Annex A:
Design Guidance

Hull City Council
Development Plan Document

Adopted February 2010

Newington
St. Andrew's
Visionary

Hull City Council

GATEWAY
Making Hull a great place to live

HDF
Hull Development Framework

Newington St. Andrew's Visionary

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Contents

West Park (Fig. 1)

1.0 Introduction

1.1 Purpose of Design Guidance

The Design Guidance for Newington & St Andrew's has been prepared as a set of guiding principles to ensure the best outcomes are achieved for each of the neighbourhood areas. This guidance is strongly based upon a specific design vision set out for the area in chapter 1 of the Area Action Plan.

The aim is that this guidance will help to improve the quality of the residential development by giving a clear indication to community, developers and other stakeholders of the proposed character of the area.

The guidance consists of a set of written and graphic principles that advise on the two and three-dimensional character of design elements of each particular type of building or open space. The guidance identifies the future quality of the streets, landscape and architectural character of Newington & St Andrew's as a unique place within Hull.

1.2 General Design Principles - Residential Character

Newington & St Andrew's is generally characterised by strong, linear streets of terraced and semi detached 2 storey housing that is very similar in size. The aim of the design guidance is to respect the overall character of the area's urban form, but to achieve a much wider variety of individual homes within a set of broad ordering principles.

The guidance reflects a view that terraced housing in an updated form can provide a high quality living environment, and, therefore, proposes a modern interpretation of traditional types of housing and block structure within Hull and Newington & St Andrew's.

Provision of adequate car parking, disability access, bin storage and flood protection measures all contribute to shaping a set of residential character areas that are robust, varied and flexible, but still deliver a density and urban integrity appropriate to town living.

Provision of private and semi-private amenity spaces within the design of individual homes has been emphasised as this is a fundamental element lacking in much of the existing housing in the area - especially the court terraces.

Specific principles for each residential type are given in the Residential Design Character Guidance within this document.

1.3 General Design Principles - Public Realm

The aim of the Public Realm Design guidance is to establish a high quality, robust and contemporary street and open space network that sets the tone for the wider city and the regeneration of the area.

It will re-connect local residents to their open space and other facilities so that they become part of everyday life, engendering civic pride and providing a unique character and identity to the public realm.

1.0 Introduction

This guidance proposes re-balancing the emphasis of the public realm away from the vehicle towards the pedestrian. Therefore, a range of different activities for the open spaces, and pedestrian priority for the street network are proposed to create highly valued local assets. The guidance draws on and is consistent with the Government's Manual for Streets.

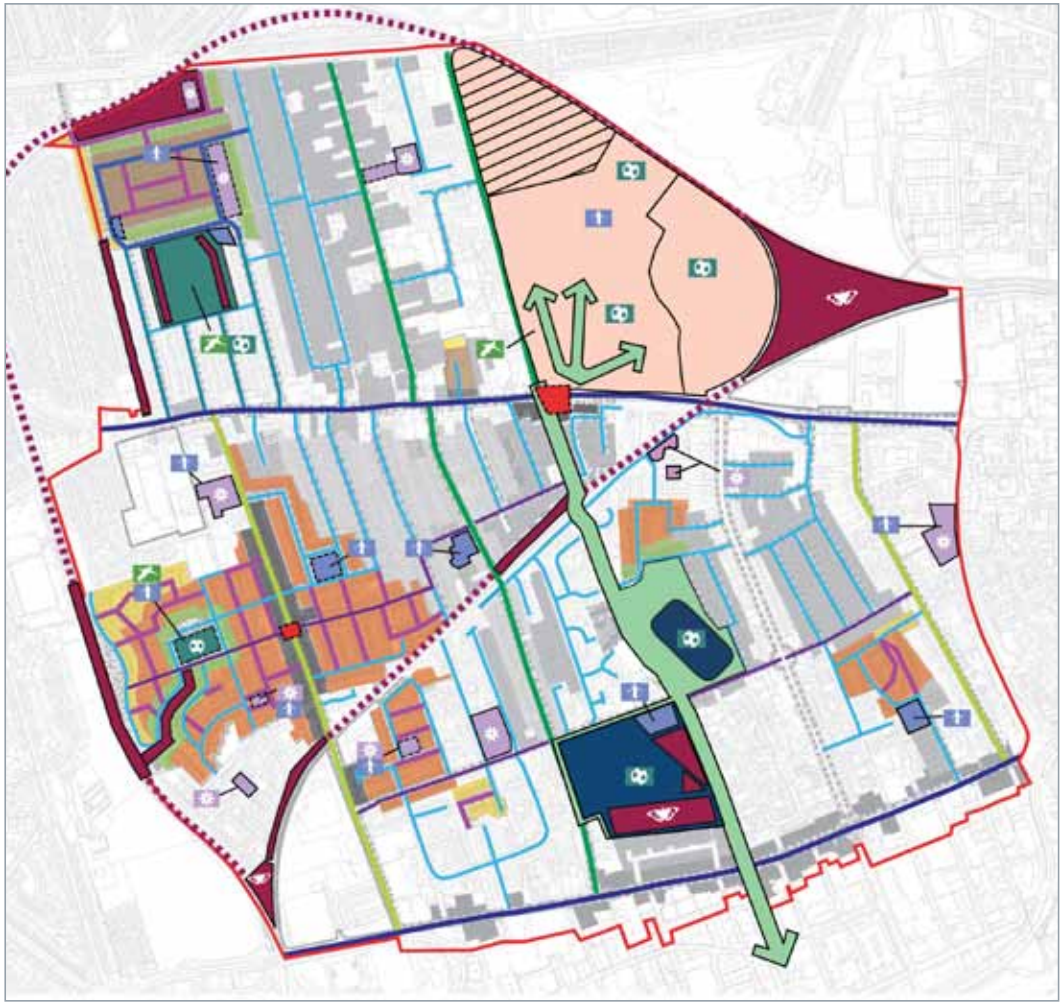
The public realm in Hessle Road should be improved to support the street life that exists in this area. (Fig. 2)

1.4 Proposed Design Guidance - Integrated Character

This plan includes the street types, residential character areas and the different open space types proposed. Continuity of street types from existing areas into new built areas is important to ensure that movement between areas is easy and that new and existing communities can integrate.

Key

- Existing Open Space Retained
- Proposed New Open Space
- West Park
- Massey Park / New Stadium
- Community Park / Garden
- LEAP / Pocket Park
- NEAP
- Recreational Park / Sports Pitches
- Wildlife / Ecology Park
- Wildlife Corridor
- Green Corridor
- Square
- Improvement Area
- Site Boundary
- Commercial Streets
- Boulevards
- Boulevards (Hawthorn Avenue & Coltman Street only)
- Connecting Streets
- Residential Streets (type I)
- Residential Streets (type II)
- Residential Streets (type III)
- Residential Streets (type IV)
- Boulevard / Town Square Residential Character
- Park Edge Residential Character
- Typical Residential Character
- Typical Residential Character (high flood risk)
- Outlying Residential Character



Integrated Character (Fig. 3)

1.0 Introduction

1.5 Sustainability Principles

General design principles for sustainability, microclimate, street design, maintenance and public art are outlined below:

- SUDS (Sustainable Drainage Systems) should be integrated within the open space network with the use of bioswales and wetland meadows to control surface water run off;
- the majority of the plant material (trees, shrubs and ground cover) used within the streets and spaces should be native and/or local provenance. All plant material should be grown in non-peat soils and be sourced from local suppliers from the UK if possible;
- the potential for habitat creation and breeding areas for birds and insects should be provided;
- sustainable timber resources (FSA Certified) should be used for all timber furniture and surfaces;
- household waste should be minimised through the provision of integrated recycling facilities at key locations within the street and space network;
- low energy LED lighting to be used for feature and signature lighting in key spaces. Other lighting units should where possible reduce light pollution through the use of cowled lighting;
- low embodied energy materials should be used where possible. This should be balanced with durability and suitability of application;
- the main open spaces should, where possible, be orientated to provide the maximum amount of natural light whilst creating a sheltered environment. This principle has been applied in the AAP proposals;
- open spaces should be well designed, varied and stimulating for residents and the wider public alike;

Existing street lighting within Boulevard (Fig. 4)

- cycling, walking and the use of public transport should be encouraged through the provision of well lit attractive routes and conveniently located stops and information;

In addition, local youth training and apprenticeship schemes should be encouraged, including the development of horticultural and arboricultural skills to help in the subsequent maintenance of the streets and open spaces. This will provide job opportunities for local people.

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1.6 Microclimate Principles

The following microclimate principles are recommended:

- tree and shrub planting should be used to provide maximum comfort in pedestrian environments including spaces and streets;
- strong bands of vegetation within the open spaces should be promoted to provide relief from atmospheric dust/pollutants and noise using species with fine leaves / twig structure;
- wind protected spaces should be created with shelter from prevailing south westerly winds;
- solar access should be maximised to provide sunny external spaces with planting selected to reduce glare and provide shade;
- the seasonal use of external areas should be extended by providing shelter with landscape and planting from cold easterly winds;
- sunlight should be maximised by reflective south/west light with light foliage trees into north/east facing spaces;
- the north south and east west connections should be enhanced throughout the study areas to provide increased permeability and connectivity to open spaces and facilities;
- routes for pedestrians and cyclists should be co-ordinated with the proposed network of open spaces to create an integrated public realm;
- a palette of materials should be used to define the hierarchy of vehicular and pedestrian/cycle routes;
- routes should be treated to ensure accessibility for all including people with disabilities, the elderly and people with young children;
- priority should be given to pedestrians and cyclists through traffic calming measures including hard and soft landscape elements; and street furniture and lighting should be used to control vehicle speeds, increase safety and minimise the impact of the car;
- an integrated approach should be taken to accommodate cycle parking facilities and storage both on streets and within open spaces;
- initiatives to minimise private car use such as car pools should be considered.

