

Planning Brief

Outline Business Case Orchard Park Private Finance Initiative

Hull City Council
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DRAFT



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01 Introduction

This Planning Brief identifies the planning and design principles which apply to the Private Finance Initiative (PFI) site within Orchard Park, Hull, as shown on Figure 2.1 and 3.1

The PFI proposals aim to get the future transformation of the Orchard Park Estate off the ground through the renewal of selected housing stock and public realm environmental improvements/remodelling. It comprises a total of 500 new build social units funded via PFI credits which would be built within the Danes and Thorpes, and around 170 private sale units. 355 houses would be demolished to make space for the new housing. This would be done through a phased programme, with some new build to be delivered first to help enable the relocation of residents. This will complement other initiatives such as the new £14 million completed Orchard Community Centre; the £38 million Northern Academy set to open in 2012; the proposed redevelopment of the dilapidated shopping centre; and the separate PFI bid's committed extra-care 60 units.

In order to achieve a complete transformation of Orchard Park, an Area Action Plan (AAP) will be developed. It will maintain the regeneration momentum and provide certainty with regard to the delivery of a long term vision. In that respect, the AAP will be the tool to ensure a sustainable future for Orchard Park. The AAP will also provide consistency between the different projects and sources of funding, and

ensure that the PFI funding is maximised. It is envisaged that the AAP will be adopted in early 2013.

This brief provides a planning and design framework to accompany the Outline Business Case for the Orchard Park Private Finance Initiative. The brief has been developed solely to assist with the PFI process. The brief will be amended further during the AAP process and developed into formal design guidance to be consistent with the approach taken within the NaSA and Holderness Road AAPs, where it has been embraced by the local community and developers.

The brief includes a detailed design guidance section, based on an indicative PFI masterplan, which has emerged through the preparation of a PFI Outline Business Case. The brief also describes the current planning policy context for the area, which any proposal will need to address; and the last section of the brief lists the planning application required documents.

01 Introduction

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02 Site Location and Description

2.1 Location

Orchard Park is a municipally-built postwar estate on the northern edge of the city of Hull. It is some 7 km (4 miles) NNW of the city centre, west of the main Beverley Road (A1079), and forms part of residential North Hull. The area is low-lying and fairly flat, with the main topographical features being the Beverley & Barmston Drain watercourse immediately to the east of the estate, and the presence of open land (part of East Riding) to the north and west.

2.2 The North Hull context

The wider area of North Hull is a fairly distinct suburban area of the city between the University to the south, the River Hull to the east, and the open land outside the city. It is made up of several separate sub-areas: Orchard Park on its north-western edge, the North Hull Estate in the middle, Inglemire to the south and the Parkstone area to the east adjoining the River Hull. Almost contiguous, though partly separated by some open space, is the prosperous outer suburb of Cottingham around its old village core. North Hull itself has no real centre - Beverley Road is its spine, providing links to the city centre and services dotted along its length; there are however some small local centres and shopping parades across the area, including the Orchard Park local centre now being redeveloped.

2.3 Patterns of development

Development in North Hull took place over much of the 20th century, in two main phases - pre-war & post-war. Both were essentially to provide suburban housing for people who had been living in the much tighter conditions of the inner city, but they were distinct phases and the difference is still visible on the ground. The largely pre-war North Hull Estate and Inglemire have conventional road layouts and traditionally-built homes; Orchard Park, built very rapidly in the 60s and 70s to keep pace with the city's slum clearance programmes, was laid out to a 'Radburn' pattern which stresses separation of pedestrian and cars so has a succession of courts and pathways rather than ordinary streets, and was built mainly by modern 'system' methods of construction.

2.4 Orchard Park: social aspects

Socially, Orchard Park is a mainly working-class outer suburb which houses families on fairly low incomes. Levels of worklessness are high. These economic and social patterns are reflected in the area's role in the housing market: 73% of homes are rented from the Council or housing associations (City average 33%; England 19%), with 27% owner-occupied (Hull 52%, England 69%), and none or only a small balance in other tenures such as private rental. Demand for homes remains

low, in comparison with other areas. Deprived households are those with the least choice in the housing market, and Orchard Park shows evidence of high levels of deprivation: the ward is the 3rd most deprived in Hull, and the 80th nationally. This is exacerbated for residents by high levels of crime and anti-social behaviour. Not surprisingly, the area suffers from a poor image and reputation.

2.5 The case for change

As for many estates, these patterns tend to be self-reinforcing - people with choice reject the area because of its image, and this further worsens things in a spiral of decline. The Council has concluded, with much support from the community, that only significant investment and major change will start to turn this around. A specific part of the estate, covering some of the housing with the most evidence of problems, has been identified for early regeneration via the PFI.

03 Design Guidance

3.1 Introduction

This chapter sets out design parameters for new and improved buildings, streets and other elements of the public realm. It also presents the overarching masterplan vision for the parts of Orchard Park to be transformed.

It has been prepared with the specific needs of Orchard Park in mind, but it also needs to be read within the context of the wider set of planning policies covered in chapter 4.

The guidance set out here relates to the part of Orchard Park which is the subject of the PFI project. As stated in section 01 above, an Area Action Plan (AAP) will be produced subsequently to provide guidance for the wider area making up the whole of Orchard Park.

The design 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 space, coupled with specific requirements which the Council will expect to see met in any proposals. It also includes plans and sketches which demonstrate how the sought-for change might be achieved, but these are included as illustrations, not as mandatory guidance.

The remainder of the chapter is structured as follows:

- Working with the community (section 3.2)
- Vision, Starting-point & Design Principles (sections 3.3 - 3.5)
- The structure of the neighbourhoods (3.6)
- Residential design (3.7)
- Street design (3.8)
- Open Spaces (3.9)
- Materials & Planting (3.10)



3.2 Working with the Community

3.2.1 Developing the Plans and Vision

The proposals for Orchard Park have been developed in an iterative process of engagement with the resident community. In February-March 2010, an initial public consultation was held on options, involving a newsletter outlining the proposals sent to all Orchard Park residents and 12 public events attended by nearly 500 people. The consultation sought residents' views on two potential options for change, involving more or less demolition. A 'preferred option' was then evolved, in the form of a draft regeneration plan; this was then the subject of further public consultation with the Orchard Park community from 6th to 24th July, with 9 public events, plus an offer of one-to-one consultation in the affected areas. During the consultation, there was also an opportunity for residents to feed back on design principles, with an interactive touch screen used to gauge residents' views. This has included discussion of 'good' and 'bad' design elements.

In addition, formal consultees have included the Environment Agency, the Highways Agency, Natural England and English Heritage; they will continue to be consulted.

The Planning Brief was endorsed by Hull City Council Planning Committee on 14th September 2010 and will be submitted to Cabinet on 25th October.

3.2.2 The Design Champions

Alongside this community-wide engagement, the Council and Gateway have also been working with a group of "Design Champions" – local people who had volunteered for this role after the consultation meetings. The idea has been to get a sense of what the community is after or is reluctant to see in terms of design of the future houses and layout. Good design practice such as designing residential areas so that crime is minimised, or making sure that environmental sustainability is at the heart of the design, are discussed with residents and their feedback sought.

The Design Champions Group have met, attended training sessions, held workshops to discuss the evolving proposals and the purposes behind them, and advised on the priorities, the aims, and the aspirations which they and the wider community have for their area, its design and the quality of place. The aspirations that they have expressed are summarised on the five panels on this page, and a fuller record / transcript of their discussions is available on request. They will continue to act as a sounding-board over the coming phases of project development.

Design Champions' Aspirations

Good Happy Place

- A safe and happy place full of caring people.
- Loving and caring.
- A place for all.
- Still a good place if not better.
- A good place to bring up a family.
- The same friendly area with much better housing facilities.
- Happy and content.

Place Where People Want to Live

- I would like Orchard Park to be a place where people want to live throughout there lives. Not wanting to move away when grown up.
- A thriving popular area with a reputation for good things.
- That it is a place that is not discriminated against because of its postcode. A place where people want to live, a place that will be sustainable for the future. The envy of Hull.

Proud

- I would like Orchard Park to consolidate and build on the strong sense of community spirit that currently exists. The new Orchard Park should be a place that gives local people what they want and need and can be proud.
- I would like Orchard Park to be a place where are proud to live.
- A place where community has real meaning.
- Where children laugh.
- Where people smile.

Good Facilities

- More accessible road network.
- Large houses with large gardens.
- Play area for the children with specific play facilities for the very young children.
- Better standard of street lighting than exists at the present.
- Car parking inside the gardens.

Green Living

- A lot more modern than it is now, greener houses.
- Ultra modern, with trees and wild life, clean, homely and full of joy.
- A good place to live in safety.
- The green corner of Hull with sustainable new houses.

3.2.3 Future Engagement

Hull CC will continue the consultation process throughout the PFI procurement and in the latter stages of 'dialogue' remaining bidders will be expected to present their proposals and engage with residents at community consultation events. This process will be closely managed by Hull CC and further details will be given at the ISDS stage. PFI bidders should note the consultation will need to relate both to the preparation of a planning application for the scheme (including a Statement of Community Involvement), and to the Options and Publication stages in the evolution of the Area Action Plan (AAP).

Submissions will be expected to demonstrate familiarity with, and experience of, a wide range of consultation and engagement with stakeholders at all levels.



3.3 The vision

The vision for Orchard Park is:

Over the next 15 years, a co-ordinated approach to regeneration will bring about the transformation of Orchard Park. Excellent local schools, community facilities and shops will be delivered alongside revitalised homes and streets, encouraging existing and future generations to stay in the area.

Together with high quality, welcoming parks and good connections to jobs in the city centre and the East Riding, Orchard Park will be a place of opportunity for all.

Indicative house-type proportions

3 bedroom houses	40-50%
2 bedroom houses	30-40%
3 bedroom apartments	10-15%
4 bedroom houses	1-5%
2 bedroom bungalow	1-5%
5 bedroom houses	1-3%

The vision is one of transformational change - in how Orchard Park works as a place, in the opportunities it offers for residents, and in the standard of the housing.

At the core of the regeneration plan is the delivery of 670 new high-quality and energy-efficient Lifetime Homes set in secure gardens and green spaces. Around 500 would be homes for rent from the PFI Contractor, and around 170 for sale on the open market. The homes would predominantly be 2- and 3-bedroom houses, with smaller proportions of 2-bedroom bungalows and apartments, and of larger houses. A network of new and improved green spaces will be created across the area, including two new community parks at the heart of The Danes and The Thorpes.

There are many facets to achieving the rebirth of Orchard Park as a successful place to live. A major one is getting the design right, from a low base of an incoherent layout that makes homes vulnerable to crime, where there is much under-used open space, and whose streets lack life.

This design guidance is about making sure that we can now meet the challenge of providing high quality homes in an attractive and well-functioning environment.



3.4 The starting-point: Orchard Park today

Orchard Park, as section 02 above tends to indicate, is not now an area of choice: not enough people actively choose to live here, too many households are here because they cannot find anywhere else. There is not one single overriding reason why this is the case: it is a combination of factors which make it clear that significant investment and major change are required. Some of the physical / design factors which contribute to these needs can however be separately identified.

