an important consideration. The chapter is to be read in conjunction with the Design Guidance in Annex A.

11.2 Open Space

11.2.1 The Design Guidance focuses on the public realm. It seeks to:

- create a coherent network of interlinked streets and open spaces that incorporate high quality design, robust and durable materials and the potential for a responsive programme of year-round functions and activities;
- reinforce and develop West Park and connect this substantial city park through the Green Lung into the wider Newington & St Andrew's area;
- provide the area with a well-ordered hierarchy of green spaces, conveniently located and accessible to all age groups in the community, so that people can enjoy the spaces beyond their house and garden; in particular to provide high quality open spaces with a clear role adjacent to principal movement routes and major community buildings;
- ensure that all new development sites provide new open spaces and high quality streets that fit into the wider hierarchy, the landscape and the public realm code, so ensuring consistency;
- encourage public art to enliven and give identity to the area (this will be subject to a Public Art Strategy, which will set out the Council's expectations ahead of key development sites and public realm works coming forward; the Council is currently reviewing its Public Art Policy);
- avoid creating or leaving spaces that attract anti-social behaviour and cause maintenance problems; and
- design, implement and manage green spaces in efficient and innovative ways that encourage and develop a sense of community ownership.

Policy NaSA 14: Public realm

New development of the public realm will not be permitted unless it complies with the relevant design guidance in Annex A.

11.2.2 The quality of the streets and spaces in Newington & St. Andrew's is mixed, with many being underused, feeling unsafe and appearing poorly maintained. Although the supply of open space across the area is generally good, too many of them lack functionality and have been neglected. Many of them do not have a specific use, which can contribute to the neglect. The general state of children's play areas, in particular, is of concern.

11.2.3 Transforming the area's streets is a necessary step to confirming Newington & St Andrew's as a desirable residential neighbourhood, instead of somewhere where the spaces between the buildings are poorly thought-out and maintained. The design guidance in Annex A outlines how this can be achieved.

...provide the area with a well-ordered hierarchy of green spaces, conveniently located and accessible to all age groups in the community, so that people can enjoy the spaces beyond their house and garden...

11.3 Movement

11.3.1 The movement strategy proposes to prioritise the pedestrian, cyclist and public transport user. Proposals include streetscape and public realm improvements along the main radial corridors, and improved facilities for cyclists. Further to this, a more reliable and frequent bus service through rationalisation of routes is to be sought in partnership with providers.

11.3.2 A coherent and connected walking network is proposed through the introduction of more through routes. A major intervention will be the creation of the Green Lung which will connect West Park with Hessle Road. Anlaby Road and Hessle Road are important radial traffic routes in and out of the city centre but are also local shopping destinations. These routes will be improved through the introduction of shared surfaces, public spaces and improved pedestrian crossing facilities. These changes will also improve conditions for cyclists.

11.3.3 The movement strategy for this area has been split up by mode of transport. As recommended in the Government's Manual for Streets, the pedestrian is given priority in all instances in the design of the public realm. The aim of this is to encourage sustainable movement patterns within the Newington & St. Andrew's area.

Walking and cycling

11.3.4 As noted above, many of the streets and open spaces are low in environmental quality, unattractive and unwelcoming for pedestrians. However, the existing urban structure offers the potential to create a highly walkable environment with strong connections to local services and the city centre.

11.3.5 The strategy for walking is one of improving the public realm to create a safe and comfortable environment for pedestrians, particularly important in an area of low car ownership. Whilst vehicles will continue to have a significant role for journeys to and from the area they should not be allowed to dominate. The foundation for the strategy is the development of a primary walking network that stretches across the Newington & St. Andrew's area. This would form a permeable grid connecting homes with shops, schools, employment, public transport, health care facilities and green spaces. This will inform the character and design priorities for the streets and routes that make up this network.

11.3.6 The vast majority of the network already exists, so development will focus on physical improvements such as enhanced crossings, streetscape improvements, pedestrian priority streets and greening/tree planting – subject to investigations as to the location of existing underground infrastructures. Improving the sense of personal safety is a key objective and this will be enhanced by natural surveillance from well-designed new development and by improved street lighting.

11.3.7 Cycling, meanwhile, is a healthy, low cost and sustainable mode of transport that can make a significant contribution to reducing traffic. It is proposed that cycling, as a key element in the overall movement strategy, should be made as attractive as possible, with the needs of cyclists being one of the highest design priorities alongside walking. The level of cycling in West Hull is already high; it has the 5th highest level of cycling for work journeys in the UK (12% compared to 2% nationally, Census 2001). There is

a reasonable number of existing cycle routes locally, including National Cycle Network Route 1, which, runs through the heart of the area, connecting with the city centre and the eastern docks.

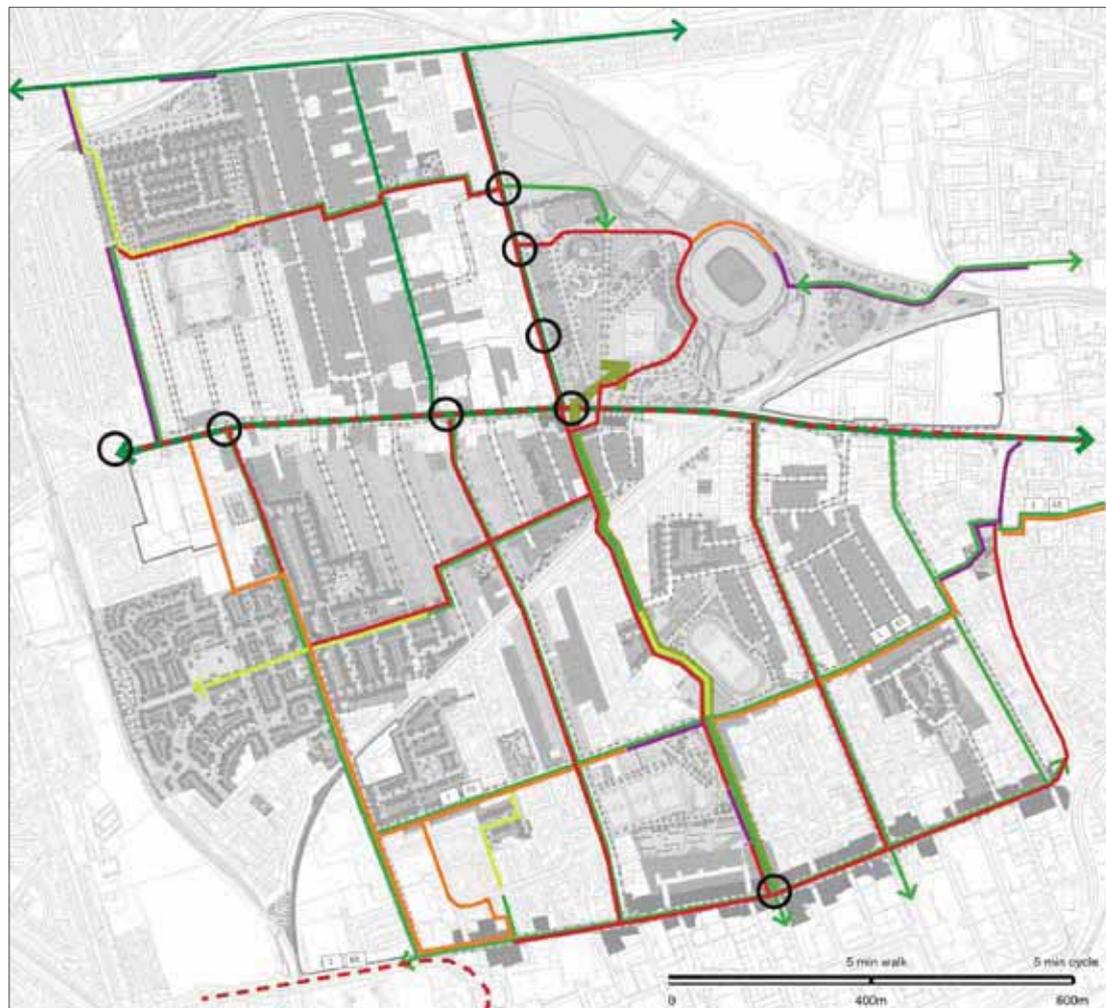
11.3.8 It is proposed that the current facilities form the basis of the network and are extended to give greater coverage. The intention is to form a coherent, grid-like cycle network with many interlinking north-south and east-west routes. Where streets widths allow, cycle lanes will be introduced with advanced stop lines provided at signal-controlled junctions. Where space is restricted a traffic calming approach should be used, to reduce traffic speeds and to enable cyclists to mix with vehicles in relative safety. Cycle parking should be provided in shopping areas as an integral part of the streetscape and in locations where natural surveillance would discourage bike theft. Segregated cycle lanes may be provided on busier streets, such as Anlaby Road, where feasible and appropriate.