1.7 Street Design Principles

The key principles recommended for street design are as follows:

- the design of the streets should be approached in an integrated way with highways and local planning authorities working together with other public agencies to create a proposal that reflects current policies and helps to create a well connected, flexible street network. Connected road networks help to

1.0 Introduction

encourage walking and cycling and help to make places more navigable. The design of the street should encourage motor traffic to be more evenly spread. Pedestrian, cyclist and motor routes should be integrated, as opposed to segregated, to increase pedestrian visibility by other road users and residents - creating a safer environment. Pavements should be wide enough to incorporate bus stops along bus routes. The principles of inclusive design, which acknowledge diversity and difference and provide environments that are convenient for everyone, should be embraced;

- excessive use of signage, street furniture and utilities should be avoided in order to improve wayfinding and legibility. Reducing clutter encourages pedestrian usage and helps to create a more cohesive network of streets;

- traffic calming measures should be integrated into the design through the arrangement of buildings, spaces and the designation of activities to specific areas. Traffic should be kept at a slower speed in order to create a safer environment for pedestrians and cyclists and increase the mixed use of streets;

- junctions should be kept tight in order to act as a traffic calming method and so that the space is not dominated by traffic movement. Pedestrian desire lines should be adhered to and crossings should be located as close to these as possible. Raised tables at junctions should be used to slow traffic and facilitate pedestrian movement. Barriers should be avoided to reinforce pedestrian priority;

- the chosen materials for a street should reflect its uses and the position of the street within the street hierarchy. The material palate should be chosen to aid wayfinding and legibility within the area, and should be coordinated to strengthen local character and identity. Materials should be selected with consideration to the budget for future replacement and maintenance;

- excessive street furniture and utilities should be avoided to help create a 'clutter free' street. Seating is necessary to provide rest points for pedestrians, particularly disabled or older people. Extra seating should be used in places where more people congregate, particularly commercial streets and squares. Street furniture should be used to unify areas and to strengthen the legibility of major routes. It should be flexible, robust and easy to maintain. The furniture should be consistent with the street character and based on a unified design palette (exceptions may include bespoke pieces). Barriers and bollards should be used only where absolutely necessary (e.g. outside schools);

- lighting should be planned as an integral part of the street design. Care should be taken to make sure that both footways and carriageways are well lit, allowing road users to see potential obstacles after dark, without 'over-lighting' the street, causing

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light pollution. Consideration should be given to the placing of lighting columns so that they do not impinge on the width of the footway and mounting light fittings to buildings should be considered where possible to reduce street clutter. Lighting intensity and scale should be considered with relevance to the context of the street, taking into consideration the type of road, pedestrian and cycle flow, crime risk, ambient luminance levels and presence of traffic calming features. Light fittings should be durable and contemporary in design and consistent throughout the town to achieve a unified street scene and avoid confusion;

- cohesive public realm design should reduce the need for directional and interpretive signage. Where signage is still required it should be kept to a minimum and should not dominate or intrude on the street scene. Signage should be unified throughout the town to improve legibility;
- planting should be integrated into the street design wherever possible, helping to soften the street scene, create visual interest and provide habitats for wildlife. Consideration should be given to the positioning of the trees with regards to adjacent buildings, footways and buried services. Trees and shrubs should not obstruct pedestrian or motorist sight lines, although vegetation can be used to limit excessive forward visibility to limit traffic speeds. Planting should be designed for minimal maintenance and should be easily renewable if damaged. Existing, mature trees should be retained where possible and new trees and shrubs should be predominantly native.

1.8 Maintenance Principles - Hard Landscape

The following general maintenance principles are recommended:

- contractors should attend to emerging defects immediately;
- the use of vacuum suction operations should be avoided where there is risk of disturbance to a surface. The method of street cleaning should follow the requirements of the design;
- there should be a stockpile of paving materials particularly if there is an availability problem; or standard materials should be used;
- damaged paving, or paving removed for maintenance should be replaced with the same materials;

The Boulevard Fountain is the focus point of the large tree lined street and the reinstatement of this landmark marked the regeneration of the whole area. (Fig. 5)

1.0 Introduction

- street furniture, signage and lighting should be stockpiled if there is storage capacity so that it can be quickly replaced should damage occur; or standard issue should be used;

- maintenance requirements should be specified, costed and approved prior to implementation.

1.9 Maintenance Principles - Soft Landscape

The following principles for soft landscaping are recommended:

- trees and shrubs should be regularly monitored, fed, watered and pruned to fit the individual specification of each species to promote growth and successful establishment;

- all severely damaged or diseased trees / shrubs should be replaced immediately.

1.10 Design Principles - Public art

Public art can make a major contribution to giving a place character and identity, bringing people into and through places creating a sense of place. Successful public art is about integration into spaces and the environment. Public art whatever its scale should promote a heightened awareness of the public realm as a form of 'open theatre' or 'stage' where civic and personal relations are enhanced and people's ownership of the public realm is strengthened. It is important that the local community is actively involved. However, the process of gaining the local communities' approval for public interventions can be complex. Working with artists from the beginning of the project can be a positive way of developing interest and generating active involvement with groups of people as well as allowing the contribution of public art to be integrated with the design process rather than 'bolted on' at a later date.

2.0 Street Design

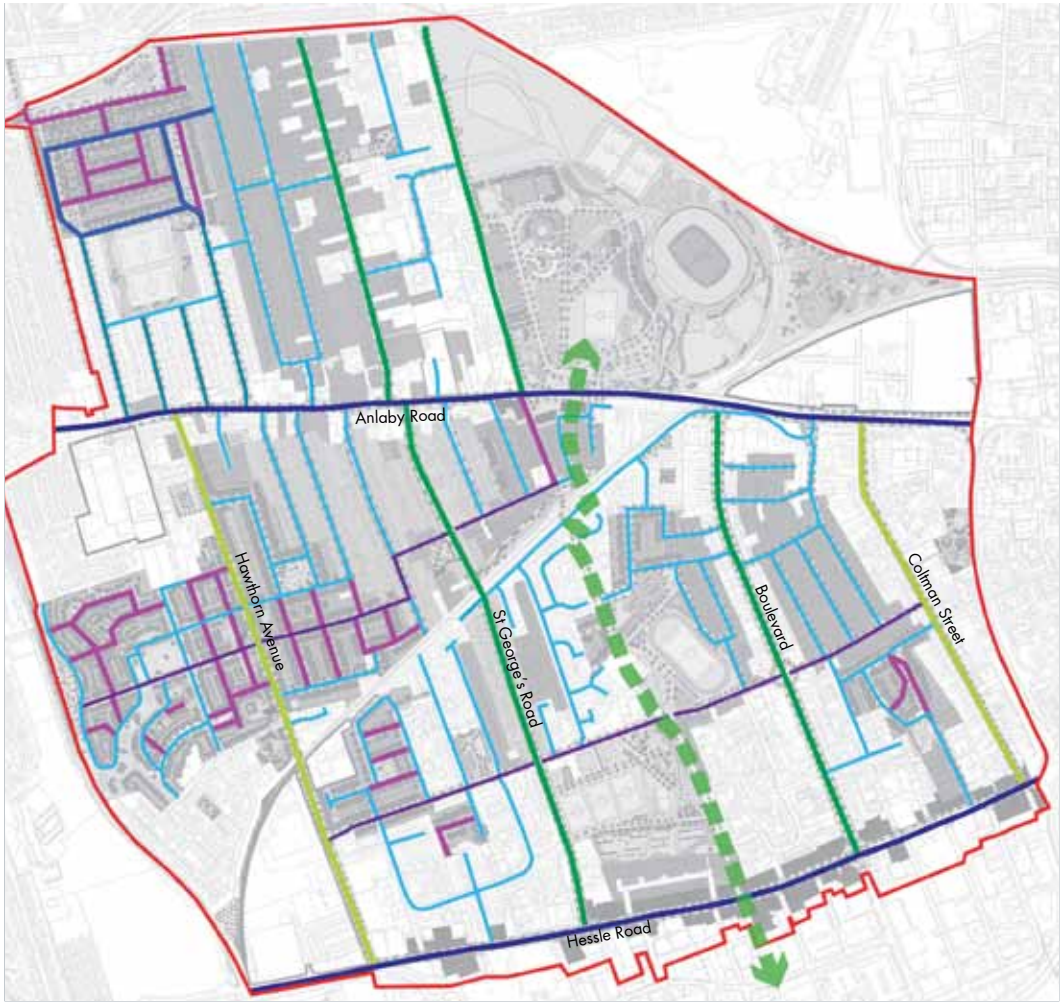
2.0 Proposed Design Guidance - Street Treatments

Street Types Plan

This plan locates each street type within Newington & St Andrews. The following pages give layouts and General Design Requirements for each street type.

Key

- Commercial Streets
- Boulevards
- Boulevards (Hawthorn Avenue & Coltman Street only)
- Connecting Streets
- Residential Streets (type I)
- Residential Streets (type II)
- Residential Streets (type III)
- Residential Streets (type IV)
- Green Corridor
- Site Boundary



Street Treatments (Fig.6)

2.0 Street Design

2.1 Introduction

The problems with traffic, parking and pedestrian suitability of most of the streets within Newington and St Andrew's (Hessle Road, Anlaby Road, Hawthorn Road and St. Georges Road) mean that these streets all feel very traffic-dominated, with less emphasis on the needs of pedestrians – often at odds with their role as commercial streets with high amounts of footfall. The street furniture, such as railings, bollards and so on, are orientated towards vehicles rather than people. Relating to these conflicts between uses are the crossing opportunities – they are often limited which inhibits pedestrian movement. In terms of the overall quality and character of these streets, maintenance levels are often poor, negatively impacting on their quality, and with the exception of Hessle Road which contains a number of attractive buildings and landmarks, streets often lack individual character.

Boulevard is notable in that as its name implies, the mature trees give it the character of a boulevard, unique in the area. It is a good quality street with the terraced housing along it providing

Illustration of part of Hessle Road with commercial street treatment. Key pedestrian crossing is emphasised and street scene becomes uncluttered. (Fig. 7)

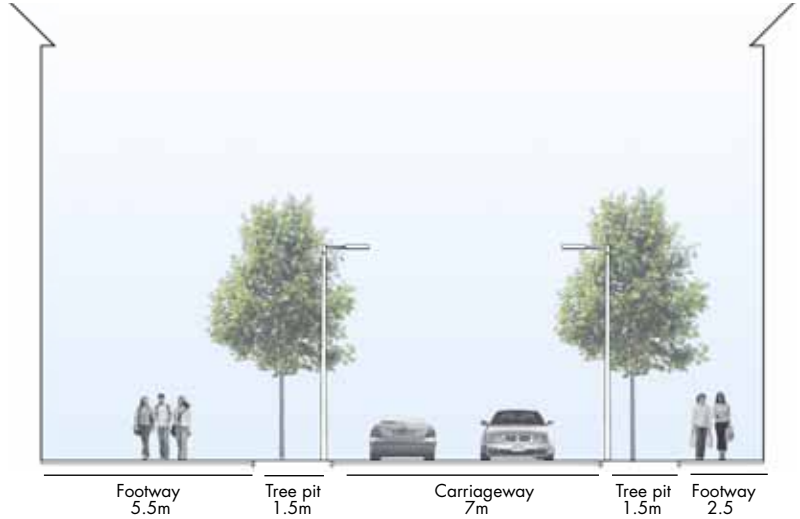
structure and opportunities for natural surveillance, complemented with attractive lighting making the street feel safe and unique. The mix of on-street parallel and perpendicular parking is effective in calming traffic speeds.

The residential streets in the area also reflect a range of quality and should be brought to a similar standard. The purpose of this section is to introduce ways of improving the function and aesthetic of these streets and the way in which they connect with new streets.

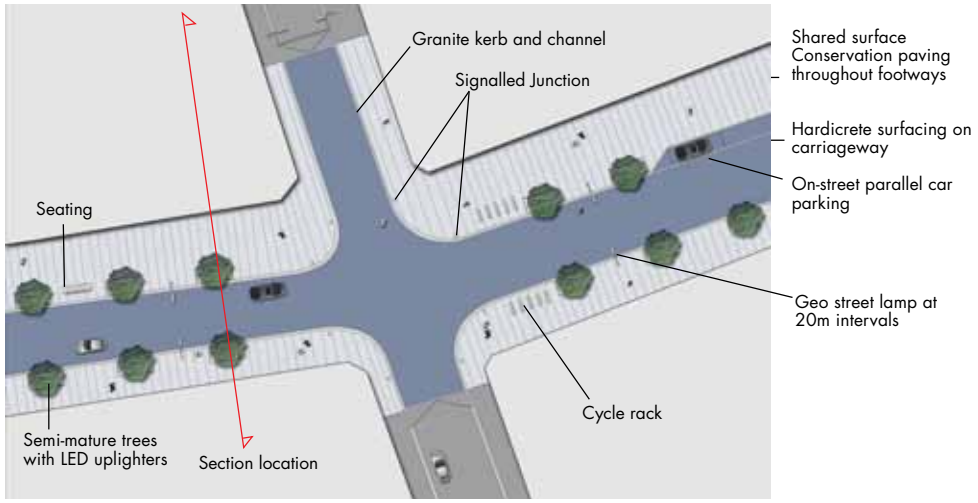
It is important that the design process includes detailed consideration of individual site circumstances. In order to ensure that the Council's requirements are met, it is important that the proposed scheme design is discussed in detail with Planning, Highways, Access and Urban Design officers at an early stage in the planning process.