3.4.1 Street layout:

The area's complex 'Radburn' layout, with poor overlooking and too many dead spaces, tends to make it difficult to police, thus exacerbating the risk of high levels of crime and anti-social behaviour rather than helping to reduce them. Despite generally falling crime levels, in 2008 Orchard Park had the second highest number (1,684) of reported crimes amongst all Hull wards and the 3rd highest rate per head of population. It is difficult to tackle this aspect of the design without significant demolition and rebuilding.

3.4.2 Environment:

In many parts of the area, the quality of the environment is poor. Rear parking yards are difficult to maintain to a high standard. The overall layout has produced a lot of shapeless underused space which has no clear 'ownership', as well as a locality with no recognisable shape or sense of place. And despite the proximity of the extensive green

space to west and north, there is a lack of high quality, well-used parks and green spaces in the residential area itself. The recent open space study for the Council identifies the locality as having no Parks / Gardens – identifying it as a deficiency area in this category; and as having no Natural / Semi-natural open space within it either, though of course there is a lot of countryside and open 'urban fringe' land nearby. The Amenity Green Spaces within the area are described as having a range of quality, but with only one 'good' and three 'in particular need of improvement'.

3.4.3 House type, construction and layout

The physical state of the dwellings is an issue too. In particular, the multi-storey flats cannot be brought up to the Government's 'Decent Homes' standard at a reasonable cost. The Council have had a 'no lettings' policy in place in these blocks since February 2009, and there are currently now 189 empty units there. As for the houses, although some improvements have already been carried out, the houses on Orchard Park still do not meet modern energy-saving standards, and would also benefit from better flood protection if redeveloped. And the complexity of the 'Radburn' street layout means that there are few opportunities for an approach which might replace small parts of the estate bit by bit with infill developments: the need is for comprehensive treatment.

3.4.4 The context for design

The characteristics and elements of the urban structure which now exist are, to some extent, a basis for thinking out plans for the future:

- The suburban location: an attraction for many, and underlining a stress on houses rather than apartment building;
- The position at the outer edge of Hull, looking out onto open land and which could lend itself to low visual impact housing;
- The more successful and popular neighbouring estates in the rest of North Hull: their form and layout;
- The local centre, where a superb new health centre is to be joined by completely redeveloped local shopping;
- The main access loop route formed by Hall Road: over-designed, so now having to be 'traffic-calmed', but an element around which the area has inevitably to be structured;
- Public transport: frequent and reasonably quick access to the services and jobs in central and inner Hull;
- Mature and recently planted trees: particularly along Hall Road, these will need to be preserved or their loss mitigated.

Some things, however, are major elements of Orchard Park today, but are emphatically not part of the design thinking for the future:

- the current layout: with poor linkages and dangerous blind spots
- the present disposition of green space – a spattering of 'Space Left Over After Planning' which is all quantity and almost no quality
- the tower blocks: the feature which most people would probably associate with Orchard Park, but problematic and in the wrong part of the city.



Orchard Park today - a disjointed structure



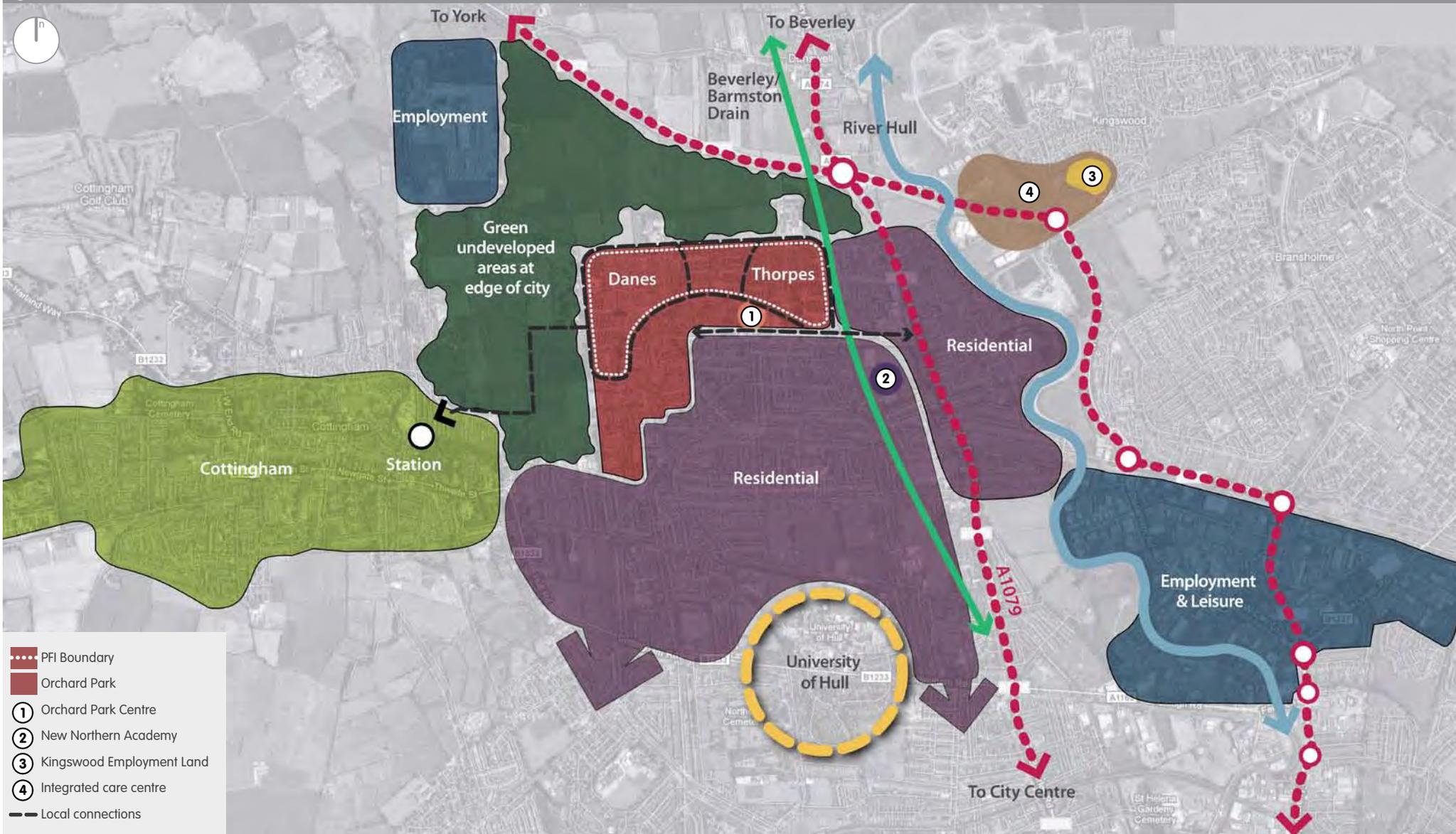
Ellerburn Avenue - a successful local street



Investing in Orchard Park - The Orchard Centre

03 Design Guidance

Figure 3.1 Context Plan



3.5 Design principles and mandatory requirements

Proposals must be based on sound urban design approaches, applying the principles promoted in Government good practice guidance: notably the Manual for Streets¹, By Design: Better Places to Live², and the Urban Design Compendium³. They will also be required to comply with specific elements of national design guidance.

The masterplan is, therefore, based upon a set of key principles:

- **Sustainability:** new homes which are sustainable because they are of high quality and energy efficient (section 3.6 below)
- **Choice:** a variety of home types, including a mix of terraced, semi-detached, apartments and bungalows (section 3.6)
- **Clarity of structure:** traditional street layouts where new houses have clearly defined fronts and backs. Front entrances will face the road and back gardens will be safe and secure (section 3.5)
- **Pedestrian-friendly:** new and enhanced multi-purpose streets that do much more than simply cater for the needs of the car (section 3.7)
- **Flood-proofing:** homes and the environment which will be designed to incorporate current best practice and meet the required Environment Agency mitigation measures to be safe in all foreseeable in this low-lying area (section 3.6)

- **Useability and attractiveness of open spaces:** new open spaces that are a focus of the community, cater for a wide range of needs and that people will want to use (section 3.8)
- **Durability:** public realm improvements that include new landscaping and street lighting made of durable and attractive materials (section 3.9)
- **Environmental sustainability:** minimising use of energy and natural resources, and dealing with environmental issues in a sustainable way (section 3.6).

These are principles underpinning the design approaches which the Council will expect to see. At the same time, a set of mandatory requirements must be complied with. These are:

- **Code for Sustainable Homes⁴, to Level 4**
- **Lifetime Homes⁵** - which brings the inclusive approach to housing design, “age - proofing” new homes, into effect for all housing developments with public funding.
- **Secured by Design⁶** - which needs to be applied in the context of the Government’s Safer Places guidelines.
- **Building for Life⁷** - schemes must score at least 14 out of 20 on the BfL assessment of urban design.



3.6 The structure of the neighbourhoods

3.6.1 Principle: Clarity of structure: traditional street layouts where new houses have clearly defined fronts and backs. Front entrances will face the road and back gardens will be safe and secure. The new elements of Orchard Park will be structured in such a way as to promote clarity and identity. This will be achieved in a number of ways, as set out below:

3.6.2 Making connections

At present, the structure of the estate means that vehicular permeability into and through the Danes and the Thorpes is low and, although pedestrian permeability is higher, security concerns have meant that many footpaths have been blocked. This is the result of the problems caused by the high level of separation between cars and pedestrians. It means that streets are lacking in activity, a situation not helped by the fact that streets, like many of the footpaths, are not overlooked by homes or other uses.

So a pivotal element of the restructuring of the estate is ensuring that the necessary connections - both internal and external - are intact or restored. In practice, this will mean that:

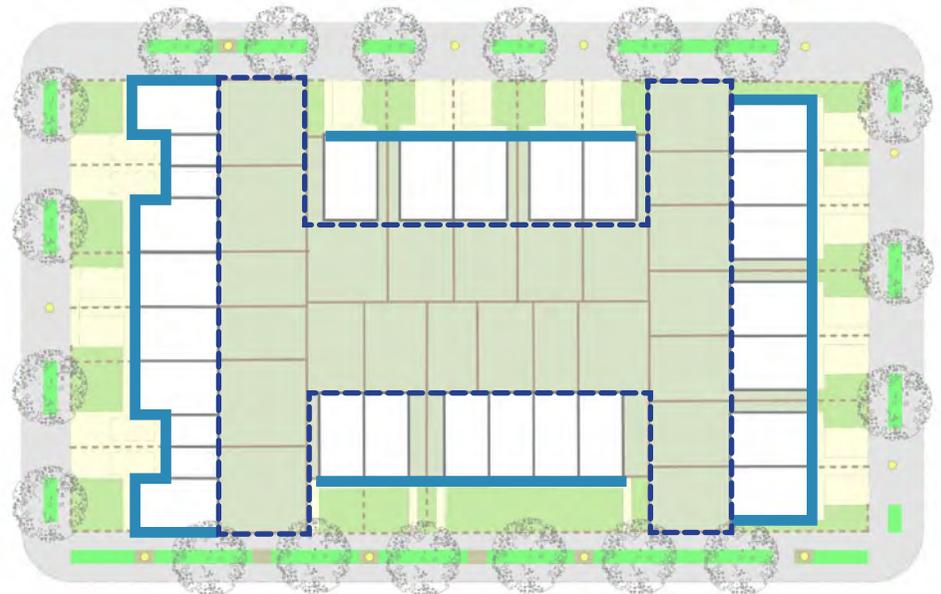
- New homes are built to front onto connected streets
- Most movement - by foot, cycle, car or other modes - is channelled down these streets, not segregated.
- Direct connections with surrounding neighbourhoods, features and places of interest - urban and rural - are made.
- Orchard Park adheres to the principles of the walkable neighbourhood, whereby the maximum number of facilities are accessible by foot to the maximum number of people.
- Routes are provided that enable buses to run closer to where people live.
- There are enhanced connections by foot and cycle to areas of public open space and employment beyond the city boundary

3.6.3 The structure of the blocks

Within this overall layout, the housing is to be developed in definable blocks, each surrounded - wherever possible- by streets on all sides. These are known as "perimeter blocks". The diagram shows this simple idea in sketch form.