**Policy NaSA 15:
Walking and cycling**

- 1 Development proposals must demonstrate how pedestrians will be given the highest priority in terms of design and layout.**
- 2 Missing links within the walking network should be completed in conjunction with refurbishment of existing properties or new development. These missing links, generally between dead-end streets, are illustrated in Figure 11.1; they are between:**
 - Clyde Street and Arthur Street;
 - Junella Close (Woodcock Street) and Galliard Close (Hessle Road);
 - Anlaby Road and Hessle Road via the joining of Massey Close and Conway Close (part of the Green Lung);
 - The existing cycle and pedestrian path west of Woldcarr Road and Alliance Avenue via the Riley College site.
- 3 Cycling will be encouraged by improving existing cycling routes, both off road and on road, and by creating new routes as shown on Figure 11.1, and by installing or improving new cycle parking facilities where shops, services and facilities are located.**

Figure 11.1: Walking and Cycling Strategy

- Key**
-  Improved existing pedestrian route
 -  New pedestrian routes (missing links)
 -  New 'Green Lung' pedestrian route between major parks and open spaces
 -  New or improved pedestrian crossing facilities
 -  Existing on-road cycle lanes and bus/cycle lanes
 -  Existing recommended cycle route (quiet streets, 20mph zones)
 -  Existing off road cycle route
 -  National Cycle route
 -  New or improved cycle route



The Green Lung

11.3.9 The Green Lung – a key project for transforming Newington and St. Andrew’s – has more than an open space role. It will also form a continuous walking route linking West Park with new or enhanced green/urban spaces and Hessle Road. The nature of the Green Lung will vary along its length, with the route variously using traditional streets, shared surfaces and green spaces. On many sections, new fronting development will be used to provide natural surveillance.

11.3.10 The Green Lung, combining improved and expanded open space with a coherent and attractive pedestrian route through the heart of the area, is a key

element of the plan for transformational change. It links many of the area’s assets to their residential hinterland. Hessle Road, towards its southern end, will be a focus for new community facilities situated around a new public space. At West Park, to the north, the new ‘super crossing’ of Anlaby Road will help reconnect the community with the asset of this major city park and the KC stadium. The Green Lung crosses the main passenger rail line into and out of Hull, and the proposal is that the existing pedestrian footbridge be replaced. The new bridge will be a landmark structure of a generous scale with both steps and ramps to create an easier transition for pedestrian across the railway.

11.3.11 Detailed proposals for the Green Lung, which spans across the West Park and Boulevard Areas, are set out in Policies NaSA3, NaSA4.

Public transport

11.3.12 Bus services are a core element of the movement strategy, especially as they have a role to play in addressing accessibility and social inclusion, and walking or cycling are not necessarily practical for longer journeys. A contemporary approach to the provision of bus services must be adopted, to make them an attractive transport choice for all residents and a viable alternative to use of a car.

11.3.13 The radial corridors that pass through Newington & St. Andrew's provide a high frequency of bus services to the Paragon interchange during working hours, Monday to Saturday: Anlaby Road has approximately 40 buses an hour, Hessle Road 20 per hour and Spring Bank West 15 per hour. This schedule provides a regular service into and out of the city centre, with short waiting times.

11.3.14 Although the daytime bus service on a Monday to Saturday is good, there is a marked reduction in services after 6.30pm. Service levels reduce to approximately 10% of the full daytime service after 6.30pm. Few bus routes run north / south through the area, enabling pick-up and drop-off for residents who live some distance from Anlaby Road and Hessle Road.

11.3.15 Bus services need to be improved in two principal ways: enhancing the off-peak level of service; and extending coverage, particularly north-south across Newington and St. Andrews.

11.3.16 With two railway lines running through the area, there is also the potential for a new rail halt, as part of the city's wider strategic network. There is a long term aspiration for a halt close to the KC Stadium. As well as providing a service for local people by making Newington & St Andrew's better connected, it would help to relieve traffic congestion and parking problems on match days, and potentially reduce traffic associated with the Hull Royal Infirmary.

Parking

11.3.17 The street network will essentially remain as at present, with occasional modifications as part of redevelopment proposals as indicated on the Illustrative Masterplan (Figure 1.2). These modifications are the results of new whole streets created or new sections, which, with connect existing streets. Overall, this will improve movement, including car movement, in the area. Similarly the majority of residential parking, which is on-street, will generally remain so; although efforts will be made, in conjunction with public realm initiatives, to minimise the visual impact of parked cars. In redeveloped areas, residential car parking will be provided in a variety of ways: on-street, in-curtilage, and within small private car parking courts. There is no specific parking standard for Newington and St Andrew's. The city-wide standards will apply.

12.0 Delivery strategy

The purpose of the Delivery Strategy is to ensure that each element of the overall regeneration scheme is fully integrated.

12.1 Purpose of the delivery strategy

12.1.1 Delivery of the AAP is integral to drawing up the plan itself, not an afterthought. This reflects the plan's nature - it is at once an Area Action Plan under town planning law, a masterplan to guide the development and design, and a delivery plan for an ambitious programme of change which is in fact already underway. The proposals in the AAP have been developed, and discussed with consultees, in a way which recognises the importance of what is deliverable as well as what is desirable.

12.1.2 The AAP sets out the vision for the area and defines broad parameters for its comprehensive regeneration and development. Sufficient flexibility is needed to permit the delivery of these aspirations over the 15 year plan period. The AAP is not intended to be a rigid blueprint for development, but rather a framework within which individual development projects can be brought forward and delivered. The Delivery Strategy, therefore, seeks to balance clarity of vision and flexibility of approach.

12.1.3 It will be the basis for project co-ordination for Hull City Council and Gateway, and their development and funding partners. It helps to guide investment by setting out the range of development opportunities and clarifying how the regeneration partners led by Gateway would like to see the overall scheme take shape on the ground. Once formally adopted, it will also serve as a basis for planning and development decisions.

12.1.4 The purpose of the Delivery Strategy is to ensure that each element of the overall regeneration scheme is fully integrated. It sets out how the Partnership wishes to progress from the vision set out in the AAP to the delivery of projects on the ground.

12.2 Principles

12.2.1 Certain key principles will underpin the delivery of the AAP, and these are summarised below.

12.2.2 Working in Partnership: both in terms of the physical delivery of certain projects and of overall co-ordination, Gateway will be the lead agency. Nevertheless, delivery of the whole project will require a range of private, public and voluntary sector partners and stakeholders. Gateway is committed to enabling and co-ordinating work of these other partners, reinforcing the linkages between different parts of the regeneration programme and engaging all parties in pursuing the objectives. This includes securing the co-operation of land owners and interested parties at an early stage in the delivery of the plan;

12.2.3 A Strong Lead Developer Partner Relationship: the selection of a committed housing developer in Keepmoat Plc who have a track record in the delivery of complex regeneration projects. This will be coupled with the establishment of development agreements with a committed developer (or preferred developers) for key projects;

Delivery strategy

12.2.4 Supporting Local Communities: a supportive approach to relocating existing occupants, linked to phased delivery of the action plan and individual needs. Also taking opportunities to involve local labour: the proposals in the AAP represent a significant amount of investment into the local area, which, could be made to benefit the local labour market through links with the labour initiatives in Hull.

12.2.5 Proactive and Flexible

Programming: a pro-active approach to land assembly through the use of CPO powers where voluntary acquisitions are not forthcoming, the AAP provides a robust planning framework to support this approach; with built-in flexibility to respond and react quickly to enquiries and engage effectively with the private sector in securing development of priority areas; leading to a phased programme to respond to market demand and the regeneration needs of the community.