2.0 Street Design

Street Section (Fig. 8)



Swatch Plan (Fig. 9)



2.2 Commercial Streets

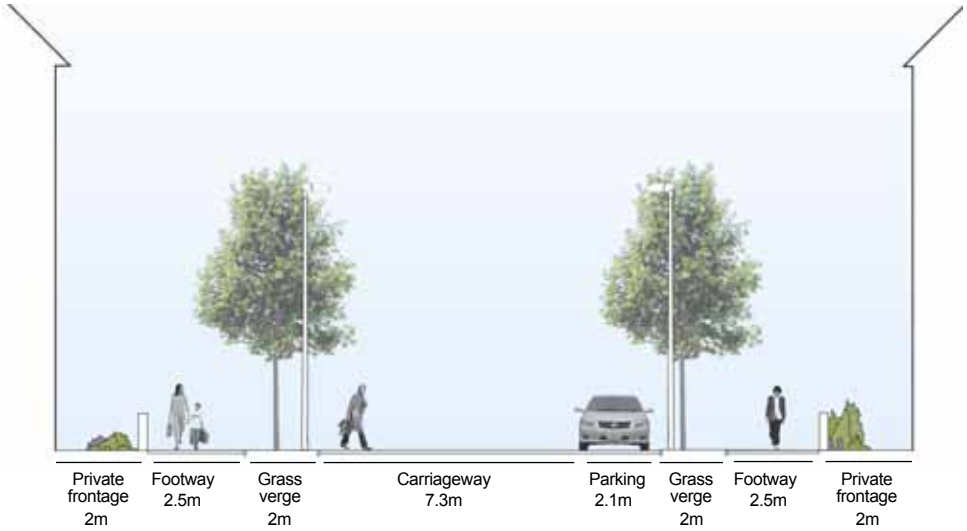
General Design Requirements:

The following principles for commercial streets are recommended:

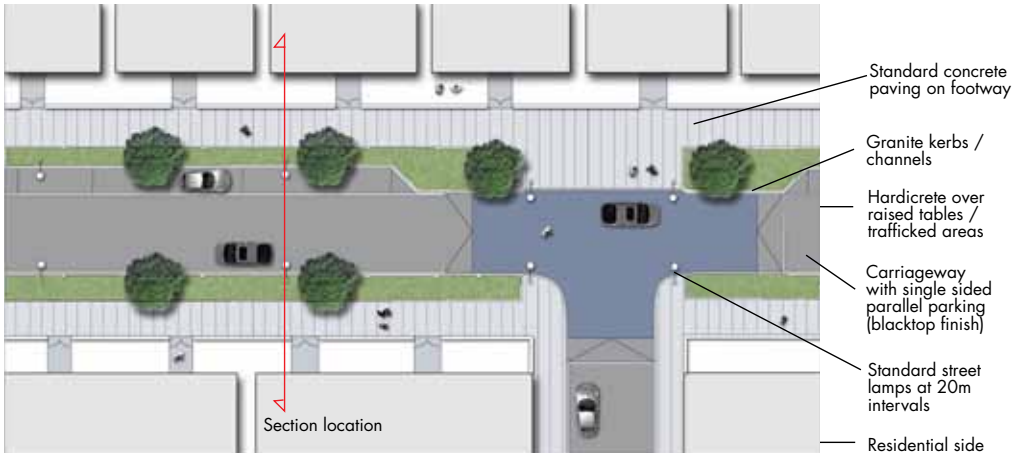
- a high quality landscape palette for both the furniture and surfacing is envisaged for both the Hessle and Anlaby Roads due to their importance within the Newington and St Andrew's area as the primary retail and commercial centres;
- a contemporary approach to street furniture is intended throughout. Paving and natural stone trim should be the standard along footways and natural stone kerbs should be used to provide consistency;
- new tree planting should be used to provide an enhanced microclimate and improve the status and aesthetic of the street;
- on-street parallel parking is desirable to allow quick and convenient shopping;
- conveniently located crossing points with tables should be provided to promote pedestrian movement;
- guard rails and bollards should only be used where absolutely necessary;
- road signage should be consolidated onto nearby lighting columns and other furniture to reduce clutter;
- feature lighting is desirable within the street trees to provide and enhanced environment and promote the night time economy;
- bollards are acceptable if absolutely necessary, but should be avoided in favour of other street furniture;
- a gentle raise in street level can be designed in to minimise difference between height of pathways and road surface for a particular length of the commercial core of Hessle Road and only at the Square on Anlaby. Raised tables for pedestrian crossings are not appropriate on Anlaby road.

2.0 Street Design

Street Section (Fig.10)



Swatch Plan (Fig.11)



Note: The swatch plan and section are based on a typical street and should be used as a guideline to inform the materials, furniture, layout, character and quality of all the streets within the typology.

2.3 Boulevards

General Design Requirements:

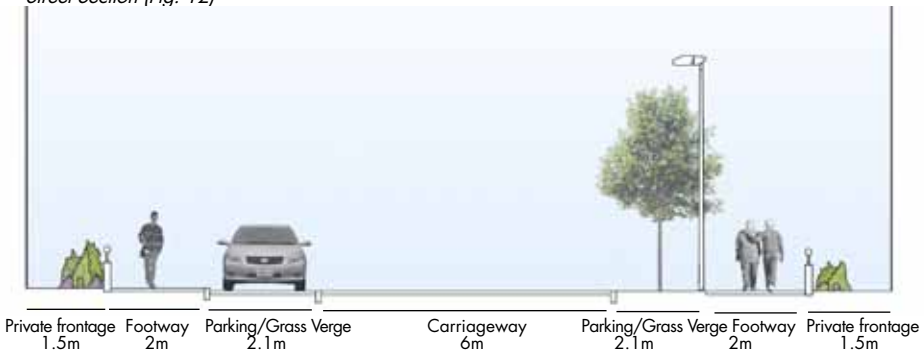
The Boulevard streets are seen as key movement corridors running north / south through the area and are essential in accessing the area's facilities, green spaces and commercial areas. The quality and consistency of the landscape treatment is seen as essential in promoting this increased movement and to the long term success of the area. The following principles for the Boulevard street type are recommended:

- whilst the 'Boulevards' identified vary in terms of their building character and spatial layout i.e. widths, a consistency of landscape palettes and planting should be used to promote wayfinding and local identity;
- a contemporary approach to street furniture is intended throughout. Paving should be used on all footways, and natural stone kerbs are preferable to provide consistency;
- new tree planting should be used to provide an enhanced microclimate and promote an avenue effect conducive to both pedestrian movement and cycling;
- on-street parallel parking is desirable to provide parking for visitors and small commercial premises;
- Catenary lighting should remain as standard on Boulevard streets.

Note: The swatch plan and section are based on a typical street and should be used as a guideline to inform the materials, furniture, layout, character and quality of all the streets within the typology. However, on narrower streets the grass verge should be omitted and trees should be integrated into the footway, using tree grills.

2.0 Street Design

Street Section (Fig. 12)



Swatch Plan (Fig.13)

2.4 Boulevards (Hawthorn Avenue and Coltman Street only)

General Design Requirements:

Hawthorn Avenue is a key movement corridor running north - south. Due to the substantial planned building redevelopment running along its course there is an opportunity to create a dramatic and new high quality street within the area through an entirely new landscape treatment. Hawthorn Avenue is essential in accessing the area's facilities, green spaces and commercial areas, particularly the planned new development areas around the northern area of the road / Amy Johnson site.

The quality and consistency of the landscape treatment is seen as essential in promoting this increased movement and to the long term success of the area. Paving should be used on all footways and natural stone kerbs should be used to provide consistency.

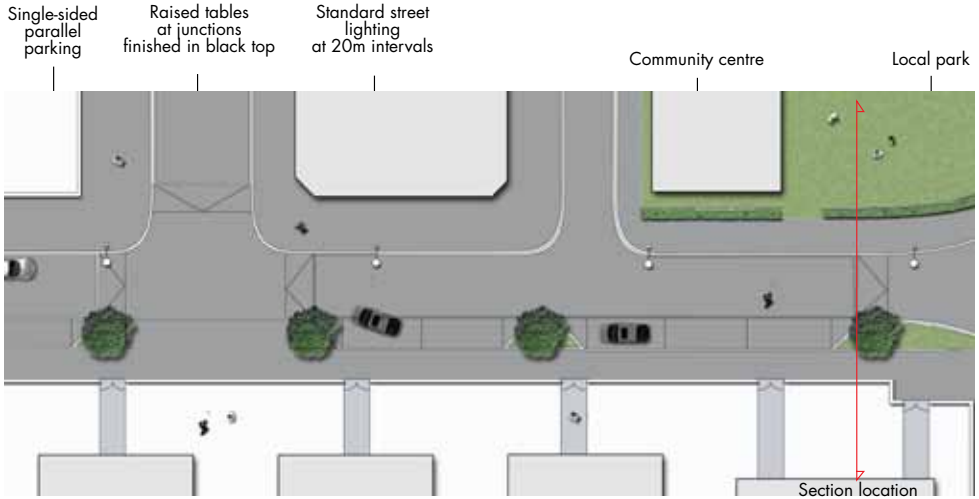
The following principles are recommended for the 'Boulevards' (Hawthorne Avenue and Coltman St):

- new and consistent boundary treatments at the back of footpath should be provided to ensure a quality street feel;
- a contemporary approach to street furniture should be taken throughout;
- new Hawthorn trees would be an ideal way to celebrate the name/ local character and promote an avenue effect conducive to both pedestrian movement and cycling;
- on-street parallel parking would provide parking for visitors and small commercial premises;
- a gentle raised table at location of the Greek Street intersection with Hawthorn Avenue should be provided to signify this as an important local community node and entrance gateway into new development sites in the Hawthorn Avenue area.

2.0 Street Design

Street Section (Fig. 14)

Swatch Plan (Fig. 15)



Note: The swatch plan and section are based on a typical street and should be used as a guideline to inform the materials, furniture, layout, character and quality of all the streets within the typology.