-  Lively street edge
-  Area that is flexible for future change
-  Gardens can become habitat for wildlife, but are secure and safe
-  Mixed house forms

Figure 3.3 Typical Block Diagram



Perimeter blocks are a long-established form of development, found all over the country and the rest of Europe, which has stood the test of time: as with the conventional street layout, it has the benefit of clarity and simplicity: in urban design terms, “legibility”. The advantages can be briefly summarised:

- **Security and Privacy:** the back of the house and back garden is generally more secure. The front of the house is generally the only area exposed to public access. Ownership of and responsibility for spaces is clear and easy to define.
- **Lively edges:** the relationship with the street is one that gives continuity, and because of overlooking of the street, it again reinforces safety.
- **Efficient use of space:** a simple and regular pattern – which does not need to be rigid or monotonous – avoids wasted areas and ‘space left over after planning’ (SLOAP). It helps use the land at an effective density without a sense of town cramming; in this case, target densities are at the lower end of the Local Plan’s range of 30-50 dwellings per hectare, which is appropriate for this ‘city suburban’ location. They will tend to be slightly higher near the local centre.
- **Flexibility:** the block layout is a form of ‘designing for change’ – as the neighbourhood grows and changes, extension of houses to the back is possible, complicated neighbour arrangements are largely avoided, different heights can be accommodated within an overall pattern which is still

coherent, and new designs can be introduced without upsetting the underlying rhythm or legibility of the locality.

- **Habitat:** back (especially) and front gardens combine within the block to become varied and protected habitats for birds and insects in particular.

Building for Life assessments will help guide proposals towards successful realisation of this approach.

3.6.4 Illustrative Plan

The Plan shows a layout for Orchard Park based on these principles and approaches. It is not a fixed Masterplan, but an illustration of how the area could be successfully and coherently developed.

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Figure 3.4 Illustrative Masterplan



3.7 Residential Design

3.7.1 Principles:

- **Sustainability:** new homes which are sustainable because they are of high quality and energy efficient
- **Choice:** a variety of home types, including a mix of terraced, semi-detached, apartments and bungalows
- **Flood-proofing:** homes which are designed to be safe in all foreseeable conditions in this low-lying area
- **Environmental sustainability:** minimising use of energy and natural resources, and dealing with environmental issues in a sustainable way

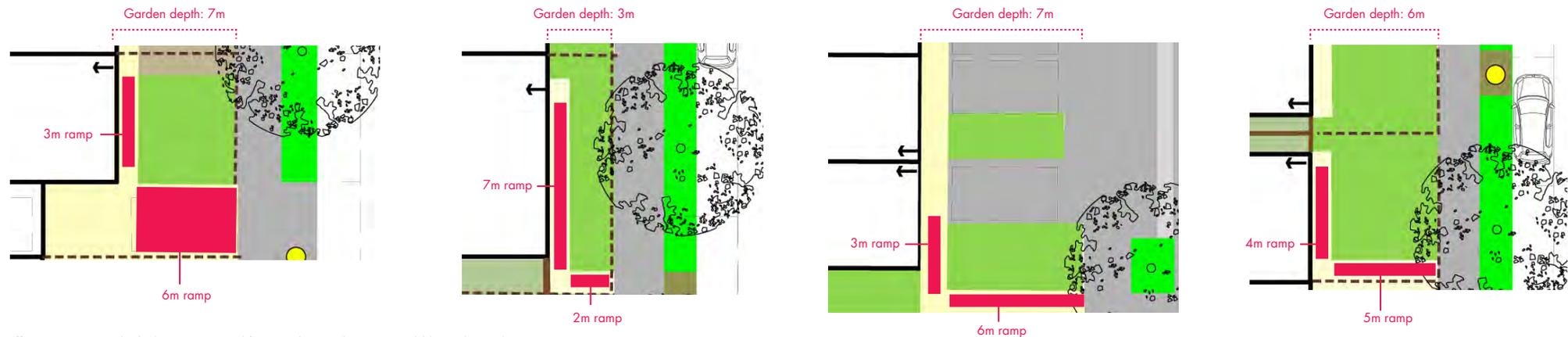
3.7.2 Flood-proofing

Much of Hull is at a high risk of flooding, and Orchard Park is no exception. Accordingly, the standard required to design-out flood risk in individual homes is a demanding one.

The basic requirement is that the finished floor level of the buildings needs to be 600mm above average plot level or the street frontage level (whichever is the higher). A place of safety must be provided above 5 metres; and properties need to have flood-resilient design up to 300mm above floor level. Combined with the need for properties to be accessible for those with disabilities or impaired mobility, requiring access gradients not exceeding 1:12 or 1:15, this imposes considerable design constraints. The approach suggested is:

- Houses to have an entrance (primary or secondary) which is approached by a ramp, approximately 9m plus landings, from the back of pavements. The diagrams below show several ways of incorporating a 9m ramp with different depths of front gardens.
- All houses to have a second floor refuge at a minimum of 5m AOD; this can be achieved with a building of 2 storeys.
- Resilient design to include power points and ring mains fed from ground floor ceiling at or above 300mm from floor level, and waterproof construction (flooring, finishes to +300mm, etc.) to allow rapid recovery from flood.
- Bungalows can only be accommodated if dormer bungalows, so that a place of refuge is incorporated into the design at first floor level.
- Sympathetic design around these constraints by use of the generous space between and around buildings afforded by the proposed form and density, and by landscaping with permeable materials.

The design of the wider area should also allow for effective drainage and recognise the flood risk. The Council will welcome design responses for the public realm which use swales, soakaways and public green spaces, wherever possible and acceptable, to provide capacity and relieve pressure on the drainage system.



Different ways in which the 600mm uplift, complete with ramp could be achieved

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3.7.3 Variety, Adaptability & Accessibility

Enhancing the range of housing and building types in Orchard Park is an important aim in the redevelopment of the area. This is both a social objective – to provide for a range of needs – and an aesthetic one: to help create an area of richness and beauty where the design gives pleasure and interest.

- **Variety:** the regeneration plans seek a mix of home sizes, from 2-bedroom through to 5-bedroom; the types of form can also vary, within the basic framework of the streets and blocks, with apartments, terraces, semis and detached houses, so that a monotonous 'estate' form is not replicated; and intelligent variation of rendering and building materials will also add to the appeal.
- **Adaptability:** the block form and house layout will allow for future adaptation to people's changing needs – historically, English homes (whether terraces or semis) have responded flexibly over the years, changing in both size and use, so that households are not forced to move as their needs change. Lifetime Homes has this concept at its core.
- **Accessibility:** compliance with Lifetime Homes standards, and the application of the access arrangements (3.6.2 above), will ensure that new homes have the twin attributes of being available to those with mobility restrictions, and accommodating residents for much longer as their needs change over their lifespan.

3.7.4 Resource efficiency

Design of the residential areas and buildings will be expected to demonstrate clear use of measures to minimise use of energy and natural resources, and to deal with environmental issues in a sustainable way.

- **Aspect:** building design to take account of potential for solar gain, placement of frontages, use of south-facing facades.
- **Rainwater collection and retention:** consideration (where aquifer/groundwater conditions permit) of diversion of rainwater from mains drainage to swales, soakaways and verges; to draining roofs to permanent waterbutts, and to use of green roofs to slow release to ground, etc.
- **Recycling** – the Council's minimum requirements for recycling provision are: a space for refuse in-curtilage of 2m x 1m (1.8m high if enclosed) per dwelling, plus space for composting; a space for shared recycling area (of 10m x 2m, or 5m x 4m), in any development of 51-500 dwellings. Designs must integrate any such equipment sensitively from the outset, and not as belated add-ons which are unsightly and add to visual clutter.

3.7.5 Building Line and Roofscape

Building lines and set-backs: a consistent front building line is a recurrent characteristic of terraces and semi-detached housing in Hull. This creates coherence 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 materials.

- Overall building line to demonstrate coherent approach whilst allowing for interest and variety.
- 3m - 7m building setback: creates amenity space for small garden, space for a ramped approach path, and for other (designed-in) elements (see 3.7.7 below).
- **Roofscape:** steep pitched gables, and hipped roof forms, both characteristic of successful Hull neighbourhoods, can be seen along prominent routes and help to give scale and visual appeal to longer linear views.



3.7.6 Vehicular and pedestrian access

Many of the houses in Orchard Park will benefit from vehicular access to the property. This may be designed so as to allow vehicles to pull in kerbside, or to go behind the house, or to be in-curtilage, in front of the home.

- Designs will be expected to demonstrate that pedestrian access to the house is not impaired, and that the positive visual and environmental impact of front gardens is not lost or reduced.
- Garages, where provided, will have minimum dimensions of 3.3 x 6m.
- Footway access to be on direct street-to-door desire-line wherever practicable.
- Separate or integrated access required to enable access for people with disabilities or impaired mobility (3.6.2 - 3 above).
- Where possible any hard surfacing within the private frontage (excluding the path leading to the front door) should be permeable.
- To meet Lifetime Homes standards, distance to a parking space needs to be kept to a minimum. And where car parking is adjacent or in front of house, it should be capable of being widened to 3.3m.



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3.7.7 Dealing with the 'edges'

An integrated design is one which gets both the housing and its surroundings right – and which also pays attention to how they meet. How designs treat these 'edges' will be assessed in three ways: in relation to public spaces, in relation to boundary treatments, and in relation to gardens.

Enlivened edges

The fronts of most of the homes will face public spaces, and need to express life and vitality – in terms of the activities, and in terms of their features. In particular, front doors and porches need conscious design thought. 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. For non-terrace forms, most of these considerations still apply, but the issues of harmony and the risk of jarring juxtaposition are less acute. Similarly, windows in terraces are typically organised to create an architectural rhythm in the street; in other house types, the expectation is still of window proportions with a generous vertical dimension with low cills to meet Lifetime Homes standards and some degree of unity with neighbouring properties.

Boundary treatments

The design approach for boundary treatment will be expected to recognise that continuity of private frontage treatment is key to creating a high quality and consistent street design, so that the same frontage detailing should be ensured along any given street wherever possible. Consideration should be given to the type of treatment – whether low brick wall, railings, hedging or brick/hand rail – to ensure that it is suitable to the context; for example a softer hedge treatment might be more appropriate where there is an absence of street tree planting, in order to create a softer look.