12.2.6 Robust Planning and Design:

quality is a vital requirement in the new Newington & St. Andrew's. It will be secured through adoption of the AAP to guide the development of the area, plus a series of more detailed plans to manage implementation of specific projects; and a commitment to sustaining design quality to ensure that the redevelopment and regeneration effort retains current residents and attracts in new households. The AAP and its supporting design guidance define the basic urban design principles. These principles will be reinforced by additional mechanisms so that long term, sustainable regeneration is to deliver design quality and environmental improvements. The following mechanisms are proposed and/or in place:

- Lead Developer Partner who will deliver a minimum of 50% of the residential development, with whom standards are agreed and set
- Where appropriate we will use design competitions to ensure the highest standard of design is achieved
- An overall strategy for the design and delivery of public art and the public realm including securing the necessary funding
- All proposals, including the AAP itself, will be subjected to rigorous design review
- Continued stress on high standards of maintenance, coupled with a specific policy in this regard, as set out in policy NaSA17 below.

Policy NaSA16: Maintenance

Applications for planning permission will only be granted if they can show that post-completion maintenance of open spaces has been adequately provided for. In the case of proposals other than minor or householder applications, this means that they must be accompanied by a long-term maintenance plan that satisfactorily demonstrates how high standards of management and maintenance of the development will be guaranteed.

...The delivery of the Newington & St Andrew's regeneration scheme is a complex project and may well take up to fifteen years to complete...

12.3 Phasing

12.3.1 The delivery of the Newington & St Andrew's regeneration scheme is a complex project and may well take up to fifteen years to complete. There are many difficulties and uncertainties to address as the process rolls out. The phasing strategy, therefore, needs to provide a clear overall direction whilst retaining sufficient flexibility to respond to changing circumstances during the development period.

12.3.2 The preferred phasing strategy for the regeneration is set out in this section. This has been divided into 3 year phases with 2008/09 as year one. The underlying principle is that projects that can be delivered early should be identified. Gateway can then look to ensure that these projects are delivered to a high quality. In this way, we can work to create investor and community confidence in the wider scheme, generate a development momentum and establish clear benchmarks for design quality.

12.3.3 The core concept for phasing can be summarised as:

- to continue the focus in the west of the area, already under way with the Woodcock Street redevelopment, with major early new development west of Hawthorn Avenue (primarily the Amy Johnson site), leading on to demolition and redevelopment east of Hawthorn Avenue, moving northward from the railway line so that the areas nearer Anlaby Road are dealt with later.
- in parallel, to start a programme of housing refurbishment and street improvements which begins north of Anlaby Road, continues to Anlaby

Road itself, and then areas to the South, followed by Albert Avenue, and reaches Coltman Street by the end of the second period; all of these works to be completed by 2014

- to start works for the Anlaby Road/ West Park "gateway" focus by 2011, and to have completed this important new element by 2014
- major park and public realm works to be carried out over the whole life of the plan
- for other elements of the redevelopment effort to follow the initial western impetus, with the aim to complete them by Year 2024

12.3.4 The proposed Phasing is shown, area by area, on the Phasing Plan. It distinguishes between four separate, but linked, activities:

- Acquisition/Demolition
- Housing Development
- Frontage Improvement
- Major Projects

12.3.5 Longer term opportunities, which are not shown on the Phasing Plan, will also be important in bringing about delivery of the AAP. The Phasing Plan focuses on the activities which the delivery partners can directly control and influence. Major opportunities, such as the Tradex site or, the KC Stadium Site, also offer important potential but cannot be programmed in the same way. Their development may require further, more detailed guidance to shape them as they come forward. In these cases, Development Briefs will be prepared.

12.3.6 Table 12.1 sets out the key elements of project expenditure and income:

Table 12.1 Approximate project expenditure and income			
			Expenditure
Site Assembly			£164,499,530
Demolition			£12,734,756
Refurbishment			£12,962,500
Public Realm Improvements			£41,620,012
Shop Front Refurbishment			£5,168,000
Community Facilities			£35,800,000
New Build Construction Costs			£175,050,000
<i>of which:</i>			
a) Private Sector House builder	70%	£122,535,000	
b) RSL	17%	£29,758,500	
c) Housing Corporation	13%	£22,756,500	
Total Expenditure			£447,834,798
			Income
Capital Receipts			£24,947,559
Total Income			£447,834,798

Figures have been rounded

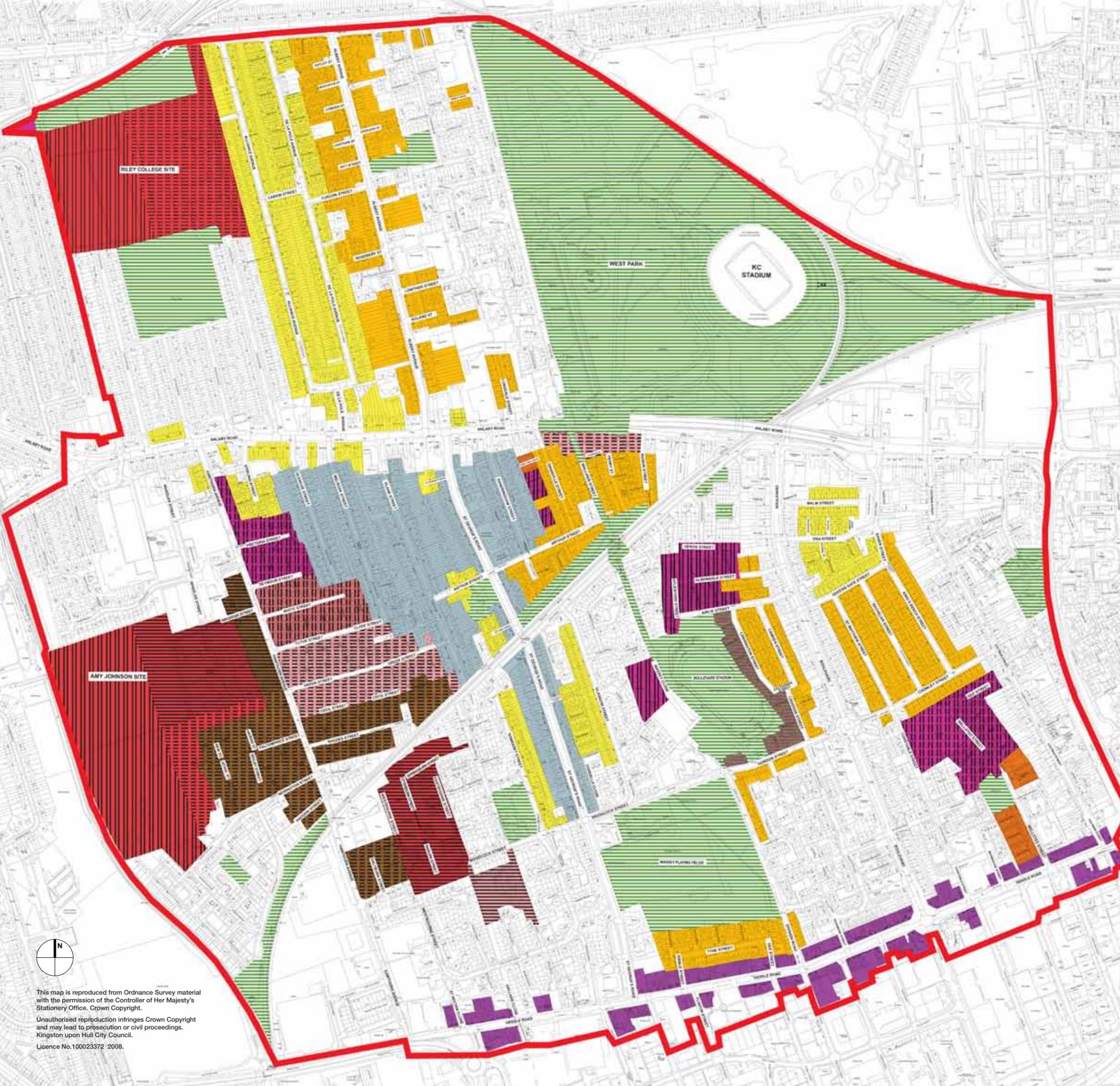
12.4 Implementing key projects, programmes and themes

12.4.1 The strategy within the AAP represents an ambitious programme of development. It is essential that this programme is achieved if the comprehensive regeneration of the Newington & St Andrew’s Area is to be delivered. For this reason, the strategy has been designed to

be realistic rather than idealistic, recognising that compromises will have to be made in certain areas to achieve broader objectives.