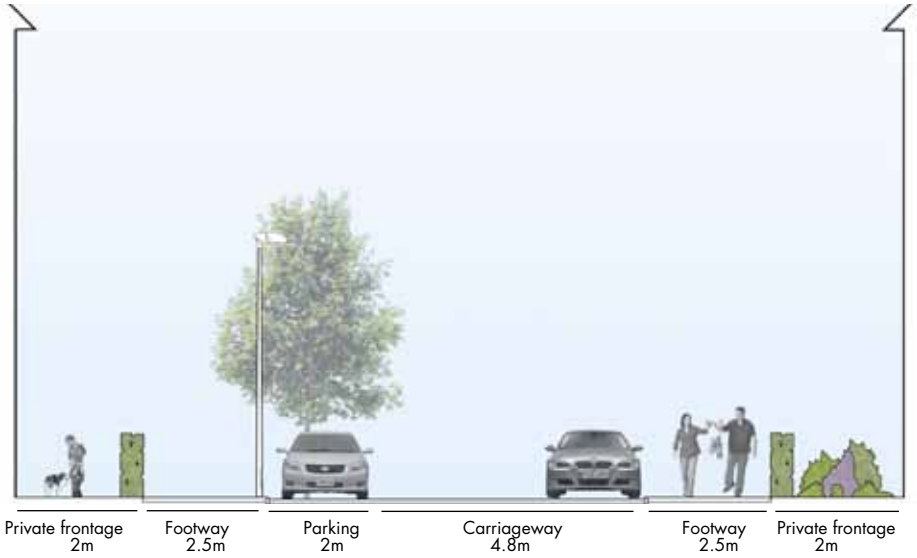
2.5 Connecting Streets

General Design Requirements:
The connecting streets run east / west and are seen as important in providing well defined routes linking communities to local facilities and green spaces. The following design principles are recommended:

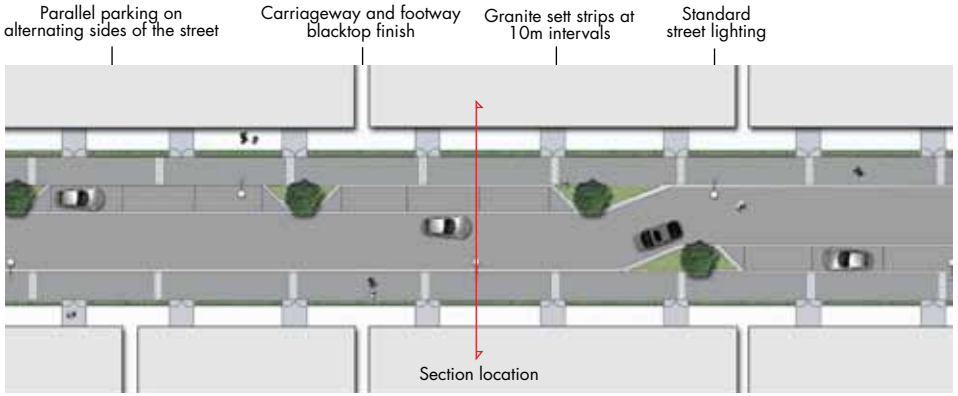
- the quality and consistency of the landscape treatment is seen as essential in promoting more efficient movement which will help to ensure the long term success of the area. Black top with chippings should be used on all footways and natural stone kerbs should be used to provide consistency;
- new and consistent boundary treatments at the back of footpath are also an effective way of achieving a quality street feel;
- a contemporary approach to street furniture should be taken throughout;
- on-street parallel parking is desirable to provide parking for visitors and small commercial premises;
- new planting should be used to provide an enhanced microclimate and improve the status and aesthetic of the street;
- traffic speeds within these areas should be limited to between 10-20 mph. Subtle traffic calming measures should be introduced such as tree planting, street furniture and kinked roadway alignments.

2.0 Street Design

Street Section (Fig. 16)



Swatch Plan (Fig. 17)



Note: The swatch plan and section are based on a typical street and should be used as a guideline to inform the materials, furniture, layout, character and quality of all the streets within the typology.

2.6 Residential Streets (Type I)

General Design Requirements:

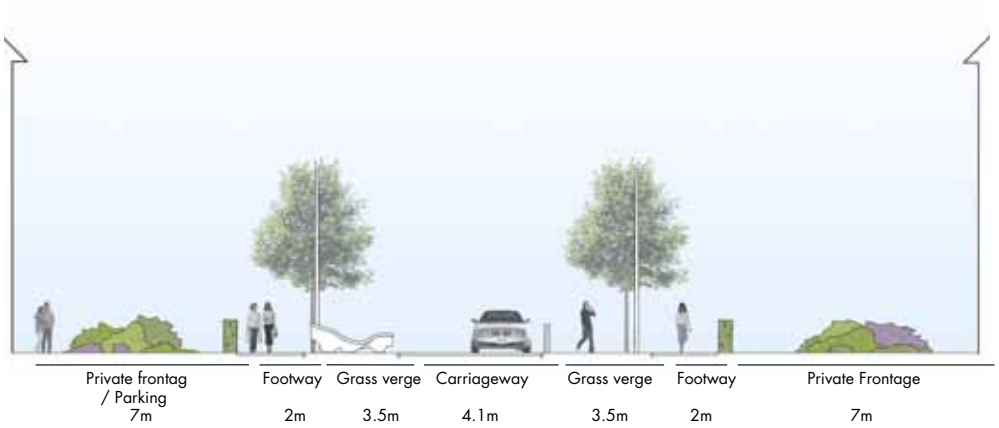
This residential street type is proposed for a mix of new and existing streets and should allow a rationalisation of existing street parking congestion for areas that include existing streets connected to new. Continuity of character between existing and new streets is important. Parking requirements will be different depending on residential character type.

The quality of the residential streets within the Newington and St Andrew's area in terms of their feel and design is essential in creating the long term sustainable change that is both desired and needed. Well and thoughtfully designed streets can have the following benefits: change perceptions of an area, breath life into the housing market, promote walking and cycling, contribute to more social interaction and improve levels of health and wellbeing as well as develop pride and sense of ownership. The following design principles are recommended:

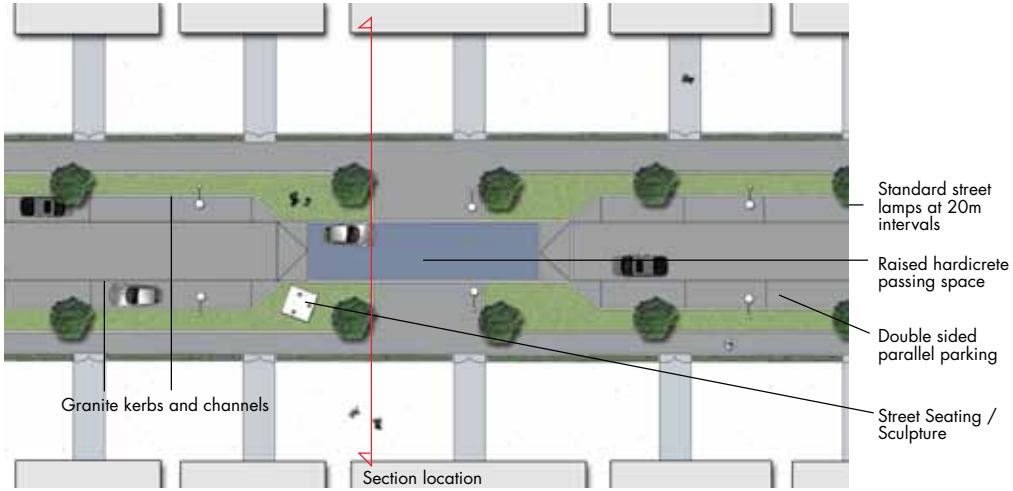
- raised tables within residential street Type I should be used when linking to other street types apart from residential street Type IV;
- a simple landscape palette should be used that is both affordable and provides a feeling of quality. Granite kerbs should be used to tie into wider areas and provide consistency whilst black top is the best surface for both the footways and carriageways with limestone chippings added for footways;
- traffic calming measures should be implemented to reduce both rat-running and local traffic speeds. These include carriageway realignments and build-outs accommodating street tree planting where possible;
- a contemporary approach to street furniture should be taken throughout. Signage and bollards should be kept to a minimum, with any necessary signage attached to other street furniture items such as lighting columns;
- Traffic speeds within these areas should be between 10-20 mph. Subtle traffic calming measures should be introduced such as tree planting, street furniture and kinked roadway alignments.

2.0 Street Design

Street Section (Fig. 18)



Swatch Plan (Fig. 19)



Note: The swatch plan and section are based on a typical street and should be used as a guideline to inform the materials, furniture, layout, character and quality of all the streets within the typology.

2.7 Residential Streets (Type II)

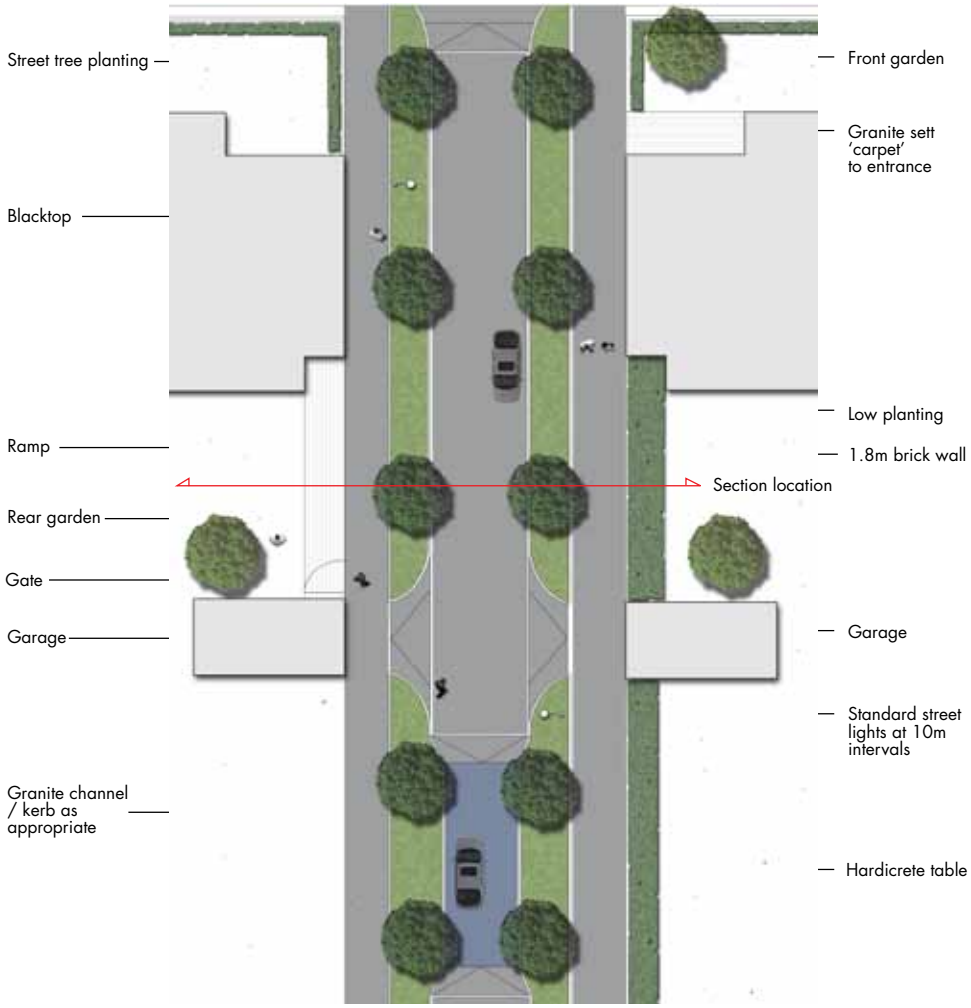
General Design Requirements:

The residential street Type II is more unusual in the area with its broad width and 1930s semi-detached housing rather than the more characteristic terraces on narrow streets. The broad street section provides an opportunity to develop strong tree lined avenues with grass verges as well as on street parallel parking. However, this potential is increasingly being compromised by residents' desire for off street parking, both increasing the level of hard surfacing in frontages as well as breaking the continuity of the grass verge. In the light of the flooding in recent years and residents' desire for lower traffic speeds as well as less rat-running it would seem that carriageway narrowing (as proposed) and increased levels of on street parallel parking and street tree planting go hand in hand with addressing these issues. The following design principles for residential street Type II are recommended:

- a simple landscape palette should be used that is both affordable and provides a feeling of quality. Granite kerbs should be used to tie into wider areas and provide consistency whilst black top is the best surface for both the footways and carriageways with limestone chippings added for footways;
- a contemporary approach to street furniture should be taken throughout. Signage and bollards should be kept to a minimum with any necessary signage attached to other street furniture items such as lighting columns;
- wildflower seed mixes should be considered for verges;
- raised tables within residential street Type II should be used when linking to other street types apart from residential street Type IV;
- traffic speeds within these areas should be between 10-20 mph. Subtle traffic calming measures should be introduced such as tree planting, street furniture and kinked roadway alignments.