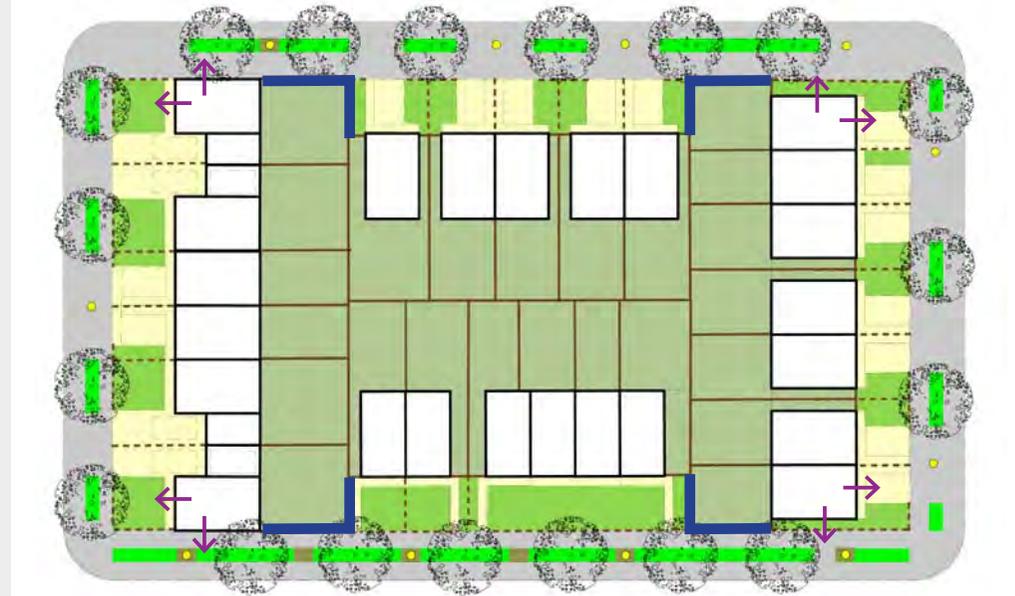
Gardens

Front gardens that are varied, green and attractive are an important part of the urban landscape in Hull. They have allowed individual home owners to personalise the public impression of their home in a context where homes look very similar, and they provide some measure of privacy between home and street life. 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 / recycling, and meter boxes. Back garden boundary fences should be supplied in wood (it is clearly not within the developer's or Council's control to ensure it remains so). Side boundaries, and where house plots turn the corner, will need special attention, to demonstrate coherent handling

where a house and garden face two ways, with possible changes in height of buildings. Both outward elevations and/or corners should be animated with windows and doors to main parts of the house.

-  High quality back garden boundary
-  Front gardens
-  Back gardens
-  Corner property - facing both ways

Figure 3.5 Typical Block Diagram - gardens and edges



3.8 Street design

3.8.1 Principle:

Pedestrian-friendly: new and enhanced multi-purpose streets that do much more than simply cater for the needs of the car.

3.8.2 Streets as places, not just corridors for cars

The design of streets requires an integrated approach involving close working between the developer and the Council as highway and planning authority, to create solutions which reflect current policy, and produce a well-connected and flexible street network. This will encourage walking and cycling, and will integrate routes on foot, cycle and car so that there are 'eyes on the street' and the streets are shared public spaces for all: recognising their role in domestic, community and informal life.

3.8.3 Movement and modes

The approach is therefore to share the movement space between the various modes of travel, and to design-in measures and solutions which recognise that integration.

- Vehicular movement will thus not be separated from other forms of movement, but will share the street space in a variety of ways. The 'grid' of streets will have frequent intersections, often with a raised table at the junction to slow traffic and give preference to pedestrians. Tight tracking and prominent

kerbs will build-in a slower ambient speed; detailed tracking assessments will be required to ensure that refuse vehicles can negotiate such junctions.

- Vehicle swept path requirements should inform the design of junctions and carriageway layouts. No over-running of footways/verges will be acceptable. Street design should allow the Council's large refuse vehicles to manoeuvre in the street without over-running footways/verges or compromising road safety. Careful consideration to forward visibility, to maintain adequate inter-visibility and allow motorists to respond to on-coming traffic / road layout is essential to ensure road safety.
- With the exception of a small number of pedestrian-priority streets, pedestrians will always have dedicated pavements / footways along the street, a sharp break with the approach hitherto in Orchard Park's form of "Radburn" layout. The objective is active routes, overlooked, safe, and balanced with the movement of cars within street spaces.
- Cyclists will be catered for on-street, through the design of streets with sufficient width to accommodate vehicles and cyclists; dedicated cycleways are not appropriate or an efficient use of space within the residential areas. Cycle parking facilities to be provided in parks and at public facilities, as well as in homes.
- Buses will principally use, as now, the main Hall Road artery, which provides high-frequency service to the city centre and other key destinations ; but some internal routes will be designed to be capable of accommodating local bus services penetrating the housing areas.

- The block lay-out, for example, the avoidance of straight east-west routings through the residential area - and the urban form (building lines, carriageway dimensions) will encourage traffic calming.

3.8.4 Parking

Residential parking will require a mixture of parking solutions: this will include on-street parallel and perpendicular arrangements; on-plot parking; and in a few cases small groups of off street bays, though this will in general be a last resort. Small groups of parking bays within widened sections of the streetscape will provide much of the supply. On-street car parking does offer advantages because it decreases the areas of hard surfacing, increases private garden space and is an efficient use of roadway. For the few non-residential uses in the locality, dedicated parking for local services and parks will not be required, as the majority of users will be within walking distance and any parking need can be met on-street nearby.

3.8.5 A hierarchy of streets

The general approach above does not imply that every street in Orchard Park will be the same, and doing the same job. It will be important to define and agree the role and function of each link, so that the network is coherent, the design of each type of street is appropriate to its functions, and the materials, frontage treatment and aesthetic of each reflects its role.

The street types proposed are:

- 'Main' streets: the two principal access routes off Hall Road into The Danes and The Thorpes

respectively - capable of carrying local bus service if so decided, and with a role in access to the parks and local facilities.

- 'Local' streets: the majority of the streets serving houses in the newly redeveloped areas.
- 'Village' streets: with a shared surface treatment to reflect use by both pedestrians and vehicles of the entire street space. The streets are meant to serve a small number of properties at cul-de-sac type situation and are also intended to be access streets parallel to Hall Road with frontages, not backs, to this major road. Similar treatment could be deployed on streets within the main residential area, as a "mews" type street without green verges.
- 'Interface' streets: a special category reflecting the particular conditions of Orchard Park – these are streets which are on the boundary between the area to be developed within the PFI scheme, and the rest of Orchard Park. Their role is much as that of the 'Main' streets.

The following text and drawings overleaf set out examples of what will be expected in submissions, for detailed discussion with the highway and planning authority.

Note that as a general guideline for all types, minimum requirements are 2m parking and 2m footway width; these may be varied upward below. Except for "village" street, surfacing of carriageway is assumed to be conventional blacktop.

Figure 3.6 Street Types Plan

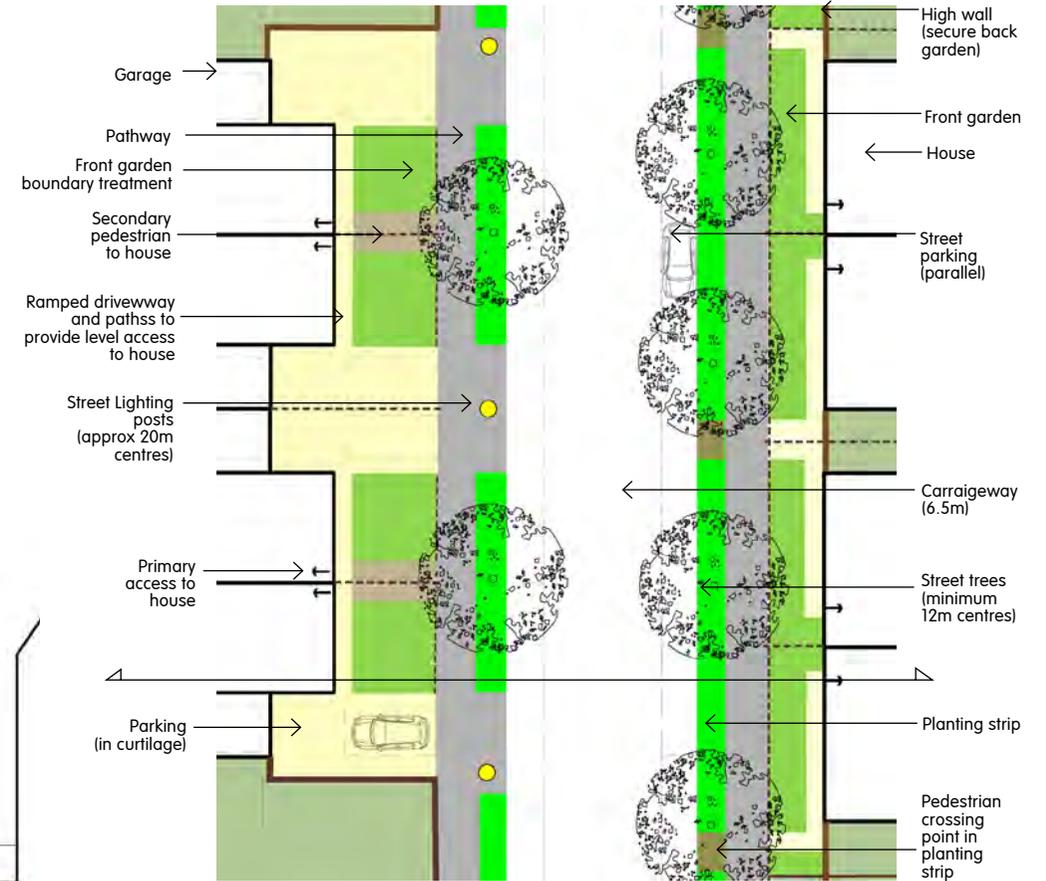
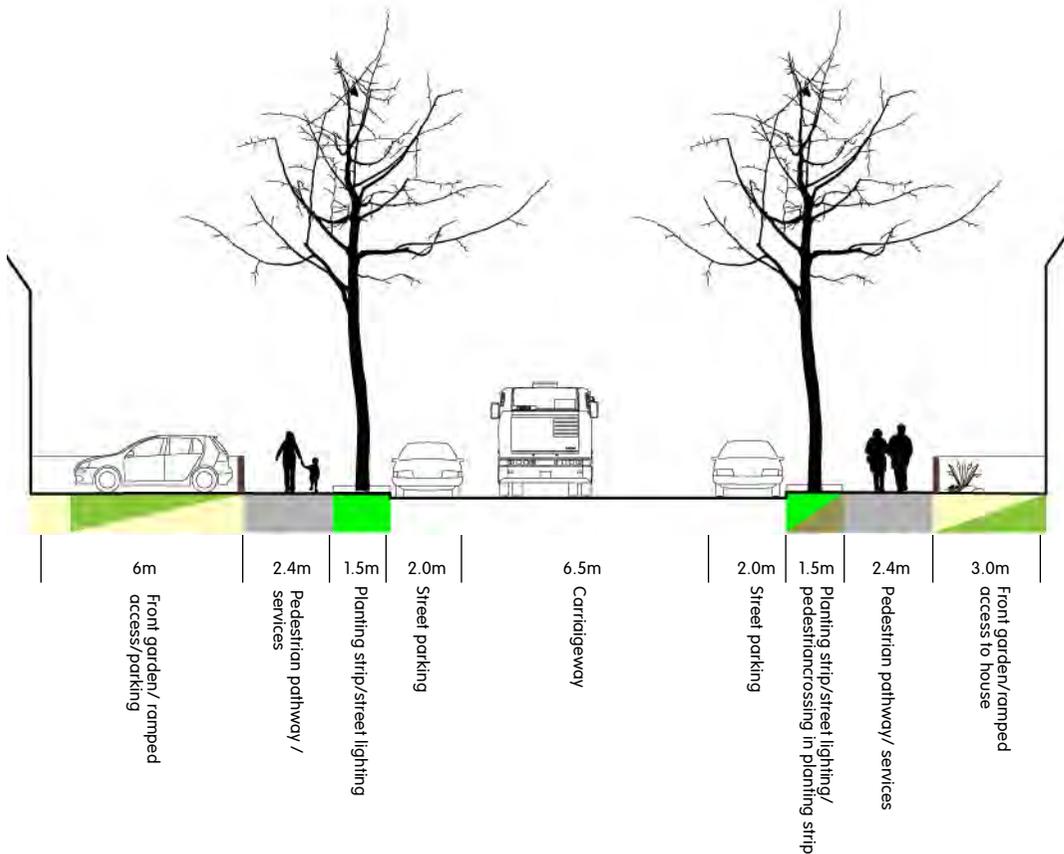
This plan locates each street type within the Orchard Park PFI site. The following pages give layouts and General Design Requirements for each street type