12.4.2 The AAP identifies a range of development sites as well as public realm, open space and infrastructure enhancements. These are treated as projects which are key to the implementation of the AA.

Figure 12.1
Phasing Plan



- Key**
- AAP boundary
 - ▨ Environmental improvements
- Frontage improvement scheme start dates**
- ▨ Complete refurbishment
 - ▨ 2008 - 2011 residential
 - ▨ 2011 - 2014 residential
 - ▨ 2014 - 2017 residential
 - ▨ 2011 - 2014 commercial
- Aquisition start dates**
- ▨ Completed
 - ▨ 2008 - 2011 committed and ongoing
 - ▨ 2008 - 2011
 - ▨ 2011 - 2014
 - ▨ 2014 - 2017
- Development start dates**
- ▨ 2008 - 2011
 - ▨ 2011 - 2014
 - ▨ 2014 - 2017
 - ▨ 2017 - 2024



12.5 Costs and funding

12.5.1 Indicative costings for the scale of investment required to deliver the acquisition/refurbishment programme, community, public realm, and infrastructure enhancement set out in the Delivery Strategy, suggests a total investment in the region of £448,000,000.

12.5.2 This will not come entirely from the funds of Gateway and the City Council. Far from it: the implementation of the AAP depends on a combination of public and private investment. Public sector funding is required to carry out enabling works that will facilitate private investment. The scope of the capital works, which, are likely to be required for funding by the public sector includes land assembly (which includes home loss and disturbance payments), enhanced public realm, road infrastructure improvements, business relocations, and residential refurbishment.

12.5.3 This is a diverse package of interventions which could involve multiple funding partners. Gateway and the City Council will use the AAP as a framework for discussions on the opportunities for funding with partners such as Homes and Communities Agency, Yorkshire Forward and Sport England.

12.5.4 A commitment to private sector funding is secured through the lead Developer Partner, who will deliver at least 50% of new homes for sale and who, together with the lead Registered Social Landlord, Gateway and the Council, will work to attract a wide range of private investment on the opportunities in Newington & St Andrew's.

12.5.5 Private sector investment also offers the possibility of channelling some of the additional value to locally-specific public benefit, via a ring-fenced

fund targeted primarily on the creation of additional funds for the shared community benefit of public realm and green space. Accordingly, the policy for planning obligations is as set out on the following page.

12.6 Roles, responsibilities and structures

Policy NaSA17: Planning Obligations

When higher tier policy planning contributions apply to new developments to secure local benefits, the contributions will be used to fund projects that will deliver Newington and St Andrew's proposals. Such projects include for example:

- **Development and maintenance of the Green Lung and its component parts;**
- **Streetscape improvements, particularly those that are adjacent to key development sites, such as those to the south of the Riley College site;**
- **Improvements to community parks, playing fields and other green spaces;**
- **Community facilities.**

12.6.1 The delivery of the overall vision for Newington & St Andrew's is a major task that requires careful management, co-ordination and phasing, accepting that not all components of the strategy can be delivered at once. The partnership must, therefore, perform five specific roles:

- Guardian of the overall vision and regeneration framework;

...the implementation of the AAP depends on a combination of public and private investment...

Delivery strategy

- Champion the renaissance of the area;
- Co-ordination of existing and proposed initiatives and projects, ensuring that investment is channelled in Newington & St Andrew's in the most cost effective way;
- Facilitating, co-ordinating and, where necessary, procuring the physical and social programmes; and
- Ensuring the long term stewardship and management of the area.

12.6.2 In order to ensure the continued support of all partners and to maintain co-ordination the following structure is in place.

12.6.3 Gateway/Keepmoat Partnership: Gateway, as the Housing Market Renewal Pathfinder, is the Council's principal delivery partner for the Newington & St. Andrew's AAP. Gateway's role is to bring about renewal of the housing market in specific parts of inner Hull. Gateway have a formal partnership with Keepmoat, who are in turn their lead development partner for the regeneration effort and thus have a key role in delivering, in particular, the new housing and related facilities in the area. This does not mean that other developers will not be involved alongside Keepmoat in this initiative: their capacity will also be an important addition to the potential for change.

12.6.4 Gateway Delivery Board: regular management and monitoring of the evolving regeneration programme, and progress on delivery of the AAP, is the responsibility of Gateway's Delivery Board, led by the Chair of Gateway and on which are represented the other partners.

12.6.5 Hull City Council Planning & Riverside Committees: the City Council has a triple role in the delivery effort: it contributes directly to the regeneration effort by carrying out works such as highways or by using its land-holdings; it decides on planning applications seeking accordance with the principles of the AAP; and it provides the democratic accountability for the whole effort, to residents of both the intervention area and the city as a whole. Members of two key committees provide the regular forum for the discharge and discussion of these responsibilities: Planning, in relation to planning policy and decisions, and Riverside, in relation to matters of local importance. In addition, the Council's Cabinet makes key decisions.

12.6.6 Newington & St. Andrew's Regeneration Advisory Board: this is a Board of members and resident representatives who are in place to advise on the regeneration programme and to provide a link back into the community; it includes Members of the Council, community representatives, business representatives and delivery partners.

12.7 Risks and mitigation

12.7.1 The AAP Delivery Strategy identifies the best, and it is believed most realistic, phasing for the project. However, it does so in the recognition that the preferred phasing sequence and timetable cannot be guaranteed, and that the Strategy must be robust to external influences so far as possible. Principal amongst these are:

- **The property market:** the impact of the downturn in the housing market will affect both project timing and the availability of finance for both development and home buying in the short term. This is recognised as a major potential element in the early / current stage, and the phasing builds in allowance for the expected market setting in the short term. It will also be subject to frequent review and possibly modification of the programme. However, the medium and longer term elements of the programme do not depend on a return to overheated market conditions, and are predicated on long-run average stability.
- **Land ownership** – the progress on acquisition, and any need to resort to compulsory purchase, could impact on timing. However, Gateway’s experience so far has been that it has been able to proceed on acquisition at a rate at least as fast as, and often faster than, programme assumptions, perhaps reflecting the considerable degree of acceptance and support referred to in the reporting of the consultation. This is currently not seen as a major programme risk area but the possible risk will be mitigated by gearing up to bring forward CPO’s on new development sites.
- **Funding availability** – although Gateway is committing substantial funds to the public elements of the scheme, it is intended that funding be secured from other bodies. Experience suggests that arranging such funding can be time-consuming and may not deliver all that is initially expected. Realistically, the programme’s regular reviews will build in up-to-date assessments of the implications, in terms of timing and scale, of progress in securing these external funds. This possible risk will be mitigated by aligning and flexing the programme to incorporate other sources of funding during the plan period.
- **Planning process** – the process of delivery is, of course, dependent on the processing of planning applications and the granting of consents. This possible risk will be mitigated by encouraging early engagement with planners and the community along with taking all proposals for development through the Design Review Panel.

12.7.2 The Strategy is, therefore, designed to minimise the impact of these factors where this is possible, and to build in ways of reviewing and adjusting the programme without major disruption to the underlying purposes.

12.8 Monitoring and review

12.8.1 Two forms of monitoring and review will be operated by the delivery partners.

12.8.2 In the first place, the Gateway Delivery Board will be the key decision and review body for the programme adjustments and progress reviews described above. It will meet quarterly and amongst its roles, it will monitor progress on programmes against milestones.

12.8.3 Second, the overall programme and AAP progress will be subject to detailed annual monitoring by the

Council in conjunction with the Gateway / Keepmoat Partnership as part of the Local Development Framework Annual Monitoring Report and Sustainability Appraisal monitoring processes, together with a more comprehensive review as standard, every five years, to determine whether the strategy and policies might require any significant modifications through a revision of the AAP. Table 12.2 sets out a number of key outputs and targets for the AAP as a whole. Table 12.2.1 provides a more detailed monitoring framework for each policy. These will form the basis of the monitoring and review process.

Table 12.2 sets out a number of key outputs and targets for the AAP as a whole. Table 12.2.1 provides a more detailed monitoring framework for each policy.