2.0 Street Design

Typical Swatch Plan (Fig. 20)



Note: The swatch plan and section are based on a typical street and should be used as a guideline to inform the materials, furniture, layout, character and quality of all the streets within the typology.

2.8 Residential Streets (Type III)

General Design Requirements:

Residential street Type III has been primarily developed for the new build areas; however, in terms of the layout it shares some of the characteristics of Type II. Characteristics of residential street Type III include:

- grass verges and avenue planting as with Type II; however, as it is a narrower street type, there is no provision for dedicated on-street parallel parking;
- due to the presence of garages within the residential plot, access has been provided and so in places the verge is interrupted and has to cross the footpath.
- in places the carriageway is narrowed to 3.1m and forms part of a raised table to bring traffic speeds down and further reduce rat-running.

The following design principles for residential street Type III are recommended:

- a simple landscape palette should be used that is both affordable and provides a feeling of quality. Granite kerbs should be used to tie into wider areas and provide consistency whilst black top is the best surface for both the footways and carriageways with limestone chippings added for footways;
- a contemporary approach to street furniture should be taken throughout. Signage and bollards should be kept to a minimum with any necessary signage attached to other street furniture items such as lighting columns;
- wildflower seed mixes should be considered for verges;
- traffic speeds within these areas should be between 10-20 mph. Subtle traffic calming measures should be introduced such as tree planting, street furniture and kinked roadway alignments;
- raised tables within residential Type III should be used when linking to other street types apart from residential street Type IV.

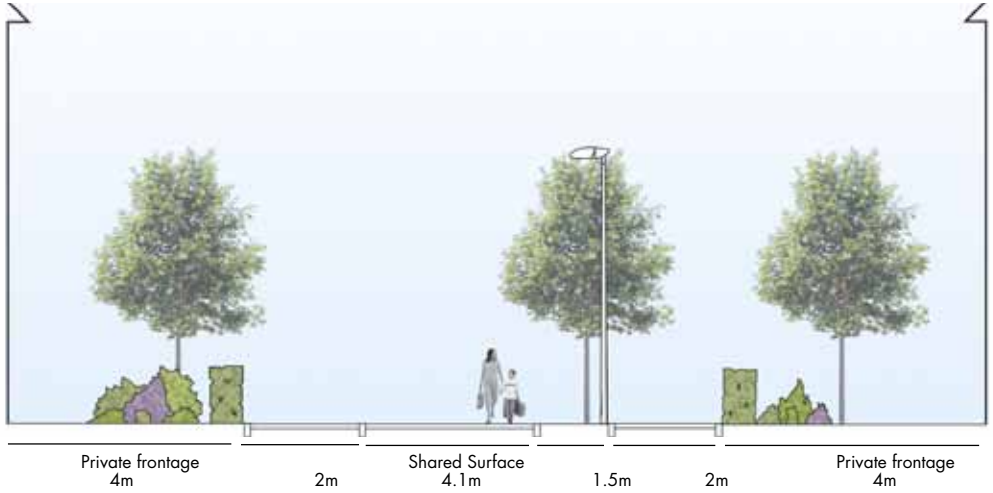
2.0 Street Design

Typical Section Plan (Fig. 21)

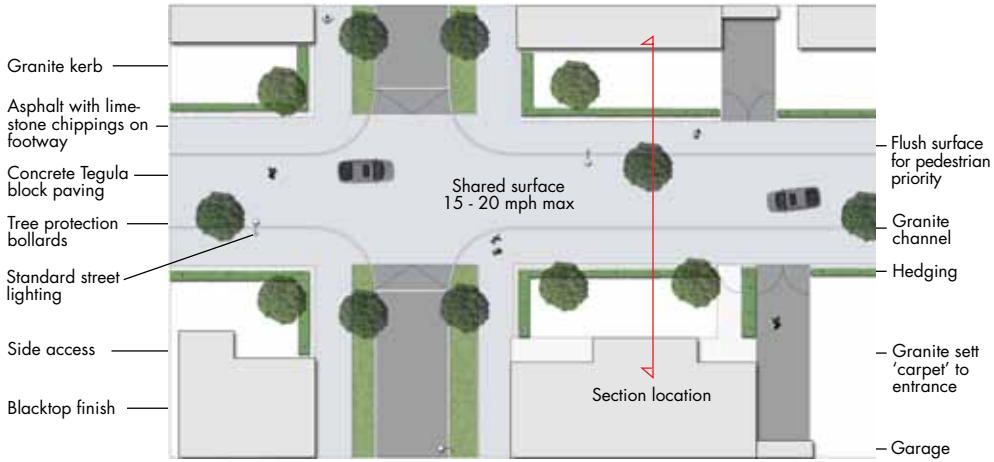
Note: The swatch plan and section are based on a typical street and should be used as a guideline to inform the materials, furniture, layout, character and quality of all the streets within the typology.

2.0 Street Design

Street Section (Fig. 22)



Swatch Plan (Fig. 23)



Note: The swatch plan and section are based on a typical street and should be used as a guideline to inform the materials, furniture, layout, character and quality of all the streets within the typology.

2.9 Residential Streets (Type IV)

General Design Requirements:

Residential street Type IV applies to new streets in new development areas which are required to accommodate a 4 m frontage to allow for a ramped front garden to meet raised floor levels. All residential streets of Type IV will be at a raised level from connecting streets of different types. Intersections with surrounding streets will not be affected by a raised table since the gentle ramp will occur just after turning into the Type IV street.

The broad concept for this street type is that it is a space where the pedestrian and local resident takes precedent over the car, people are encouraged to congregate, socialise and play, and elements such as tree planting and play/sculptural elements will be encouraged to foster such use. The following design principles are recommended:

- the definition between footways and carriageways should be deliberately blurred with any definition between the two kept to 10-15 mm within the drainage channel / normal kerb location;
- traffic speeds within these areas should be between 10-20 mph. Subtle traffic calming measures should be introduced such as tree planting, street furniture and kinked roadway alignments;
- concrete block paving should be used throughout with natural stone channels / kerbs used to tie into adjacent streets. Street furniture and signage should be kept to a minimum to reduce clutter and allow ease of maintenance;
- new and consistent boundary treatments at the back of the footpath are an effective way of achieving the feel of a shared surface street.

2.0 Street Design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Tree Types (Fig. 24)

2.10 Soft Landscape/Street Tree Planting

Proposed Tree Planting:

1. Platanus hispanica - Plane - Boulevard Streets (excluding Hawthorn) and Commercial Streets

2. Crataegus prunifolia - Hawthorn - Hawthorn Avenue Only

3. Alnus cordata - Italian Alder - Connecting Streets

4. Betual pendula - Multi Stem Silver Birch - Residential Street Type IV

5. Prunus padus - Bird Cherry - Residential Street Type I

6. Prunus avium - Wild Cherry - Residential Street Type II and III

2.0 Street Design


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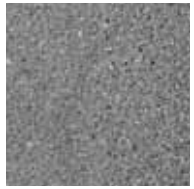
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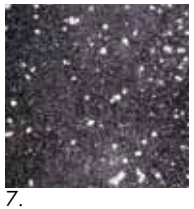
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Materials and furniture (Fig. 25)

2.11 Hard Landscaping/ Materials

1. Granite Kerb: Silver Grey e.g. Marshalls

2. Footway Trim (E.g. Around Tree Pits): Granite Setts - Silver Grey e.g. Marshalls

3. Concrete Conservation Paving (Shared Surface and Green Corridor Only) - Commercial Streets Only - Charcoal Finish e.g. Marshalls

4. Concrete Tegula Block Paving Footway / Carriageway Surfacing Colour: Pennant Grey (for Residential Street IV) and Harvest Finish (green corridor) e.g. Marshalls

5. Resin Bound Gravel Tree Pit Mix - Sterling e.g. Marshalls

6. Standard Pimple Paving Footway Surfacing: Colour: Charcoal e.g. Marshalls

7. Blacktop with Granite Chipping Footway Surfacing

8. Blacktop Carriageway Surfacing:

9. Hardicrete (in raised table areas) Hardicrete - Grey e.g. Miles Macadam

10. Standard Street Lighting (All streets except Hessle, Boulevard, Anlaby Roads) WRTL Arc IP 66 lantern e.g. WRTL

11. Feature Street Lighting: (Only Hessle and Anlaby Roads) Geo Disk e.g. Woodhouse

12. Feature Lighting (Hessle Road Only) Selux Artika LED uplighter e.g. Woodhouse

13. Feature Lighting (Civic Spaces and Green Corridor Only) Kanya Light - Escofet e.g. Woodhouse

14. Signage: Campus Finger Post e.g. Woodhouse

15. Cycle Parking: Sheffield Cycle Stand

16. Bollards: Campus Bollards e.g. Woodhouse

17. Bins: Campus Bin e.g. Woodhouse

18. Street Sculpture / Seating (Only Residential Streets) Escofet Lungo Mare e.g. Woodhouse

19. Benches (Green Corridor Only) Levit Bench - Escofet e.g. Woodhouse

20. Benches (Only Community Buildings) Escofet Mayo Bench e.g. Woodhouse

2.0 Street Design




Street images (Fig. 26)

2.12 Successful Streets

Active, pedestrian and cycle friendly streets form the lifeblood of any successful neighbourhood. Quality of materials and good detailing are also important to the longevity of the street.