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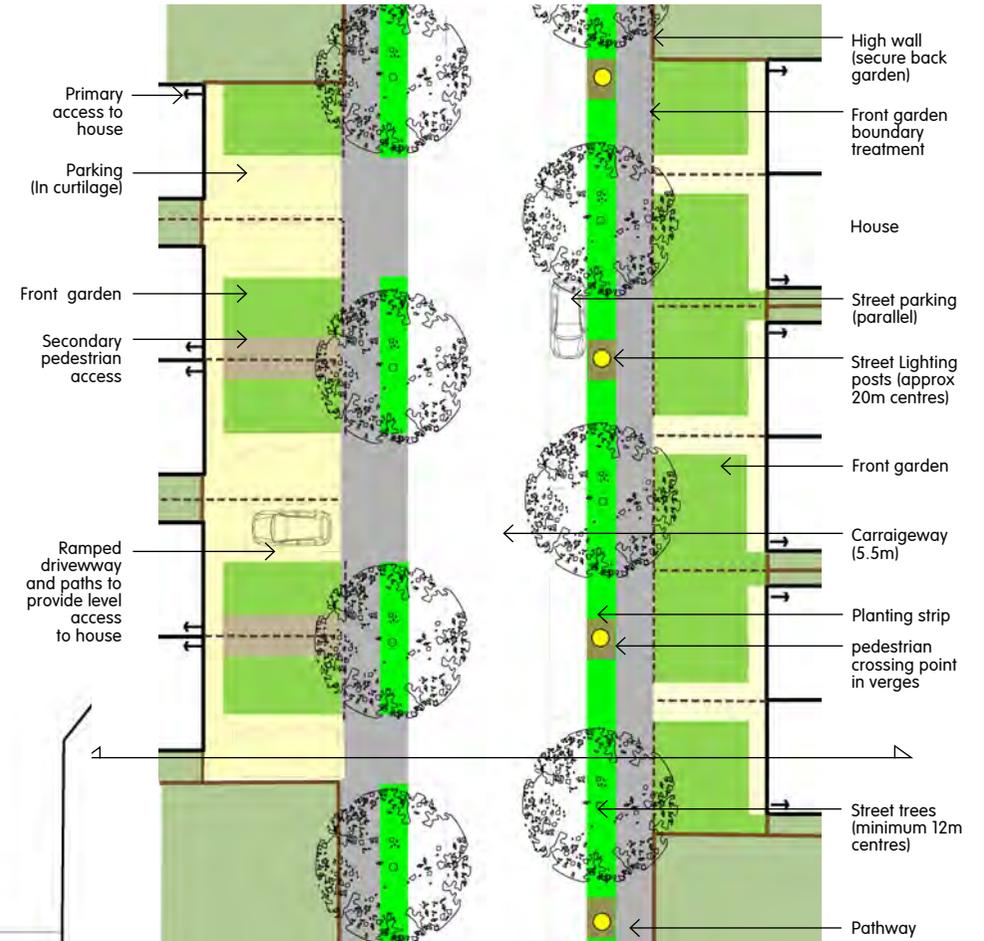
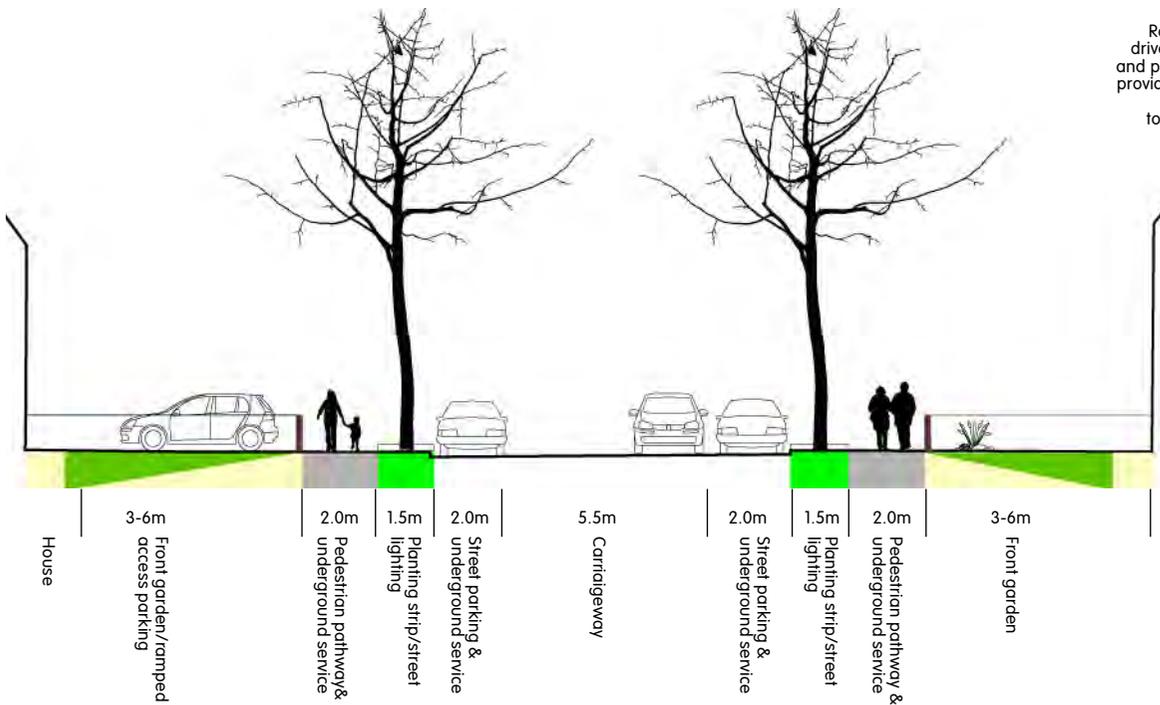
“Main” streets: General Design Requirements:

- maximum dimensions: 6.5m carriageway width
- 2.4m footway (minimum)
- parking should generally be in 2.0m wide bays; when the parking is in a layby on the approach side to a bus stop, the bay should be 2.3m wide to ensure buses can pull up close to the kerb at the bus stop.
- suitable for bus route
- parking - accommodated on street, parallel arrangement or small groups of perpendicular parking
- should provide access to off street parking
- underground services to be under the footway
- planting strip to be 1.5m wide minimum



“Local” streets: General Design Requirements:

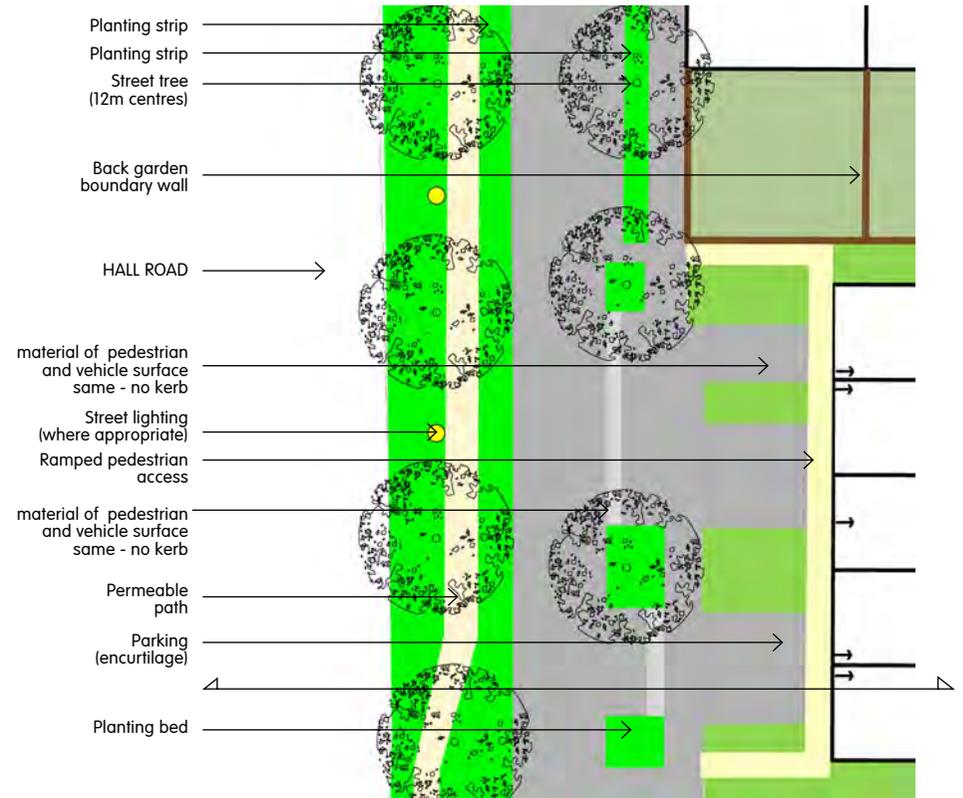
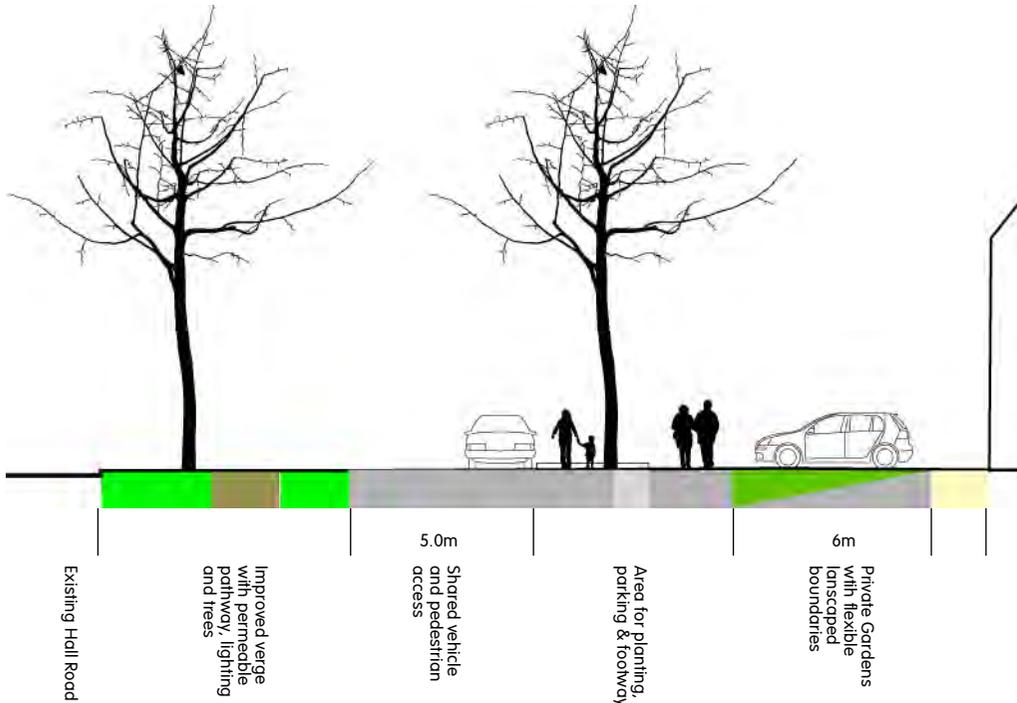
- maximum dimensions: 5.5m carriageway width
- Footways to be 2.0m width minimum; on certain routes that are likely to generate increased pedestrian traffic to footway should be widened as appropriate.
- not suitable for bus route
- parking, parallel to the carriageway, should generally be in 2.0m wide bays;
- parking - accommodated on street, parallel arrangement or small groups of perpendicular parking
- provided access to off street parking
- underground services to be under the footways
- planting strip to be 1.5m wide minimum
- these streets are to be designed as 20mph zones and designated as such by appropriate Traffic Regulation Order.