Table 12.2 Key Outputs

Output	Target	2008-2011	2011-2014	2014-2017	2017-2024
Residential units to be acquired/demolished	1789	940	243	606	0
Residential units improved	2290	935	1237	118	0
New residential units	1857	311	766	409	371
of which for outright sale	1486	249	613	327	297
of which for shared ownership/rent	371	62	153	82	74
of which on previously developed land	1317	211	558	255	293
of which on land not previously developed	540	100	208	154	78
Commercial units improved	250	0	250	0	0
Commercial units created	25	0	25	0	0
Brownfield land redeveloped as housing	35 hectares	<i>In line with development</i>			
Greenspace redeveloped as housing	13.5 hectares	<i>In line with development</i>			
Green space upgraded	48 hectares	<i>In line with development</i>			
Usable green space created	11.5 hectares	<i>In line with development</i>			
New & improved cycle & pedestrian routes (streetscapes)	18,900 metres	<i>In line with development</i>			
Community facilities improved and/or created	6	<i>In line with development</i>			

Table 12.2.1: Policy Monitoring Framework

				Phasing			
				2008-11	2011-14	2014-17	2017-24
NaSA1	Assessment of development proposals.	Development proposals conflicting with NaSA Vision.	Ongoing				
Policy NaSA2: Hawthorn Avenue							
NaSA2 A	Assessment of development proposals.	Development proposals comply with Policies NaSA10-18, Design Principles and Design Guidance and meet wider policies and design brief requirements.	Ongoing				
NaSA2 A (i)	Create a wider mix and choice of housing.	Developments Completed at Amy Johnson Site and East, South and North of Hawthorn Avenue.	2020				
NaSA2 A (ii)	Transform Hawthorn Avenue into an elegant boulevard.	Developments adjacent to Hawthorn Avenue, and streetscape improvements Completed.	2020				
NaSA2 A (iii)	Create a robust frontage to Anlaby Road.	Development of Tradex Site Completed.	2024				
NaSA2 B	Assessment of development proposals.	Development proposals considered to deliver or contribute to delivery of vision for Hawthorn Avenue Area.	Ongoing				
NaSA2 B (i)	Deliver 620-650 new homes, a small neighbourhood centre and 2.09ha of new greenspace on Hawthorn Avenue (west side).	Development of Amy Johnson Site Completed.	2019	183	187	265	0
NaSA2 B (ii)	Develop 370-400 new homes and 0.24ha new greenspace on Hawthorn Avenue (east side).	Development of Hawthorn Avenue east, south and north Completed.	2020	0	237	0	163
NaSA2 B (iii)	Mixed use development of Tradex site.	Development of Tradex Site Completed.	2024				
NaSA2 C	Gateway and the Council deliver programmes for Hawthorn Avenue.	Programmes delivered.	2024				
NaSA2 C(i)	Demolish 1150 dwellings.	Acquisition and demolition Completed in Hawthorn Avenue area.	2017	788	210	152	0
NaSA2 C (ii)	Improve 100 house frontages.	Frontage improvements Completed.	2013	96	4	n/a	n/a
NaSA2 C(iii)	Deliver 3000m street improvements.	Street improvements Completed.	2020	In line with housing interventions			
NaSA2 C(iv)	Improve 2.16ha existing greenspace.	Greenspace improvements Completed.	2020	2.16 ha	n/a	n/a	n/a

Table 12.2.1: Policy Monitoring Framework (continued)

Policy	Policy Outcome	Measure	Targeted Completion Date	Phasing			
Policy NaSA3: West Park area				2008-11	2011-14	2014-17	2017-24
		Development proposals comply with Policies NaSA10-18, Design Principles and Design Guidance and meet wider policies and design brief requirements.					
				Start	Complete		
						Start	Complete
				n/a	n/a	n/a	n/a
				n/a	150	n/a	n/a
				n/a	n/a	n/a	9
					Start & Complete		
				52	n/a	28	n/a
				n/a	240	12	n/a
				In line with housing interventions			
				0.13 ha	10.93 ha	15.59 ha	6.77 ha

Area Action Plan

Part 3

Section 12.0

Table 12.2.1: Policy Monitoring Framework (continued)

Policy	Policy Outcome	Measure	Targeted Completion Date	Phasing			
				2008-11	2011-14	2014-17	2017-24
Policy NaSA4: Boulevard							
NaSA4 A	Assessment of development proposals.	Development proposals comply with Policies NaSA10-18, Design Principles and Design Guidance and meet wider policies and design brief requirements.	Ongoing				
NaSA4 A(i)	Deliver the core of the Green Lung.	Green lung Completed.	2019				4.65 ha
NaSA4 A(ii)	Create clear routes to the former Rugby Ground.	New / improved routes Completed.	2019			Start	Complete
NaSA4 A(iii)	Deliver high quality housing overlooking, some overlooking green spaces and safe overlooked public spaces and streets.	Development of sites at Massey Close and Airlie Street Complete.	2020			Start & Complete	
NaSA4 B	Assessment of development proposals.	Development proposals considered to deliver or contribute to delivery of vision for Boulevard Area.	Ongoing				
NaSA4 B(i)	Delivery of new and improved community and sports facilities.	New and improved facilities Completed.	2019			Start	Complete
NaSA4 B(ii)	Deliver 65-75 homes at Massey Close and Airlie Close.	Development Complete.	2020	n/a	n/a	19	56
NaSA4 C	Gateway and the Council deliver programmes for Boulevard.	Programmes delivered.	2024				
NaSA4 C(i)	Demolish 315 dwellings.	Acquisition and demolitions Completed.	2017		33	282	
NaSA4 C(ii)	Improve 402 house frontages.	Frontage improvements Completed.	2014	97	305		
NaSA4 C(iii)	Refurbish up to 75 shop fronts.	Successful take-up of refurbishments.	2015		75		
NaSA4 C(iv)	Deliver 2,500m street improvements.	Improvements Complete.	2020	In line with housing interventions			
NaSA4 C(v)	Improve 10.7ha existing greenspace.	Greenspace improvements Complete.	2020			Start & Complete	
NaSA4 C(vi)	Provide 1.71ha greenspace.	New greenspace provided.	2020			Start & Complete	
NaSA5: Hesse Road							
NaSA5 A	Assessment of development proposals.	Development proposals comply with Policies NaSA10-18, Design Principles and Design Guidance and meet wider policies and design brief requirements.	Ongoing				
NaSA5 A(ii)	Deliver public realm improvements on Hesse Road.	Improvements delivered.	2015		Start	Complete	

Table 12.2.1: Policy Monitoring Framework (continued)

Policy	Policy Outcome	Measure	Targeted Completion Date	Phasing			
				2008-11	2011-14	2014-17	2017-24
NaSA5: Hessle Road continued				2008-11	2011-14	2014-17	2017-24
NaSA5 B	Gateway and the Council deliver programmes for Hessle Road.	Programmes delivered.	2015				
NaSA5 B(i)	Deliver 1,400m street improvements.	Street improvements Complete.	2015		Start	Complete	
NaSA5 B(ii)	Refurbish up to 236 shop fronts.	Successful take-up of refurbishments.	2015	n/a	Start	Complete	
NaSA6: Anlaby Road							
NaSA6 A	Assessment of development proposals.	Development proposals comply with Policies NaSA10-18, Design Principles and Design Guidance and meet wider policies and design brief requirements.	Ongoing				
NaSA6 A(i)	Mix of uses appropriate to Large Local Centre.	Development proposals permitted / refused.	Ongoing				
NaSA6 A(ii)	Deliver transport improvements to improve accessibility for pedestrians and public transport.	Improvements Completed.	2015		Start	Complete	
NaSA6 B	Assessment of development proposals.	Development proposals considered to deliver or contribute to delivery transformation in Anlaby Road.	Ongoing				
NaSA6 B(i)	Deliver 20-25 homes as part of the larger long term development of the Territorial Army Site.	Development of Territorial Army site Completed.	2024				25
NaSA6 C	Gateway and the Council deliver programmes for Anlaby Road.	Programmes delivered.	2024				
NaSA6 C(i)	Demolish 24 non-residential buildings.	Acquisition and demolition Complete.	2024	24	n/a	n/a	n/a
NaSA6 C(ii)	Deliver 900m street improvements.	Improvements Completed.	2015	In line with housing interventions			
NaSA6 C(iii)	Refurbish 100 dwellings.	Refurbishments Complete.	2010	100	n/a	n/a	n/a
NaSA7: Albert Avenue							
NaSA7 A	Assessment of development proposals.	Development proposals comply with Policies NaSA10-18, Design Principles and Design Guidance and meet wider policies and design brief requirements.	Ongoing				
NaSA7 A(i)	Create a wider mix and choice of housing.	Developments Completed at Riley College and Territorial Army site.	2024				
NaSA7 A(ii)	Improve Riley Playing Fields.	Improvements Complete.	2017		Start	Complete	
NaSA7 B	Assessment of development proposals.	Development proposals considered to deliver or contribute to delivery of vision for Albert Avenue Area.	Ongoing				