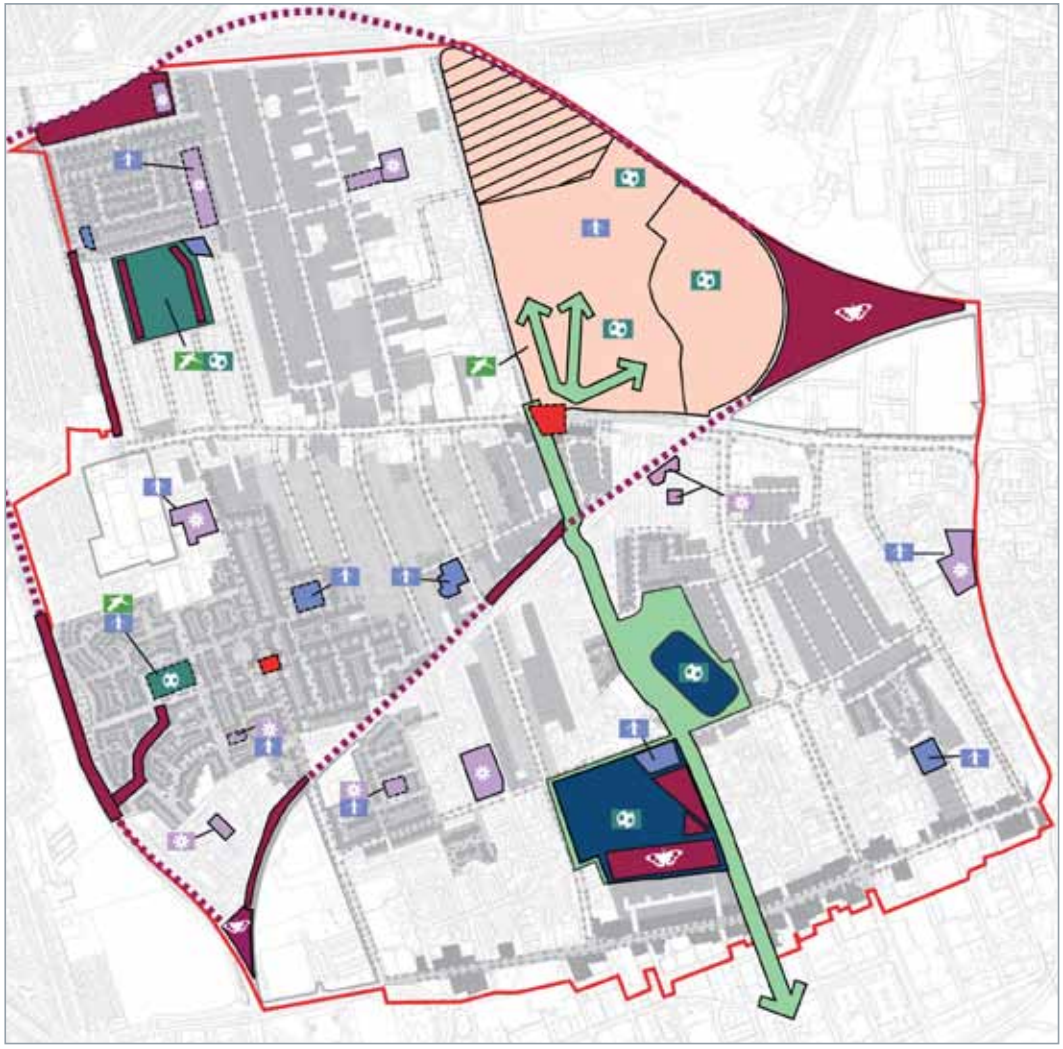
3.0 Open Space Design

3.0 Open Space Design

This plan locates each open space type within Newington and St Andrew's and shows the general location of the Green Corridor as an integrated street.

Key

- Existing Open Space Retained
- Proposed New Open Space
- West Park
- Massey Park / New Stadium
- Community Park / Garden
- LEAP / Pocket Park
- NEAP
- Recreational Park / Sports Pitches
- Wildlife / Ecology Park
- Wildlife Corridor
- Green Corridor
- Square
- Improvement Area
- Site Boundary



Open Space Design (Fig. 27)

3.0 Open Space Design

LEAP/ Pocket Park space in Freiburg, Germany gives small children a protected play space. (Fig. 28)

NEAP facilities for more adventurous play. (Fig. 29)

3.1 Types of Open Spaces

The range of open space types proposed for Newington and St Andrew's are described in the following paragraphs. West Park and Massey Park are described in more detail on the following pages.

Community Park/Garden

Community gardens should reflect both the local character and specific needs and aspirations of residents. They are generally small, intimate spaces that incorporate informal / formal play, wildlife areas, orchards, market gardens, informal planting etc.

LEAP/Pocket Park (cater for the 4-8 year old)

These cater specifically for 4-8 year olds and should generally have a minimum of 5 pieces of play equipment. However, this depends on the specific requirements.

NEAP (cater for predominantly older children)

These cater specifically for older children 8 year + and should have both hard and soft surfaces with impact absorbing material placed around play / activity equipment. It should contain at least 8 items of play equipment including at least 1 item to stimulate rocking, touch, social or developmental play. NEAPs should include at least 2 items to facilitate sliding, swinging or moderate climbing and at least 5 items that encourage more adventurous climbing, swinging, balancing, rotating or gliding.

Recreational Park/Sports Pitches

Recreation areas should generally be grassed areas that are well drained and flat to enable a mixture of activities to occur throughout the year. Pitches such as football, rugby and cricket should be laid out and orientated for optimal playing conditions. Appropriate lighting, furniture and planting should also be incorporated.

Wildlife Ecology Park

Living with nature is possible within urban areas and can contribute to the health and wellbeing of an urban community as well as have large scale impacts on such things as water and air quality. Wildlife and ecological areas also encourage social interaction, wellbeing and an educational resource for local schools and wildlife groups. Interpretation and areas of seating should also be provided.

Green Corridor

The Green Corridor is intended as a new north/south green link functioning primarily as a pedestrian and cycling route connecting West Park to the north and Massey Park to the south.

Civic Square

Hard landscaped civic spaces are proposed as a form of 'stage' where a variety of activities can take place that respond to the needs of the community. For example, a weekly farmers market, concerts, festivals and public meetings.

3.0 Open Space Design

3.2 Key Open Spaces - West Park

West Park Plan

This plan is an illustration of West Park, one of the key open spaces for regeneration in Newington and St Andrew's.

West Park (Fig. 30)

Key

1. proposed eco park / intepretation wetland / scrub / meadows / woodland
2. existing stadium squares and links into wider park
3. proposed meadow
4. existing paddling / changing area
5. existing all weather pitches
6. upgraded LEAP / children's play
7. improvement area
8. existing sports facility
9. expanded city farm / sustainability centre
10. renovated open air theatre / miniature railway
11. proposed bowls / cards clubhouse
12. renovated rugby / football pitch
13. proposed NEAP - sports / play / graffiti wall / clubhouse / basketball
14. proposed ideas store / community hub / cafe / restaurant / gallery / performance
15. proposed Anlaby square / market place
16. proposed ponds / SDS
17. renovated changing facility
18. existing basket ball court
19. proposed MUGA
20. exisiting stadium car park within control of Kingston Communications

3.0 Open Space Design

Illustration of Anlaby Square (Fig. 31)

West Park Design Requirements:
West Park is a significant city park that should provide the people of Newington and St Andrew's as well as the wider city, with a wide variety of facilities and an active programme of events that run throughout the year.

The following improvements to the park are recommended:

- an improved entrance that links the park with the south side of Anlaby Road providing ease of access as well as a large civic space capable of accommodating markets, festivals etc.;
- new routes and links as required to improve accessibility and movement internally and in the wider external area including the city centre. Particular attention should be focussed on the Anlaby Road and Walton Street both of which cause major pedestrian severance as well as a disincentive to use the park currently;
- improvements to the underpass (Anlaby Road) to strengthen pedestrian connections to the park;
- a coherent palette of hard and soft landscape materials for use throughout the park to create better wayfinding and legibility as well as better seating and lighting to encourage greater use;
- new facilities and a range of annual events to build upon the current range of activities and programmes;
- existing assets utilised and reinforced such as the Carnegie Library and the open air theatre / miniature railway to widen the park's appeal and offering.

3.0 Open Space Design

3.3 Key Open Spaces - Massey Fields

Massey Park Plan

This plan is an illustration of Massey Park, one of the key open spaces for regeneration in Newington and St Andrew's. The park should be developed to have a strong relationship with surrounding facilities and schools.

Key

1. wildflower meadows
2. attenuation ponds
3. club house / pavillion with covered seating
4. new running track
5. LEAP
6. church youth facility
7. football / rugby pitches
8. meadow / ecological garden / burial ground
9. landform / observation area
10. cafe / pavillion
11. LEAP

Massey Fields (Fig. 32)

3.0 Open Space Design

Illustration of LEAP within Massey Park (Fig. 33)

Massey Park Design Requirements

The old Boulevard Rugby Ground and adjacent land should be seen as part of a wider open space facility that is directly linked and integrated with Massey Fields. In this way a wider programme of events and activities can be provided across these two locations.

The following design principles for Massey Park are recommended:

- enhanced surface drainage capacity should be provided through the use of attenuation ponds / floodable meadows;
- increased biodiversity should be encouraged through the use of native trees, shrubs and meadows as well as encouraging greater variety of flora and fauna. Wetland and ecological areas for interpretation and education are encouraged;
- the proposed Green Corridor runs through the park which is hoped will act as a conduit between the Anlaby and Hessle Road bringing greater activity to both Massey Fields and the surrounding spaces;
- structure and layout of park will provide a hierarchy of legible safe routes to encourage activity, walking and connectivity particularly with Hessle Road to the south.

Community integration and cohesion should be promoted as well as a sense of ownership and pride through the sharing of facilities between the schools and local residents / community groups.

4.0 Residential Design

4.0 Residential Design Guidance - Proposed Building Treatments

Character Areas Plan

This plan locates each residential character area type within Newington & St Andrew's. The following pages give layouts and general design requirements for each residential type, along with worked examples of how the types may be applied.

The plan refers to the area's principal development sites, but the guidance in this section is relevant to all new residential development in Newington & St Andrew's.

This chapter provides the parameters and expectations for housing for each character type in order to ensure coherence and unity of design, with the right housing in the right areas. However, it is not a strict pattern book: there is plenty of opportunity for variety and innovation in housing design within the framework set. Indeed such variety and innovation are crucial to the regeneration of Newington & St Andrew's.

The following section sets out an analysis of the characteristics of the existing design of buildings in Hull with the aim to include reference of successful features in new build areas.

Proposed Building Treatments (Fig. 34)

4.0 Residential Design

4.1 Newington & St. Andrew's Character Analysis

Residential Character Analysis

Bay windows - Projecting bay windows are a defining feature of many of the most attractive residential streets in Newington and St Andrews (as in comparable areas in the UK more generally.) They provide an architectural rhythm based on the scale of an individual house and are one of the features of the house that can be personalised to some extent by paint colour choice externally and furnishing within. They provide generous amounts of glazing at street level, allowing passive supervision of the public realm not only directly in front of the house but laterally out of the side glazing. Bay windows also allow more complex and generous patterns of natural light within the room.

Historically, bay windows in the area typically project a couple of feet from the front building line and are glazed across the full width of the front and sides of the projection, with a low sill height. They generally occupy most of the width of the room behind. Most commonly they are single storey at ground floor, but can be two storey, and historically have attracted the most elaborate architectural detailing of the house. Bay windows can feature square or chamfered corners in plan.

Front Doors and Porches - Historically, front doors in terraces are set back in a porch which provides some shelter and attracts a degree of architectural detailing. The setback provides a further degree of modelling to the façade. The door itself is traditionally glazed timber joinery which allows personalisation through paint colour choice.