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“Village” streets: General Design Requirements:

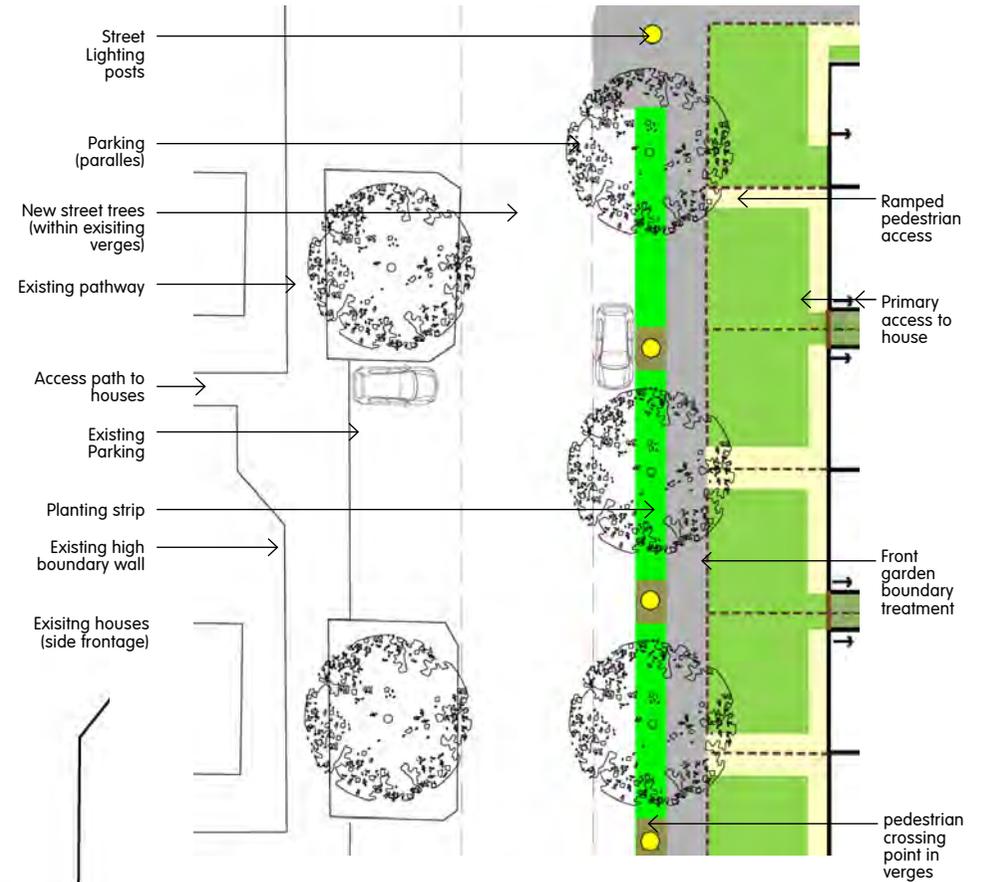
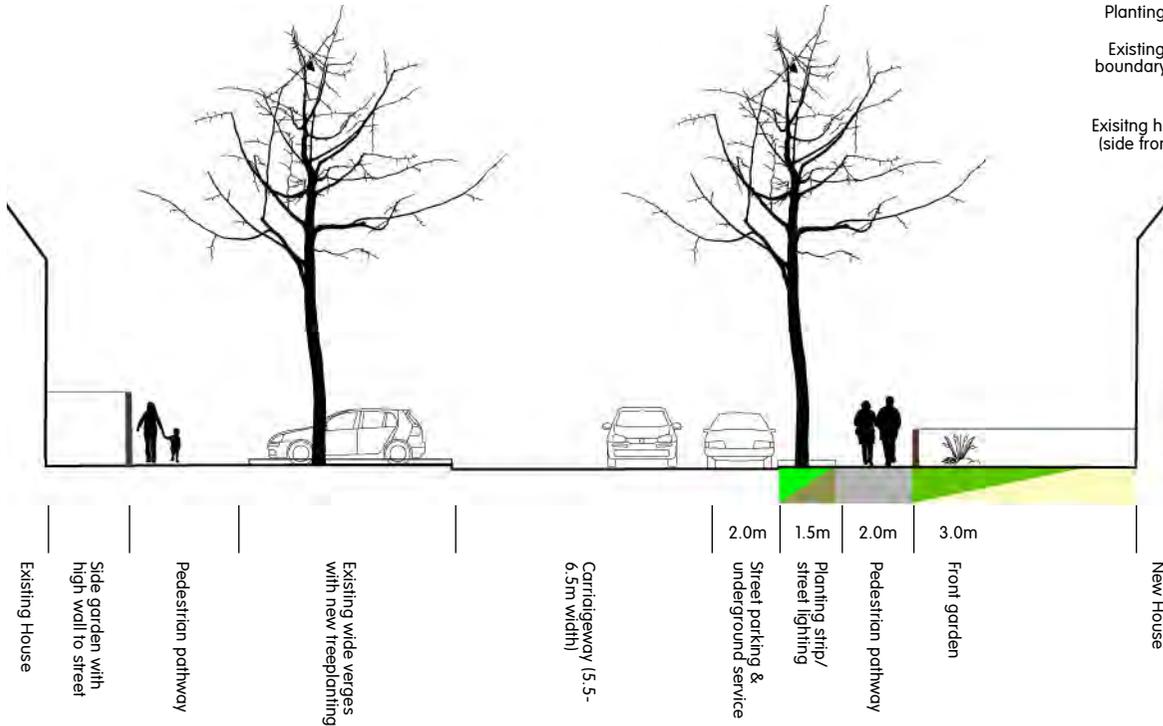
- minimum dimensions as indicated on drawing (5m carriageway excluding parking)
- not suitable for bus route
- shared-surface treatment – carriageway, pathway should be same material and level with tactile edging or central strip of paving material dividing pathway from carriageway
- service strips to be located along footway area or on the inside of tactile edge/ strip
- planting - irregular, not necessarily linear strips
- these streets are to be designed as 20mph zones and designated as such by appropriate Traffic Regulation Order.
- parking on street should be minimised in this street type



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“Interface” Streets: General Design Requirements:

- Some could be suitable for bus route
- carriageway width related to existing street width, but should aim to be between 6.5m and 5.5m
- new treatment is assumed to apply to new development street edge and carriageway full width
- footways to be consistent with existing part of the street, but should generally try and be between 2.0-2.4m.
- underground services to be under the footways.
- planting strip to be 1.5m wide minimum
- parking, parallel to the carriageway, should generally be in 2.0m wide bays; when the parking is in a layby on the approach side to a bus stop, the bay should be 2.3m wide to ensure buses can pull up close to the kerb at the bus stop.
- these streets are to be designed as 20mph zones and designated as such by appropriate Traffic Regulation Order.



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3.8.6 A coherent street environment

The design of the streets, of all types, needs to be informed by an understanding of their role as part of the public realm as well as of their functional requirements. Submissions will be expected to show an appreciation of the need for:

- Minimising clutter: a minimum of individual elements, signs, posts and other items in the street helps ease of pedestrian movement.
- Servicing: underground utilities should be aligned within the public areas.
- Street lighting should be designed and installed as part of the overall approach.
- Planting strips should be a careful balance of planting and bound gravel to maximise their potential to cope with rain water.
- Maintenance: easy-to-maintain materials and vegetation will help support longer-lasting treatments.

3.9 Open Spaces

3.9.1 Principle:

Useability and attractiveness of open spaces: new open spaces that are a focus of the community, cater for a wide range of needs and that people will want to use

3.9.2 The approach

The vision for Orchard Park looks forward to “high quality, welcoming parks...” and the evolving plans have as one of their key features two new local parks at the heart of The Thorpes and The Danes. The approach is to replace the existing underused and unattractive open spaces - most of which are simply the strips of land left over after the original housing layout (or its demolition) - with a mixture of brand new parks and upgrades of some of the existing space. The aim is that all should be good-quality well-overlooked spaces, each having a function and reason for people to visit them.

Open space and parks are of course for more than just recreation. The seminal Llewelyn-Davies open space study⁹ identified six other roles of open space: ecological, educational, social, cultural, amenity and structural. In addition, they can have an important water storage role, as part of an integrated area based drainage system.

For Hull, a recent report⁹ has surveyed all the existing open spaces, defined them in terms of their kind of provision, and advised the Council on which areas have deficiencies in open space provision by type. As noted at 3.3.2 above, Orchard Park is reported as having no provision at all in the ‘Parks / Gardens’ and the ‘Natural / Semi-natural open space’ categories; and the ‘Amenity Green Spaces’ are only in one case ‘good’, with three ‘in particular need of improvement’.

In addition the Council sees this as an area which could benefit from a bigger mix of trees and ground cover; and members of the Design Champions Group have expressed a wish that the name of “Orchard Park” could be given some meaning on the ground in terms of trees and even orchards.

3.9.3 The requirement

The requirement for the provision of open space types in the new Orchard Park is therefore as follows:

- balanced provision between The Thorpes and The Danes;
- new provision in the key ‘Parks/Gardens’ category identified as deficient;
- developing the Barmston Drain and links to the open countryside to the north, as a way of remedying the ‘Natural/semi-natural’ deficiency;
- improving, and in one case expanding, some of the existing Amenity Green Spaces;

- providing specific facilities at the level of LEAPs, NEAPs and recreational parks (see below), generally within the new and improved open spaces;
- creating a small civic space (“Thorpes’ Place”) next to the Resource Centre (see below).