Area Action Plan

Part 3

Section 12.0

Table 12.2.1: Policy Monitoring Framework (continued)

Policy	Policy Outcome	Measure	Targeted Completion Date	Phasing			
				2008-11	2011-14	2014-17	2017-24
NaSA7: Albert Avenue continued							
NaSA7 B(i)	Deliver 250-280 homes at Riley College site.	Development Complete.	2017		155	125	
NaSA7 B(ii)	Deliver 15-20 homes at Territorial Army Site.	Development Complete.	2024				
NaSA7 C	Gateway and the Council deliver programmes for Albert Avenue Area.	Programmes delivered.	2024				
NaSA7 C(i)	Deliver 930 house frontage improvements.	Improvements Complete.	2012	523	407	n/a	n/a
NaSA7 C(ii)	Deliver 4,000m street improvements.	Improvements Complete.	2017	In line with housing interventions			
NaSA7 C(iii)	Improve 3.6ha greenspace.	Greenspace improved.	2017	n/a	Start	Complete	
NaSA7 C(iv)	Provide 2.1ha new greenspace as part of the Riley College site.	Development of Riley College Site Complete.	2017	n/a	Start	Complete	n/a
NaSA8: Coltman Street							
NaSA8 A	Assessment of development proposals.	Development proposals comply with Policies NaSA10-18, Design Principles and Design Guidance and meet wider policies and design brief requirements.	Ongoing				
NaSA8 A(i)	Create an attractive place to live with good access to services.	Development of Wellsted Street, house frontage refurbishments, streetscape improvements and open space improvements all delivered.	2021				
NaSA8 A(ii)	Conservation Area Management Plan produced for Boulevard and Coltman Street areas.	Conservation Area Management Plans adopted for Boulevard and Coltman Street.	2015				
NaSA8 B	Assessment of development proposals.	Development proposals considered to deliver or contribute to delivery of vision for Coltman Street Area.	Ongoing				
NaSA8 B(i)	Deliver 115-130 homes, community facilities and 0.31ha open space at Wellsted Street.	Development of Wellsted Street Completed.	2021				118
NaSA8 C	Gateway and the Council deliver programmes for Coltman Street Area.	Programmes delivered.	2021				
NaSA8 C(i)	Demolish 144 dwellings.	Acquisitions and demolitions Completed.	2019			144	
NaSA8 C(ii)	Improve 506 house frontages.	Frontage improvements Complete.	2014	119	281	106	n/a
NaSA8 C(iii)	Deliver 3,500m street improvements.	Improvements Complete.	2021	In line with housing interventions			
NaSA8 C(iv)	Improve 1.78ha existing greenspace.	Improvements Complete.	2021	n/a	n/a	n/a	Start & Complete
NaSA8 D	Support delivery of new community facilities.	Community facilities permitted.	2021				

Table 12.2.1: Policy Monitoring Framework (continued)

Policy	Policy Outcome	Measure	Targeted Completion Date	Phasing			
				2008-11	2011-14	2014-17	2017-24
NaSA9: Dairycoates				2008-11	2011-14	2014-17	2017-24
NaSA9 A	Assessment of development proposals.	Development proposals comply with Policies NaSA10-18, Design Principles and Design Guidance and meet wider policies and design brief requirements.	Ongoing				
NaSA9 A(i)	Provide family housing.	Completion of developments at Woodcock Street and Junella Fields.	2013				
NaSA9 A(ii)	Reinstate boulevard character to southern end of Hawthorn Avenue.	Completion of Woodcock Street development and streetscape improvements.	2013	Start	Complete		
NaSA9 A(iii)	Upgrade industrial area to strengthen quality and character.	Industrial area upgraded.	Ongoing				
NaSA9 B	Assessment of development proposal.	Development proposals considered to deliver or contribute to delivery of vision for Hawthorn Avenue Area.	Ongoing				
NaSA9 B(i)	Develop 150-165 homes and pocket park at Woodcock Street.	Development Completed.	2013	128	37		
NaSA9 B(ii)	Development of 20-25 homes on Junella Fields.	Development Completed.	2011	25			
NaSA9 C	Gateway and the Council deliver programmes for Hawthorn Avenue.	Programmes delivered.	2013				
NaSA9 C(i)	Demolish 100 dwellings.	Acquisition and demolitions Completed.	2012	100	n/a	n/a	n/a
NaSA9 C(ii)	Improve 63 house frontages.	Improvements Complete.	2013	63			
NaSA9 C(iii)	Deliver 800m street improvements.	Improvements Complete.	2013	In line with housing interventions			
NaSA9 C(iv)	Improve 0.62ha existing green space.	Improvements Complete.	2013	Start & Complete			
NaSA9 C(v)	Improve community facilities on Woodcock Street.	Improvements Complete.	2013	n/a	1	n/a	n/a
Policy NaSA10: Housing Provision and Choice							
Policy NaSA10 A	Provide 1,857 dwellings between 2008 and 2024.		2024	311	766	409	371
Policy NaSA10 B	Achieve 50% 3 or more bedroom dwellings and no more than 10% one bedroom dwellings.		2024				
Policy NaSA10C	Deliver a mix of housing size and tenure types.	Suitable mix and type of housing achieved.	2024				
Policy NaSA10 D	Meet Lifetime Homes Standards in all new homes.	Standards met in all new homes.	2024				

Area Action Plan

Part 3

Section 12.0

Table 12.2.1: Policy Monitoring Framework (continued)

Policy	Policy Outcome	Measure	Targeted Completion Date	Phasing			
				2008-11	2011-14	2014-17	2017-24
Policy NaSA12: Design of new development							
Policy NaSA12 A	Achieve high design standards in line with Annex A.	Development reaching design standards.	Ongoing				
Policy NaSA12 B	Assess level of flood as set out in Hull SFRA.	Developments which address levels flood risk on site.	Ongoing				
Policy NaSA13: Energy							
Policy NaSA13 (i)	Require Energy Statement with development proposals.	Development proposals submitted with Energy Statement.	Ongoing				
Policy NaSA13 (ii)	Require minimum 10% of on site energy needs through renewables.	10% included in development proposals.	Ongoing				
Policy NaSA13 (iii)	Require minimum of Code for Sustainable Homes (CfSH) Level 3 or level mandatory at the time.	Levels achieved in development proposals.	Ongoing				
Policy NaSA13 (iv)	Require BREEAM 'Very Good'.	Proposals reaching BREEAM 'Very Good' standards.	Ongoing				
Policy NaSA14: Heritage							
NaSA14	Retain historic urban form and layout.	Proposals which conserve and enhance character of the area.	Ongoing				
Policy NaSA15: Public Realm							
Policy NaSA15	Public realm to meet design guidance (Annex A of AAP).	Developments meeting design guide requirements.	Ongoing				
Policy NaSA16: Walking and Cycling							
Policy NaSA16 1	Give priority to Pedestrians in terms of design and layout.	Priority given in development proposals or transport improvements.	Ongoing				
Policy NaSA16 2	Complete missing links in walking network in conjunction with refurbishment of properties or new development.	Development completions, refurbishments and links Completed.	2024				
Policy NaSA16 3	Improve cycle routes and create new routes.	Cycle routes improved. Cycle routes created.	2024				
Policy NaSA17: Maintenance							
Policy NaSA17	Maintenance requirements assessed.	Maintenance plans agreed.	Ongoing				
Policy NaSA18: Planning Obligations							
Policy NaSA18	Contributions used to fund projects.	Projects funded via contributions.	Ongoing				