Enlivened Edges - Bay Windows, Front doors and Windows

Collage of Newington and St Andrew's characteristic architecture (Fig. 35)

4.0 Residential Design

Windows - Windows other than bay windows are typically vertical in proportion, with a generous vertical dimension, and in terraces are organised to create an architectural rhythm in the street. In the most attractive streets these windows too attract a degree of architectural detail.

Building lines and set-backs - A consistent front building line is a recurrent characteristic of terraces and semi-detached housing in Hull. This creates consistency of frontage and provides definition and enclosure to the public realm. Architectural interaction between homes and the public realm is enhanced by the relationship of bay windows and porches to the building line, and consistency of the building line is reinforced by consistency of base material.

Roofscape - Steep pitched gables can be seen along prominent routes such as the Boulevard and helps to give scale and visual appeal to longer linear routes.

Building line

Roofscape

Collage of Newington and St Andrew's characteristic architecture.

4.0 Residential Design

Adaptabilty (mixed uses) - Building types, such as terraced houses type, have been successfully adapted to accommodate uses other than residential.

Variety of house size - There is some variety of house type in Newington and St Andrew's; however, the small terrace house with limited private amenity space and car parking is the predominant form.

Enhancing the range of housing and building types in Newington and St Andrew's should be a key principle in the redevelopment of this area.

Variety of Types

Adaptabilty

Collage of Newington and St Andrew's characteristic architecture .

4.0 Residential Design

Vehicular access (driveways) - Some housing types within Newington and St Andrew's benefit from vehicular access to the property. This is generally more successful when access is designed to allow vehicles to pull in kerbside or behind the house.

Parking, in curtilage, in front of homes usually impairs pedestrian access to the house as can be seen in many places in Hull. In addition, the positive visual and environmental impact of front gardens is lost.

Pedestrian access (Ginnels) - Some terraced housing within Newington and St Andrew's feature external passages to the rear of the property known as ginnels. These permit waste and bulky items such as cycles to be moved to and from the street conveniently, and provide a more secure and less land-hungry alternative to the ubiquitous back alley.

Vehicular Access

Well designed off-road vehicular access

Unsatisfactory alleyway access

Pedestrian Access - Servicing

Houses with ginnels - the smaller doorway in each example leads to the rear of the house

4.0 Residential Design

Front gardens - Front gardens that are varied, green and attractive are an important part of the urban landscape in Hull.

Front gardens have allowed individual home owners to personalise the public impression of their home in a context where homes look very similar.

The front gardens also provide some measure of privacy between homes and street activities.

Greening with gardens contributes significantly to the greening of the street as a whole, projecting an attractive image of the area.

Front gardens can, if deep enough, provide space for well designed cycle storage, bin stores and meter boxes.

In mixed use buildings the front garden zone can also become a spill-out area for pavement cafes, pubs and shops.

Front Gardens

Front garden spaces on Anlaby Road have been used to provide outside seating for pubs and cafes

Some housing within Newington and St Andrew's lack properly defined front gardens and these spaces are often badly maintained and lack a sense of ownership

4.0 Residential Design

Illustration of Boulevard/Town Square Residential Type on Hawthorn Avenue. (Fig. 40)

4.2 Boulevard Residential Type

Introduction

The Boulevard type is to be used to signify the area's principal routes and spaces. The widths of these streets and spaces mean that, typically, buildings of three-storeys (and sometimes above) are appropriate. The general aim is to achieve a variety of individual homes within the overall ordering principles and to create strong linear built form along certain streets where a boulevard condition might be created.

The Boulevard type also includes the new square on Anlaby Road, although the design requirements will depart from the norm. A development brief will be prepared for this key public space.

General Design Requirements

The following principles are recommended for the Boulevard residential type.

- a mix of larger house types suited to the 3-storey type;

Illustrative Elevation of Boulevard/Town Square Residential Type showing continuous built form. (Fig. 41)

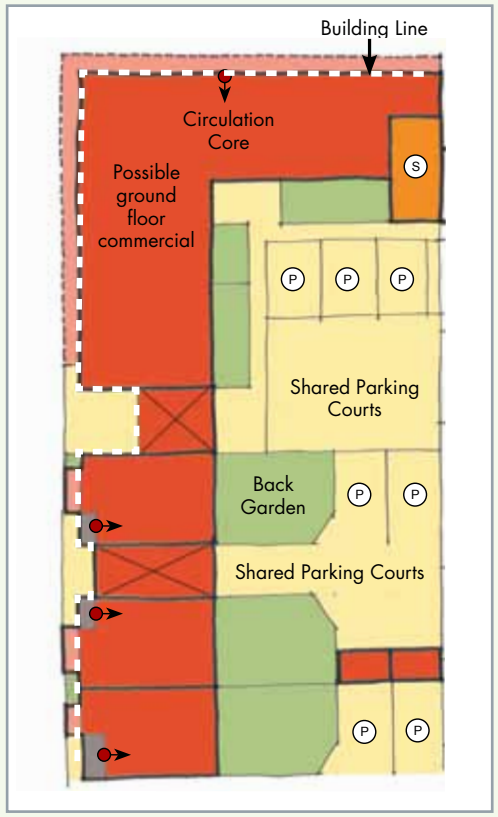
- houses organised along a uniform frontage line with a regular rhythm of bays or gables;
- continuous built form with connections above driveways;
- access to back garden through the driveway, shared by 2 or more units;
- all houses provided with a bay in order to maintain architectural rhythm along the street;
- recessed front doors as with traditional house types. Larger recesses can be created to form a porch that gives additional setback and privacy for front door. Doors should be timber and windows timber framed, to allow individual colour choices;
- no front garden, but built-in window boxes and planting beds along building edge to provide an element of buffer. The planting focus should be on street trees and verges to provide the unifying green identity along the length of boulevard streets with wide pathways;
- roof profile with gable end to street to create greater individualisation in this continuous and more repetitive character type;
- all houses to have a second floor refuge at a minimum of 5 metres AOD;
- parking bays provided at 1 bay per unit as off-street in-curtilage parking supplemented by a limited amount of on-street provision.

4.0 Residential Design

Freiburg: design freedom within a Code/Guidance (Fig. 42)

A rhythm of tall contemporary houses (Fig. 43)

Layout example : 40 dwellings/hectare*



Illustrative Plan of Boulevard Residential Type (Fig. 44)

- This example proposes terrace housing and apartments with rear parking/service courts accessed from the street. The apartment blocks could include commercial uses at ground level and 2 or 3 storeys of apartments above.
- The relationship between the building and public realm is highly defined with no front garden and a 'back of pavement' frontage. Private space at the front of the building is typically integrated into the porches of each unit.
- The pavement thus slopes down directly from the front of the unit to the drainage channel and is approximately 6m wide with a 1:15 rise.
- Limited private greening is provided along the public interface, with sufficient amenity, storage, service and parking space to be provided at the rear.
- Projections in the form of integrated bay windows and balconies. Extension is possible to the rear.
- Building heights are 3 stories within the main parts of the building, with 2 storeys over the vehicular access.

(* based on plot area plus an assumed 25% addition for streets)

4.0 Residential Design

Illustration of Typical Residential Type in Hawthorn East area. (Fig. 45)

4.3 Typical Residential Type

Introduction

The typical residential type, which will act as a 'default' type throughout Newington and St Andrew's, will transform the quality of housing in the area. Based on a contemporary, eco friendly update of the terraced housing that gives the area its character, a mix of housing designs will ensure variety and interest.

General Design Requirements

The following design principles are recommended for the typical residential type:

- houses organised along a uniform frontage line with a uniform eaves line and a uniform base material (brick);
- variety of house widths and depths;
- terraces broken up by garage/car port/driveway approximately every 4 houses;

Illustrative Elevation of Typical Residential Type showing continuous built form and breaks every four units. (Fig. 46)

- building heights of 2 storeys plus a habitable loft space above. This space will function as a place of safety in flood conditions;
- a palette of different forms of bay window, with most houses having one (apart from the smallest house types , as they are usually arranged with kitchen at the front, lounge at the back). Bay windows can be 1 or 2 storeys, the latter sometimes combined with a large dormer. Dormer windows can also appear on their own. The distribution of these window types is the principal mechanism for achieving variety and individualisation;
- recessed front doors as with traditional types. Doors should be timber and windows timber framed, to allow individual colour choices;
- front gardens and occasional built-in window boxes should combine with street trees to green the street;
- "Ginnels" allowing rear garden access to mid-terrace houses;
- all houses to have a second floor refuge at a minimum of 5 metres AOD.

4.0 Residential Design

Proposed Terrace Housing - a domestic rhythm in a modern language (Fig. 47)

Gun Wharf, Plymouth - the bay window as the defining characteristic - Midas Homes (Fig. 48)

Layout example: 39 dwellings/hectare* (top) and 52 dwellings/hectare* (bottom)

Illustrative Plan of Typical Residential Type (Fig. 49)

- This example consists of terraces of approximately four houses with a garage or through-driveway at each end of the terrace. A continuous street frontage with setback at the end of each terrace is achieved.
- The central units have private integrated service passageways between the units to give access to the back garden.
- The relationship between the building and public realm is characterised by a front garden of approximately 4m in depth to accommodate a 1:15 gradual rise to internal floor level. This area is landscaped in permeable materials. Back gardens are sufficient to provide amenity, storage and service space at the rear.
- The garages/driveways provide 1 or 2 off-street spaces per end-terrace unit, with the mid-terrace units relying on on-street spaces at a ratio of 1:1. Thus the overall ratio is a minimum of 1:1
- This type also includes projections in the form of integrated bay windows and balconies. Limited extension possibilities are provided at the rear.

(* based on plot area plus an assumed 25% addition for streets)

4.0 Residential Design

Illustration of Park Edge Residential Type adjacent to a LEAP. (Fig. 50)

4.4 Park Edge Residential Type

Introduction

The area's numerous parks provide an excellent opportunity for high quality family housing with a mix of types. The spacious and light design of these homes will help to increase the choice of housing within the area.

Illustrative elevation of Park Edge Residential Type showing groups of units that create a varied appearance along the edge of the park. (Fig. 51)

General Design Requirements

The following design principles are recommended:

- groups of units that form one larger unit designed to form a coherent building;
- access to back garden through the garage/car port/driveway along the side units;
- 'Ginnels' allowing rear garden access to mid-group houses;
- recessed front doors as with traditional types. Doors should be timber and windows timber framed, to allow individual colour choices;
- buildings to have a uniform base material (brick);
- front gardens combine with street trees to green the street;
- visual linkages to the back garden should be created along the sides of units;
- all houses should have a second floor refuge at a minimum of 5m AOD, meaning that building heights should be 2 stories plus a habitable loft space above.