3.9.4 LEAP’s or NEAP’s

LEAP’s (Local Equipped Areas for Play) cater specifically for 4-8 year olds, and their catchment is generally a 400m radius. They should offer at least 8 items of play equipment, including at least one item to stimulate rocking, touch, social or developmental play; the actual choice will depend on the specific circumstances. Impact-absorbing material is to be placed around play / activity equipment. NEAP’s (Neighbourhood Equipped Areas for Play) 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. They will serve a somewhat wider neighbourhood-level catchment. Suggested locations are shown on Figure 3.7. This provision will need to be combined with less formal, more naturalistic environments and opportunities for learning, play and contemplation

3.9.5 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. The aim is to contribute to well-being and to offer an educational resource for local schools and wildlife groups, so interpretation and areas of seating should also be provided. A wide range of facilities and activities will need to be provided for 11-16 year olds.

3.9.6 A Community Civic Space: “Thorpes Place”

A small hard-landscaped civic space is proposed to take advantage and make something of the crossroads which will be formed at the SE corner of the Thorpes Resource Centre, which is the only community facility in The Thorpes. This could be “Thorpes Place”, a form of local community space or ‘stage’ where a variety of activities can take place that respond to the needs of the community - which might be, for example, a weekly farmers market, concerts, community festivals and public meetings. A similar approach could be possible within The Danes, perhaps near the existing local shop.



Figure 3.7 Open Spaces



3.10 Materials & Planting

3.10.1 Principle: Durability: public realm improvements that include new landscaping and street lighting made of durable and attractive materials

Planting should be integrated into street design wherever possible, helping to soften the street scene, create visual interest and provide habitats. Planting should be designed for minimal maintenance, although regular watering will be required for the first 2-3 years along with pruning to allow the trees to establish. Planting should be easily renewable if damaged, but community involvement in planting will reduce the likelihood of vandalism and damage to the trees.

Planting should be capable of dealing with climate changes and therefore plant species should be selected to be able to tolerate both waterlogged and drought conditions.

The Council expects the new street designs to provide adequate positive drainage and the verges provide some absorption capacity. Plants have the capacity to remove surface water through root uptake and canopy interception potentially resulting in a reduced risk of surface water flooding.

Permeable paving is encouraged on all hard surfaces in curtilage. This will be compensated by routing runoffs into a sustainable drainage system where feasible and acceptable. Existing mature trees represent an obvious asset in this regard and should be retained wherever practicable.

Hard landscaping must use appropriate materials, with the choice reflecting the street's uses and its role in the hierarchy. The materials palette chosen should aid way-finding; it can also help strengthen local character and identity, albeit within an overall 'suburban Hull' range.

A suggested range of materials and planting is set out to follow.

3.10.2 Soft Landscape/Street-Tree Planting

Street trees: the tree mix considered appropriate for highway planting is:

- Plane
- Hawthorn (tolerant of dry and low ph)
- Italian Alder
- Multi-stem Silver Birch tolerant of dry and low ph)
- Bird Cherry
- Wild Cherry
- Small leaved lime (pollution tolerant)
- Maple
- Mountain Ash
- Beech
- Birch
- Sycamore
- Olive (drought tolerant)

Tree-planting in open space: for areas of open green space, tree planting should be more extensive, recognising the relatively low tree cover across the City and its wider hinterland, and the associated benefits offered in terms of urban cooling, surface water flood risk mitigation, health and air quality. The mix of trees for these areas should be predominantly native or of equivalent biodiversity value, but of a significantly wider mix to aid biodiversity and amenity, and to act as an educational resource.

- Hawthorn (tolerant of dry and low ph)
- Multi-stem Silver Birch tolerant of dry and low ph)
- Juniper
- Rowan
- Beech
- Ash

- Sessile Oak
- Scots Pine
- Goat Willow
- Dogwood (can tolerate wet, moist and mesic conditions)

Hedgerows: an appropriate mix for hedgerows in the locality is: Hawthorn 30%; Blackthorn 25%; Hazel 15%; Field Maple 10%, Dogwood 5%; Alder 5%; Ash 5%; Oak 5%.

Soft Landscaping: the selection of species for other types of soft landscaping should have regard to the Council's duties with regard to biodiversity, be predominantly native and of local provenance, and be informed by the need for increasing drought resistance in the face of predicted climate change, as well as ease of maintenance. Fruit trees may be appropriate.

Other drought tolerant plants which could be included in a planting scheme include:

- Cowslip (a Hull BAP species- rare in the locality).
- Foxglove
- Rosemary
- Butterfly Bush (Buddleia sp.)
- Blackcurrant (can tolerate wet, moist and mesic conditions)
- Lavender
- Knapweed
- Yarrow

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Plane



Hawthorn



Italian Alder



Sycamore



Butterfly bush (Buddleia sp.)



Lavender



Rosemary



White Foxglove



Multi-stem Silver Birch



Bird Cherry



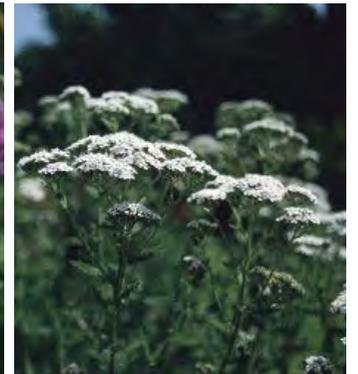
Wild Cherry



Maple



Knapweed



yarrow



Juniper



Small Leaved Lime



Mountain ash



Beech



Birch



Olive



Blackcurrant



Goat Willow



Scots Pine



Cowslip



Rowan



Ash



Dogwood

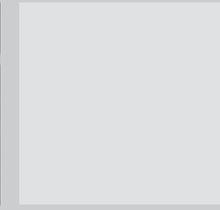
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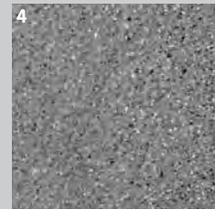
3.10.3 Hard Landscaping / Materials

A recommended palette of hard landscaping material and street furniture is set out here. In principle, the application of these materials should always pay attention to maximising permeability wherever possible or by routing run off into a sustainable drainage system where feasible and acceptable.

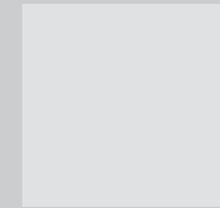
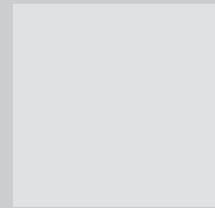
Kerbs



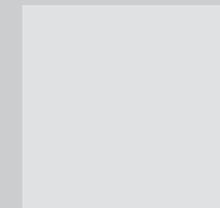
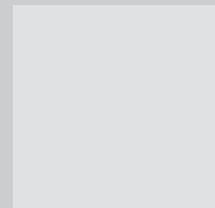
Carraigeway/ Footways / Verges



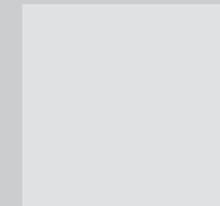
Tree Details



Bollards



Lighting



Kerbs:

- 1 standard kerbs
- 2 In high quality areas, conservation kerbs may be used. In other high quality schemes, silver grey conservation kerbs have been used. Example, Marshalls 255mm wide x 205mm high (or 145mm wide x 255mm high). Limit the use of conservation kerbs to maintain a sense of "specialness".

Carraigeway/Footways / Verges:

- 3 plain tarmac for carriageways
- 4 Tegula block paving – colour: Harvest or Pennant Grey, 80mm thick, 120mm gauge. Laid in random pattern.
- 5 Perfecta Trafica flags – colour: Buff, 65mm thick, 400mmx400mm. Another option. Council uses this quite a lot.

Tree Details:

- 6 Use resin-bound aggregates at tree bases, where appropriate

Bollards:

- 7 Manchester type bollards. Colour black, with/ without reflectors as appropriate. Galvanised steel core with bollard shape moulded in engineering grade polyurethane. Supplier: Bollards International's "Tru-cast" model or Broxap's – "Duracast" model.

Lighting

- 8 High Spec / wide routes: 10m galvanised tubular steel black abcite coated lighting column, with 150w SONT WRTL ARC lantern with 1.0m bracket arm. Must have high efficiency lanterns, giving "white" light.
- 9 Standard Spec / standard route: 6m galvanised tubular steel black abcite coated lighting column, with 70w SONT WRTL ARC lantern with 0.5m bracket arm. Must have high efficiency lanterns, giving "white" light.

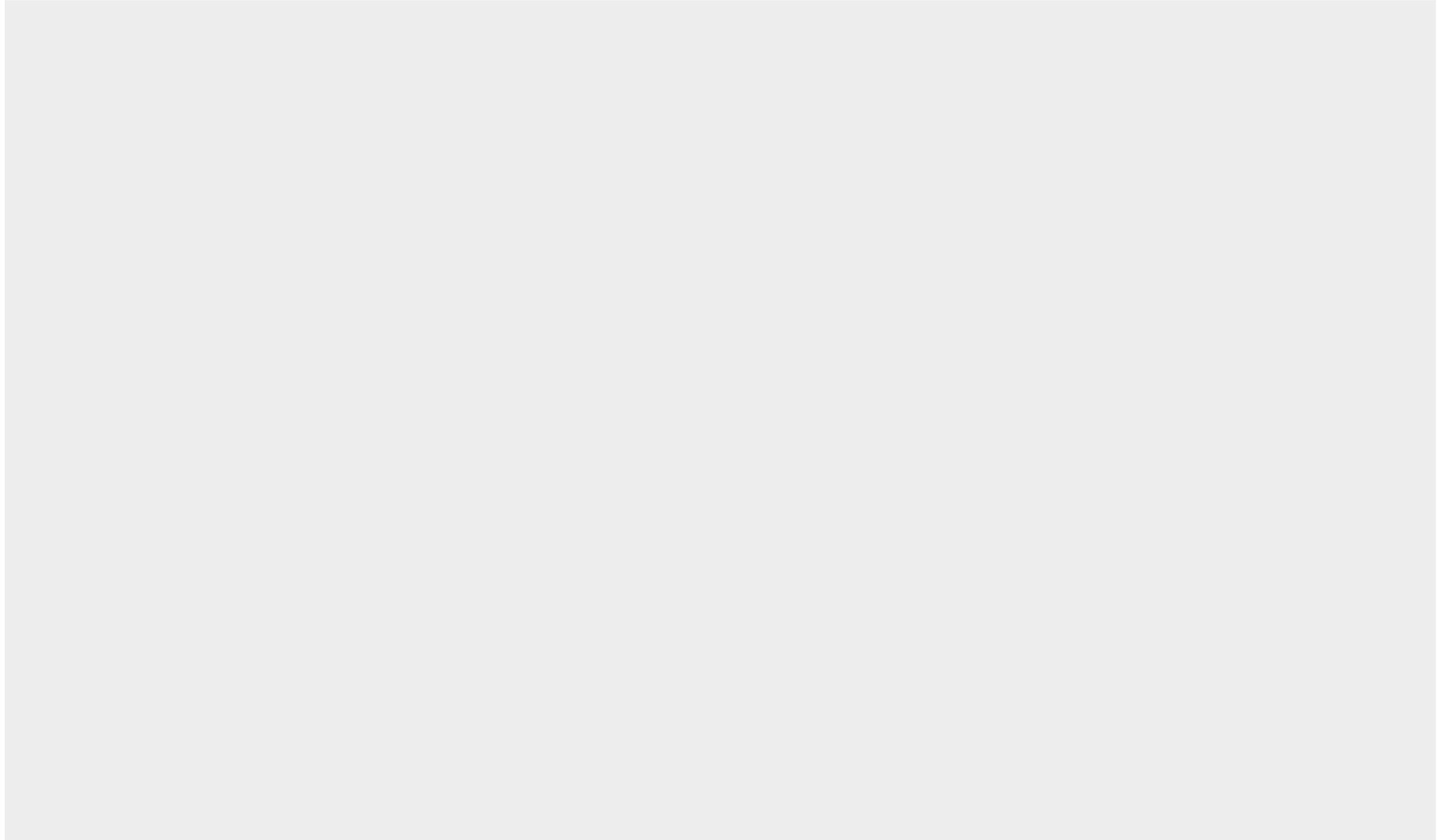
3.11 References and further reading

The following documents are specifically mentioned in the main text. In addition Appendix 1 below gives a fuller list of reference documents including background studies and general urban design guidance.