Table 12.3 Key Outcomes

Key Outcome	Measure	Source
Housing regeneration outcomes	Housing type mix across Newington & St. Andrew's	Resident survey (Gateway)
	Household type mix across Newington & St. Andrew's	Resident survey (Gateway)
	Popularity of Newington & St. Andrew's relative to city average	Resident survey (Gateway)
	Relative house price in Newington & St. Andrew's against regional average	Average price and lower quartile price (Land Registry)
	Vacancy rate of dwellings in Newington & St. Andrew's against city average	All vacants and vacants over 6 months (Council Tax)
	Resident satisfaction with neighbourhood	Resident survey on national indicators (Hull City Council)
Neighbourhood sustainability	Overall neighbourhood sustainability index of Newington & St. Andrew's neighbourhoods relative to city average	Neighbourhood profiling index from published indicators (Gateway)
Social/economic outcomes	Economic activity of Newington & St. Andrew's residents relative to city average	Percentage economically active (Annual population survey)
	Crime rate in Newington & St. Andrew's relative to city average	Crime rates (Humberside Police)
	Educational attainment in Newington & St. Andrew's relative to city average	GCSE results (Hull City Council)
Design/quality	Design standards of new dwellings	Percentage of homes that meet relevant CSH level, Building for Life Silver or above, Lifetime Homes, Secure by Design (Gateway)
	Design standards of new developments	Proportion of new developments complying with design codes
Design/regeneration awards (Hull City Council)	Resident satisfaction with dwelling	Resident survey (Gateway)
	Resident satisfaction with neighbourhood	Resident survey re. national indicators (Hull City Council)



**Newington
St. Andrew's
Visionary**



**Newington
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Visionary**

Glossary of Terms

Adaptability	The capacity of a building or space to be changed so as to respond to changing social, technological and economic conditions.
Affordable Housing	Affordable housing should meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices. Affordable housing includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.
Amenity Spaces	Amenity space is generally green space and planting which softens the urban fabric, allows for information leisure, and provides a setting for buildings. Amenity space can be within private ownership in the form of private outdoor space, formal amenity space for communal use, or in the wider public domain, such as highway verges or small pockets of land left over after planning.
Architectural Rhythm	This refers to the building widths, the proportion and scale of windows and doors.
Area Action Plan (AAP)	A plan which sets out a strategy for the future planning of areas with a concentration of proposals for change or where land uses and activities are particularly complex. The boundaries of a Local Authority's AAPs are shown geographically on a Proposals Map.
Attenuation Ponds	Ponds designed to reduce flows by storing runoff during the peak flow (in the event of a storm for example) and releasing it at a controlled rate during and after the peak flow has passed. The pond always contains water – also known as a balancing or wet detention pond.
Biodiversity	This is a measure of the variety of, and number of individuals within different species of plants, animals and other life forms that are present in a defined area.
Bioswales	Bioswales are landscape elements designed to remove silt and pollution from surface runoff water. These linear, planted drainage channels can be an alternative to storm sewers.
Block	A development block is the land area defined by the grid of streets. It can vary considerably in shape and size according to the configuration of streets (preferred orientation and topography for instance) as well as the nature of plot sub-divisions and building types that are to be accommodated.
Block Structure	Block structure determines the pattern of movement in a development and sets parameters for subsequent development.
Boulevard	A broad urban street, often tree-lined and landscaped.
Boundary Treatment	Boundaries separate properties and sites from one another and the public realm of the street. The appearance of these boundaries impact on the character of a street scene and need to be considered and treated carefully. The type of boundary treatment chosen should always reinforce the existing character of the area and follow what is the predominant boundary type in that locality.
BREEAM	A set of assessment methods and tools that are designed to help construction professionals understand and mitigate the environmental impacts of the developments they design and build.
Building Line	The line formed by the frontages of buildings along a street. The building line can be shown on a plan or section.
Character	Individual distinctiveness created from a combination of natural and man-made elements with historic, socio-economic and other factors.
Character Areas	Character areas can reinforce local identity and serve as a marketing tool to raise the profile of a particular place, as in the case of Birmingham's Jewellery Quarter. These may relate to predominant uses, focal buildings, historic associations or ethnic composition, such as a Chinatown.

Code for Sustainable Homes (CSH)	The Code for Sustainable Homes is a single national standard to guide industry in the design and construction of sustainable homes. The Code measures the sustainability of a home against design categories, rating the 'whole home' as a complete package.
Community Node	A place where community uses and activities are concentrated.
Community Strategy	Local authorities are required by the Local Government Act 2000 to prepare these, with the aim of improving the social, environmental and economic well being of their areas Through the Community Strategy, authorities are expected to co-ordinate the actions of local public, private, voluntary and community sectors.
Commuted Sum	See Planning Obligations
Concept Plan	The preliminary visual presentation of a proposed plan to be used for the purpose of discussion and classification.
Conservation Area	Conservation Areas vary in both size and character, ranging from small groups of buildings to town squares or even open spaces. They often include groups of Listed Buildings, but their primary aim is to protect an area's character.
Core Strategy	A key planning document prepared by the Local Authority, setting out the long-term vision for land use and development and strategic objectives for the Local Authority area.
The Council	The 'Council' refers to Kingston upon Hull City Council.
Density	The floorspace of a building or buildings or some other unit measure in relation to a given area of land. Built density can be expressed in terms of plot ratio (for commercial development); number of units or habitable rooms per hectare (for residential development); site coverage plus the number of floors or a maximum building height; or a combination of these.
Design Guidance	A planning document which will provide guidance on how development can be carried out in accordance with good design practice produced with a view to retaining local distinctiveness.
Design Palette	A specific, limited range of colours, materials and styles which can be used through a development to create a sense of cohesion and identity.
Design Review Panel	A group of built environment professionals that offer advice on emerging design proposals
Development Brief	A document, prepared by a local planning authority, a developer, or jointly, providing guidance on how a site of significant size or sensitivity should be developed. Site-specific briefs are sometimes known as planning briefs, design briefs and development frameworks.
Development Plan	A document which sets out a Local Authority's policies and proposals for the development and other use of land and buildings within its area. A Local Authority's development plan consists of the relevant Regional Spatial Strategy (RSS) and the Development Plan Documents (DPDs) contained within its Local Development Framework (LDF).
Development Plan Documents (DPDs)	Planning documents that, together with the relevant Regional Spatial Strategy (RSS), will form the development plan for a Local Authority area. Examples of a DPD include a CoreStrategy, and Area Action Plans (AAPs).
District Centre	District centres provide a wide range of shopping, retailing, financial and professional services, as well as food and drink outlets. Hessle Road is identified as a District Centre.
Enclosure	The use of buildings to create a sense of defined space.
Energy Efficient	Using the minimum amount of energy to produce the same result.

Glossary of Terms

Evidence Base	The information and data gathered by local authorities to justify the “soundness” of the policy approach set out in planning documents, including the physical, economic, and social characteristics of an area.
Flood Risk Assessment	An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.
Frontage	The front part of a building which faces a road or river Active Frontage.
‘Gateway’	Gateway is the name of the Council’s principal delivery partner for the Newington and St Andrew’s Area. Its role is to bring about renewal of the housing market in specific parts of Hull.
Ginnels	Ginnels, or alleyways, are narrow pavements between terraced houses which allow external access to the back gardens from the road.
Hard Landscaping	Elements include paths, driveways, pavements and walls.
Higher Tier Policies	These include national planning policies, the Yorkshire and Humber Regional Spatial Strategy, and the Joint Structure Plan for Hull and East Riding.
Home Zone	Home Zones are residential areas designed with streets to be places for people, instead of just for motor traffic. By creating a high-quality street environment, Home Zones strike a better balance between the needs of the local community and drivers.
Housing Market Renewal	Process of arranging public sector intervention (in partnership with others) to sustain areas in which housing market failure (or low-demand housing) is evident.
Housing Tenure	This refers to the financial arrangements under which someone has the right to live in a house. The most frequent forms are tenancy, in which rent is paid to a landlord, and owner occupancy. Mixed forms of tenure are also possible; this is referred to as mixed tenure housing.
Illustrative Masterplan	A plan which shows how a proposed development might look when complete, showing proposals for buildings, spaces, movement strategy and land use in two or three-dimensions.
In-curtilage	Situated within the boundaries of a property, e.g. within a front lawn or side driveway.
Landscape Palette	A specific, limited range of colours, materials, styles and planting which can be used through a development to create a sense of cohesion and identity.
Large Local Centre	Large local centres are shopping centres that provide mainly convenience shopping, financial and professional services, and food and drink outlets. They consist of fifty or more shops. Anlaby Road is identified as a Large Local Centre.
Layout	The way buildings, routes and open spaces are placed in relation to each other.
Legibility	The degree to which a place can be easily understood and traversed.
Lifetime Homes	Homes designed to meet the changing needs of the population from young children to the elderly, meeting the varying needs of numerous changes of occupiers in the same home.
Listed Buildings	When buildings are listed they are placed on statutory lists of buildings of ‘special architectural or historic interest’. Listing ensures that the architectural and historic interest of the building is carefully considered before any alterations, either outside or inside, are agreed.
Local Development Framework (LDF)	A “folder” of planning documents, drawn up by the Local Planning Authority, which together with the relevant Regional Spatial Strategy (RSS), form the development plan for its area.
Local Equipped Areas for Play (LEAP)	Medium sized play area with a least 5 types of play equipment or range of activities, plus a small area for rest and relaxation. Located within reasonable proximity of housing or other facilities. For children between 4 to 8 years old.