4.0 Residential Design

Distinctive treatment to a corner plot (Fig. 52)

Highly modelled terraced housing (Fig. 53)

Layout example 28 dwellings/hectare* (top) and 32 dwellings/hectare* (bottom)

Illustrative Plan of Park Edge Type (Fig. 54)

- This example consists of semi-detached and detached houses with a garage or through-driveway associated with each unit - garages can be a freestanding element within the plot. The units can be turned to provide a wider frontage. The character is more varied than the typical residential type and can be used to deal with irregular geometries.
- The higher density example consists of terraces of 2/3 staggered terrace houses with a garage or through-driveway to each end-terrace unit. This type is highly varied, but maintains a relatively continuous built frontage.
- The relationship between the building and public realm is characterised by a front garden condition of approximately 4m in depth. The additional 4m to the primary entrance of unit could be included along the side to compensate for a higher flood risk. This would to accommodate a 1:15 gradual rise to the internal floor level. This area should generally be landscaped with permeable materials. Back gardens are sufficient to provide amenity, storage and service space at the rear.
- Garages and driveways provide off-street parking for at least 2 cars per unit. On-street parking bays provide up to 1.5 further bays per unit.
- In the higher density example, parking bays provide off-street parking for end units only and if these are set back these units could provide 2 bays each. Thus the overall off-street parking provision is 1.5+ bays per unit. On street provision gives up to 1 further bay per unit.
- This type also includes generous projections in the form of integrated bay windows and balconies.

(* based on plot area plus an assumed 25% addition for streets)

4.0 Residential Design

Illustration of Typical Residential (High Flood Risk) Type (Fig. 55)

4.5 Typical Residential (Higher Flood Risk) Type

Introduction

This variation of the typical residential type has been formulated to provide guidance for housing in areas of higher flood risk. The generous space between the buildings allows the stringent standards for housing in such locations to be met, specifically that the finished flood level of the buildings needs to be 600 mm above average plot level or street frontage level (whichever is highest) and a place of safety needs to be provided above 5 m. At the same time, the homes, like all others, need to comply with the Disability Discrimination Act (2005), which requires level access.

General Design Requirements

The following design principles are recommended:

- a mix of semi-detached house types;
- houses organised along a uniform frontage line with a uniform eaves line and a uniform base material (brick);

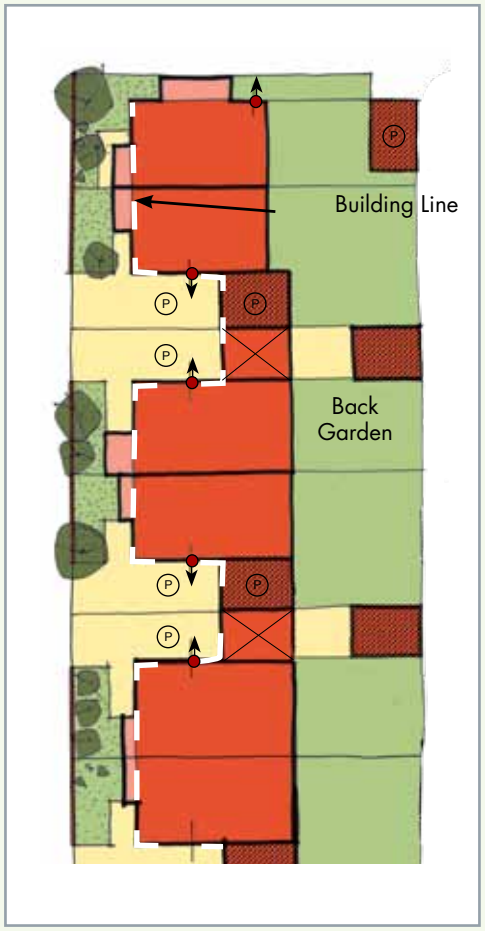
Illustrative elevation of the Typical Residential (High Flood Risk) Type showing semi detached units with varied parking arrangements along the side of units. (Fig. 56)

- variety of house widths and depths;
- houses broken up by garage/car port/driveways that are set back to allow pedestrian and wheelchair access to secondary access along the side of each house;
- access to back garden through the garage/car port/driveway along the side of each unit;
- bay windows of 1 or 2 storeys, the latter sometimes combined with a large dormer. Dormer windows can also appear individually. The distribution of these window types is the principal mechanism for achieving variety and individuality;
- recessed front doors. Doors should be timber and windows timber framed to allow individual colour choices;
- all houses should have a second floor refuge at a minimum of 5m AOD. This will usually result in buildings of two storeys plus habitable loft space.

4.0 Residential Design

Contemporary semi-detached homes (Fig. 57)

Layout example: 34 dwellings/hectare*



Illustrative Plan of Typical Residential (Higher Flood Risk) Type (Fig. 58)

- This example consists of semi-detached houses with a garage or through-driveway to each unit.
- The relationship between the building and public realm is characterised by a front garden approximately 4m in depth with an additional 4m to the primary entrance of unit - located along the side of the unit. This would accommodate a gradual rise of 1:15 required to meet the internal floor level. This area should generally be landscaped with permeable materials. Back gardens should be sufficient to provide amenity, storage and service space at the rear.
- Parking bays provide off-street parking provision at 2 bays per unit. On-street provision is up to 1 further bay per unit.
- This house type also includes projections in the form of integrated bay windows and balconies. Extension possibilities are available towards the rear.

(*based on plot area plus an assumed 25% addition for streets)

4.0 Residential Design

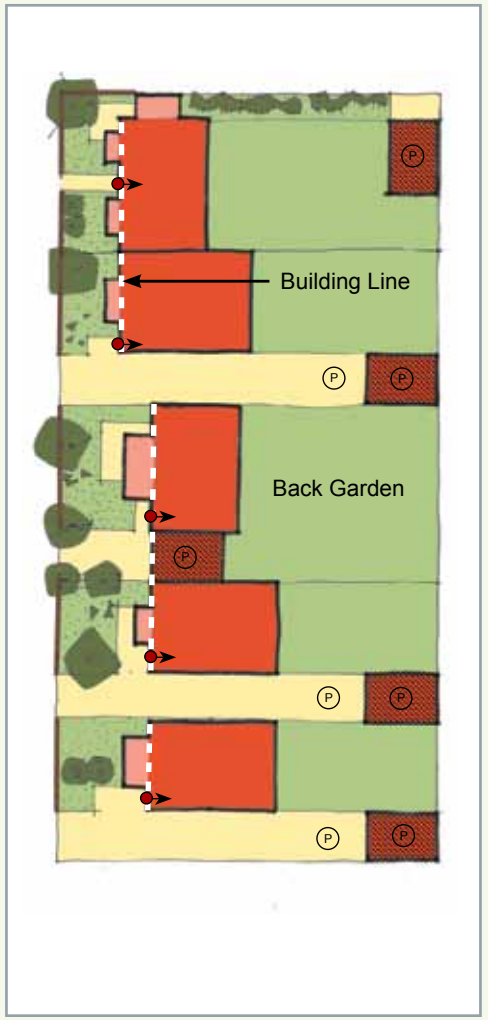
Housing proposed on edge of Upton,Northamptonshire - HTA Architects (Fig. 59)

4.6 Outlying Residential Type

Introduction

The outlying residential type provides guidance for new lower density housing in a small number of identified locations on the edge of Newington and St Andrew's. This type could include a variety of both freestanding and detached units. These units are also well suited for isolated and/or peripheral locations. These plots will still be larger than the norm with more extension possibilities on some, but should attempt to maintain a continuous, although dispersed built form.

Layout example: 26 dwellings/hectare*



Illustrative Plan of Outlying Residential Type (Fig. 60)

The relationship between the building and the public realm is characterised by a front garden of 4m in depth, or less in a location where side access to the primary access is provided. Back gardens are very generous and provide amenity, storage and service space. Horizontal extensions are also possible on some units. This character type can be adapted to provide greater setback to the primary access in higher flood risk areas.

- Parking bays provided off-street for every unit within these flexible areas. Overall parking provision is 2+ bays per unit. On-street provision is a minimum of 1 further bay per unit.
- This type also includes projections in the form of integrated bay windows and balconies. Some extension possibilities are possible due to the width of the properties.
- Building heights should be 2 stories plus a habitable loft space above as part of the roof space. This space must function as a place of safety in flood conditions.

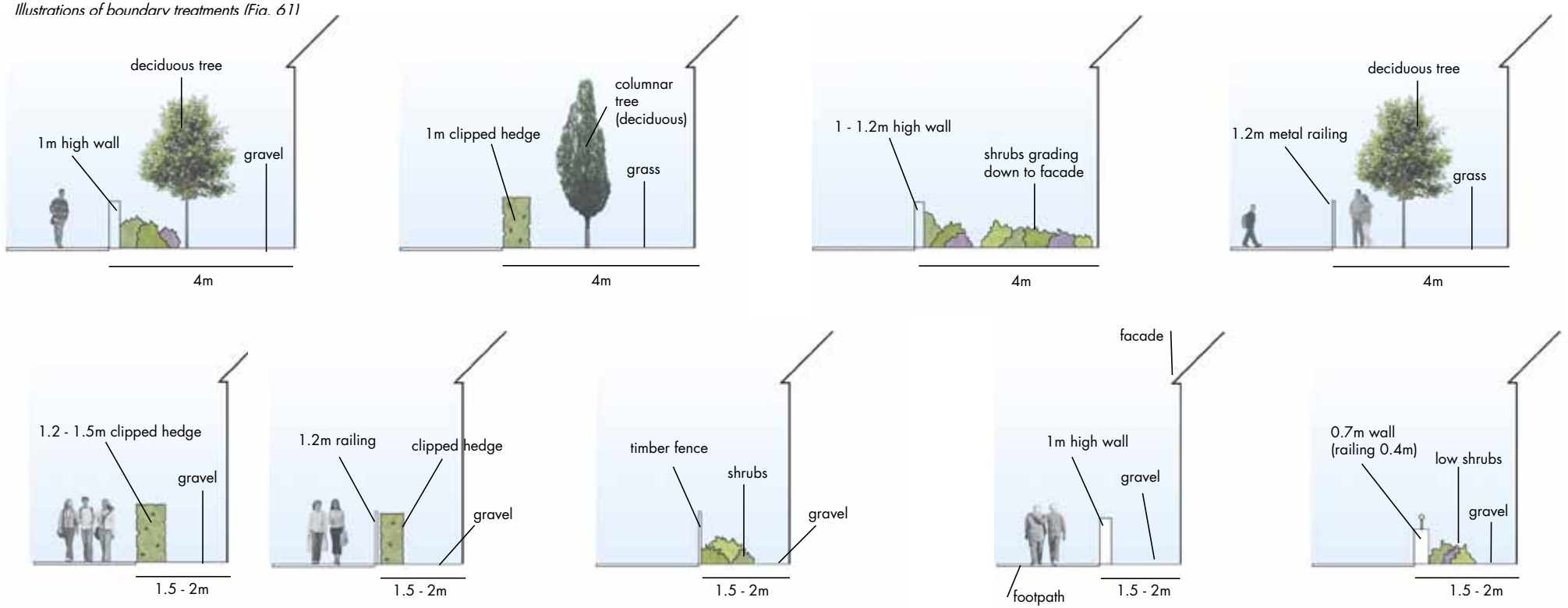
5.0 Boundary Treatment

General Design Requirements:

The following design principles for boundary treatment are recommended:

- Continuity of private frontage treatment is key to creating a high quality and consistent street design and the same frontage detailing should be ensured along one street if possible.
- Consideration should be given to the type of treatment whether small brick wall, railings, hedging or brick/hand rail to ensure it is suitable to the context i.e. a softer hedge treatment might be more appropriate where there is an absence of street tree planting for example to create a softer look.
- Where possible any hard surfacing within the private frontage (excluding the path leading to the front door) should be permeable to reduce surface water run-off. All illustrative sections opposite show gravel.

Illustrations of boundary treatments (Fig. 61)



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