Market Housing	Private housing for rent or for sale, where the price is set in the open market.
Microclimate	The microclimate of a development is influenced by its design, affecting temperatures, sunlight and wind movement.
Mixed Use	A variety of activities along routes, on single sites or across wider areas such as town centres and redundant industrial land.
Multi-Use Games Area (MUGA)	A MUGA (or Multi Use Games Area) is a specially crafted area for use with a variety of different sports.
NaSA	Newington and St Andrew's
Neighbourhood Equipped Areas for Play (NEAP)	A least 8 types of equipment or range of activities. Usually includes multi-user games area, such as a kickabout or sports field. Accessible to most children within 15-20 minutes walking distance from their home. There is a particular emphasis on providing equipment that meets the needs of older children (up to 15 years old). Located with sufficient distance of housing developments and where enough space can be allocated for the targeted age range.
Open Space	All areas free of development. This includes space of public value, such as public landscaped areas, playing fields, parks and play areas, and also including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.
Pedestrian Desire Lines	An imaginary line linking facilities or places which people would find it convenient to travel between easily.
Pedestrian Severance	Lines of severance for pedestrians impede movement and can include busy roads and railway lines.
Permeability	The degree to which an area has a variety of pleasant, convenient and safe routes through it.
Placemaking	The creation of attractive, high quality living environments.
Planning Obligation	Planning obligations (or "Section 106 Agreements") are private agreements negotiated between local planning authorities and developers. Planning obligations might be used to prescribe the nature of a development (e.g. by requiring that a percentage of housing is affordable); or to secure a contribution or commuted sum from a developer to compensate for loss or damage created by a development (e.g. loss of open space); or to mitigate a development's impact (e.g. through increased public transport provision).
Planning Policy Statement	Sets out the Government's land use planning policies for England.
Proposals Map	A map of the Local Authority's area, showing: <ul style="list-style-type: none"> • Areas in which the Council's local planning policies will apply • Sites for particular future land uses or developments • Locations of proposed or existing Area Action Plans (AAPs)
Public Art	Permanent or temporary physical works of art visible to the general public, whether part of the building or free-standing: can include sculpture, lighting effects, street furniture, paving, railings and signs.
Public Realm	Areas that are accessible to everyone (whether publicly or privately owned). In urban areas, this includes most streets, squares and parks.
Raised Tables	Raised tables are raised surfaces at junctions which reduce speeds and facilitate pedestrian movement.
Regional Spatial Strategy (RSS)	Sets out the region's policies in relation to the development and use of land and forms part of the development plan for Local Planning Authorities. In Hull this is known as the Yorkshire and Humber Regional Spatial Strategy.

Glossary of Terms

Set-back	The distance between a property boundary and a building.
Shared Surface	<p>In traditional street layouts, footways and carriageways are separated by a kerb. In a street with a shared surface, this demarcation is absent and pedestrians and vehicles share the same surface. Shared surface schemes work best in relatively calm traffic environments. The key aims are to:</p> <ul style="list-style-type: none"> • encourage low vehicle speeds; • create an environment in which pedestrians can walk, or stop and chat, without feeling intimidated by motor traffic; • make it easier for people to move around; and • promote social interaction.
Small Neighbourhood Centre	A small group of shops and perhaps limited service outlets of a local nature (for example, a suburban housing estate) serving a small catchment.
Soft Landscaping	Elements include planting, shrubs, grass and trees.
Solar Access	Solar access is the availability of (or access to) unobstructed, direct sunlight.
Soundness	An Area Action Plan (AAP) is considered sound if it is based upon good evidence and has been prepared in accordance with the Test of Soundness (see Para. 14.2.13) and the Authority's Statement of Community Involvement.
Spatial Plan	See Development Plan
Street Furniture	Structures in and adjacent to the highway which contribute to the street scene, such as bus shelters, litter bins, seating, lighting, railings and signs.
Streetscape Improvements	Streetscape improvements aim to create an attractive environment that is more accessible and safer for pedestrians, cyclists and drivers to use. Improvements could include de-cluttering streets, pavements and exterior public spaces to ease movement by removing/implementing new street furniture (e.g. seating), signs, bins, bollards, railings, bus shelters, phone boxes, utilities boxes and lighting.
Subdivision	The division of a lot, tract, or parcel of land into two or more lots.
Sustainability Appraisal (SA)	This involves an appraisal of the Area Action Plan (AAP) to evaluate whether its policies and proposals take account of social, environmental and economic factors.
Sustainable Communities	<p>Some of the key requirements of sustainable communities are set out in the Government's "Sustainable Communities: Building for the Future" include:</p> <ul style="list-style-type: none"> • A flourishing local economy to provide jobs and wealth • Strong leadership to respond positively to change • Effective engagement and participation by local people, groups and businesses, especially in the planning, design and long-term stewardship of their community, and an active voluntary and community sector • A safe and healthy local environment with well-designed public and green space • Sufficient size, scale and density, and the right layout to support basic amenities in the neighbourhood and minimise use of resources (including land) • Good public transport and other transport infrastructure both within the community and linking it to urban, rural and regional centres • Buildings – both individually and collectively – that can meet different needs over time, and that minimise the use of resources • A well-integrated mix of decent homes of different types and tenures to support a range of household sizes, ages and incomes • Good quality local public services, including education and training opportunities, health care and community facilities, especially for leisure • A diverse, vibrant and creative local culture, encouraging pride in the community and cohesion within it • A "sense of place" • The right links with the wider regional, national and international community.

Sustainable Development	<p>Sustainable development is the core principle underpinning contemporary town planning in the UK. At the heart of sustainable development is the ideal of ensuring a better quality of life through development that meets the needs of the present without compromising the ability of future generations to meet their own needs.</p> <p>The Government has set out four aims for sustainable development.</p> <ul style="list-style-type: none">• social progress which recognises the needs of everyone;• effective protection of the environment;• the prudent use of natural resources; and,• the maintenance of high and stable levels of economic growth and employment. <p>These aims should be pursued in an integrated way through a sustainable, innovative and productive economy that delivers high levels of employment, and a just society that promotes social inclusion, sustainable communities and personal well being, in ways that protect and enhance the physical environment and optimise resource and energy use.</p>
Sustainable Urban Drainage Systems (SUDS)	<p>The term Sustainable Drainage Systems (SUDS) covers the whole range of sustainable approaches to surface water drainage management. SUDS aim to mimic natural drainage processes and remove pollutants from urban run-off at source. SUDS comprise a wide range of techniques, including green roofs, permeable paving, rainwater harvesting, swales, detention basins, ponds and wetlands.</p>
Traffic Calming	<p>This refers to reducing traffic speeds to improve the safety of the street environment for all users.</p>
Urban Form	<p>Urban form refers to the physical layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscape of development.</p>
Wayfinding	<p>This refers to how people orient themselves in a development and navigate from one place to another, often using key buildings, landmarks or signs as guiding features.</p>

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