- 1 Manual for Streets, DfT and CLG
- 2 By Design: Better Places to Live, DETR and CABI
- 3 Urban Design Compendium, HCA
- 4 Code for Sustainable Homes, BRE
- 5 Lifetime Homes, Habinteg
- 6 Secured by Design, ACPO, to be read with Safer Places: the Planning System & Crime Prevention, ODPM and Home Office
- 7 Building for Life, CABI
- 8 Open Space Planning in London, Llewelyn-Davies for DoE
- 9 Hull Open Space, Sport and Recreation Assessment, Hull City Council

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04 Planning Framework

The main planning policies with which development on the Orchard Park PFI site will have to comply need to be considered in detail. This section describes the different documents forming Hull statutory Development Plan and summarises the policies relevant to the development for this site. Other local strategies and national policy and guidance are set out in Appendix 1. These documents together form the planning framework for the redevelopment of the PFI area.

This brief can be used as a starting point to understand the objectives and requirements which any proposals within the Orchard Park PFI area would need to fulfil. However, this is not an exhaustive list of all policies. More information about the statutory Development Plan can be obtained from Hull City Council website at www.hullcc.gov.uk and from the Planning Policy Section on 01482 612391. If appropriate, this brief will be updated to reflect changes in Hull Development Plan.

Hull Local Plan (adopted 2000) saved policies and the Joint Structure Plan for Hull and the East Riding (adopted 2004) saved policies form the statutory Development Plan against which planning applications are determined. Once adopted, the Core Strategy, together

with other Hull Development Framework documents, will supersede the Local Plan. The policies within the Hull Core Strategy: emerging preferred approach (February 2010) should be taken account of as material considerations.

An Area Action Plan will be prepared for the Orchard Park area. It is anticipated that the Area Action Plan (AAP) will be adopted by the time a planning application for the Orchard Park PFI development is put forward, in which case the AAP would take precedent.

4.1 Regeneration priorities

A number of policies support the regeneration and housing renewal in Hull, including Orchard Park.

4.1.1 Local Plan adopted policies – Regeneration priorities

Hull Local Plan contains a generic regeneration policy as described below, but its specific regeneration objectives are out of date and have been updated recently by the emerging Core Strategy.

Local Plan Policy UR1 – Urban Regeneration encourages development assisting urban regeneration.

4.1.2 Adopted Joint Structure Plan Saved Policies – Regeneration priorities

Joint Structure Plan H4 – Housing Renewal supports the renewal or improvement of housing stock within a wider regeneration approach.

4.1.3 Emerging Core Strategy policies – Regeneration priorities

Hull Core Strategy, Emerging Preferred Approach, February 2010, sets out the strategic objectives for the City to achieve by 2026.

Emerging Core strategy Policy - Objective 1 is to 'Implement major physical renewal projects'. The Orchard Park Estate is identified as an area of 'renewal opportunity' and 'physical change'.

Policy CS1 – Development and Regeneration Priorities states that: 'Other housing and community regeneration priorities [the first priorities being Newington and St Andrew's and Holderness Road Corridor, both benefiting from an Area Action Plan already], where significant investment is being sought, includes proposals at Orchard Park and North Bransholme.'

4.2 Housing

The Orchard Park PFI determines the number of homes to be built and indicates the mix and type of housing from the outset (see Section 3 above). This is supported by general housing policies. There are also other aspects, such as densities for example, which the developer will need to consider to some extent, as described below.

4.2.1 Local Plan adopted policies – Housing

Again, Hull Local Plan housing objectives are out of date and have been updated recently by the emerging Core Strategy. However, some policies still apply.

Local Plan Policy H4, H5 and H6 – Affordable Housing requires the City Council to negotiate the provision of an appropriate proportion of affordable housing on suitable sites if a need is demonstrated. H6 requires the affordable units to be made available for successive households.

Local Plan Policy H7 and H8 – Special Needs Housing requires the City Council to negotiate the provision of an appropriate proportion of special needs housing on suitable housing sites if a need is demonstrated.

4.2.2 Adopted Joint Structure Plan Saved Policies – Housing

Joint Structure Plan DS7 – Development Infrastructure requires development to provide or improve the infrastructure.

4.2.3 Emerging Core Strategy policies – Housing

Emerging Core Strategy – Objective 3 is: "Provide a sufficient range, mix, type and affordability of housing, in locations where people want to live".

Emerging Core strategy Policy CS2 – Housing:

- requires that an average annual gross provision of 1,059 additional dwellings be delivered in Hull (1a);
- requires 50% of new housing to be built on previously-developed land (1e);
- sets out a housing density range of 30-50 dwelling per hectare (2);
- states that an element of affordable housing will be negotiated by the Council (3).

Fig. 4.1: Extract Proposals Map



Proposal Map Legend

General policies, implementation, monitoring and review

Citywide policies G1 - G5

Managing the environment

Citywide policies ME1 - ME9 and ME12 - ME13

----- Flood Defence Line ME10 and ME11

Urban regeneration

Citywide policies UR1

***** Regeneration Priority Areas UR2

Natural environment

Citywide policies NE2, NE3, NE5 - NE6(a)(b), NE7 - NE12, NE14(b), NE15(a) and NE16 - NE21

Existing Urban Greenspace to be retained NE1

New Urban Greenspace NE6(c) and (d)

Open Areas of Strategic Importance NE4

Green Network NE13

• Sites of Nature Conservation Interest NE14(a) and NE15(b)

Built environment

Citywide policies BE1 - BE17, BE25 - BE30 and BE31 - BE36

----- Conservation Areas BE18 - BE24

----- Area of Archaeological Interest BE31(a)

Housing

Citywide policies H1, H2, H4 - H10(a) and H11 - H14

Allocated for housing development H3(ii)

Committed for housing development H3(i)

Allocated for gypsy site H10(b)

Existing areas of predominantly housing and ancillary uses to be safeguarded

Employment

Citywide policies E1, E2, E5, E7 and E9 - E14

▲ Strategic employment location E3(b) and E12(i)

Allocated for employment use E3(a)(ii), E4 and E12

Committed for employment use E3(a)(i), E4 and E12

Existing areas of predominantly employment uses where appropriate development will be encouraged E4, E8(a), E12 and E13(a)

Existing port area E6

Allocated for business and science park E8(b)(c)

Shopping

Citywide policies S1, S2(a)(c), S3(a)(b) and S4 - S15

Defined shopping centres S2(b)

City Centre (Inset map area)

District Centre

Large Local Centre

Important Local Centre

Existing superstore or retail warehouse park

Existing areas of predominantly retail warehousing

Existing warehouse club

Committed for local shopping development S3(c)

Committed for out-of-centre shopping development S7(c)

- Community facilities**
 Citywide policies CF1, CF2, CF4 - CF10, CF11(a), CF12(a) and CF13-19
-  Allocated for community facilities CF11(c)
 -  Committed for community facilities CF3 and CF12(b)
 -  Existing areas of predominantly community facilities

- Movement**
 Citywide policies M1 - M4, M6 - M7, M9 - M11, M13 - M17, M19, M21, M22(b), M23 - M24, M27 - M30 and M32 - M37
-  Proposed guided busways M8(a)(b)
 -  Proposed bus priority corridors M8(a)(b)
 -  Proposed Park and Ride sites M8(a)(b) and M22(a)
 -  Existing, to be protected, Park and Ride site M8(c) and M22
 -  Proposed passenger rail service and halts M8(a)(b)
 -  Proposed cycle tracks and footpaths M12
 -  Proposed cycle and footbridges M12
 -  Proposed roads or road widening M18
 -  Proposed junction improvements M18
 -  Designated lorry park to be protected M26
 -  Primary Route Network M3

‘Only significant schemes requiring land outside the existing highway or railway boundary are shown’

- Tourism**
 Citywide policies T1 and T3 - T6
 ----- Tourism Action Area T2

City Centre
 See City Centre inset map

- Docklands**
-  Key Dockland Areas D1 - D9
 - 1. Priory Park
 - 2. Summergroves
 - 3. St. Andrew's Dock/St. Andrew's Quay
 - 4. Albert/William Wright Docks
 - 5. Victoria Dock
 - 6. Alexandra Dock
 - 7. King George/Queen Elizabeth Docks
 - 8. Marfleet

-  Allocated employment/community use
-  Port Improvement (Quay 2000 proposal)

Kingswood
 ----- Kingswood policies K1 - K9

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4.3 Design of new housing development

The detailed design principles are set out in the Design Guidance in Section 3 above. They aim to deliver the requirements set out in the policies below, which the development proposals will need to comply with. Some of the policies protect strategic features such as city-wide networks (green network; cycle network).

4.3.1 Local Plan adopted policies – Design of new housing development

The following policies contain a number of requirements relevant to the site:

Local Plan Policy H1(a) – Housing Development requires a number of planning considerations for new development to be allowed, including for example, design, parking and access.

Local Plan Policy BE1 – General Design Principles requires high standards of design in new development, including for example, ‘its relationship to existing natural and urban features, public landmarks or views that contribute to the amenity of the area or the proposed development’.

Local Plan Policy BE3 – Designing for Housing requires housing development to respect the context of the site and surrounding area; provide a sense of identity and variety; and create space around dwellings providing a high standard of amenity and sense of security.

Local Plan Policy BE4 – Designing Urban Greenspace in Housing Development requires that greenspace in housing development is designed to: be overlooked from nearby properties; minimise nuisance to nearby residents; have a functional purpose; link with other open spaces; be accessible and include item of play or other equipment, if appropriate. It is also required that a play area and play equipment be installed before the complete occupation of the nearby houses.

Local Plan Policy BE5 – Extending or Altering Property ensures that alteration to properties does not have an adverse effect on the amenity of nearby occupants and that it is in keeping with existing building and surrounding area.

Local Plan Policy BE6 – Designing Landscape sets out the standards for landscaping, as an integral part of the design of development.

Local Plan Policy BE10 – Designing Access to a building and its surroundings requires the access to buildings to be designed to meet the needs of all members of the community.

Local Plan Policy BE12 – Designing for Crime Prevention requires design in new development to minimise crime by, for example, incorporating good lighting and short and direct footpaths.

Local Plan Policy ME4 – Removing Contamination requires a site investigation on land that is known or suspected to be contaminated before considering development proposals.

Local Plan Policy M2 – Transport and Sustainable Development requires that new development be located where the need to travel by private car is minimised; that includes the proximity of public transport centres.

Local Plan Policy M9 – Cycling and Walking encourages the improvement of facilities for cyclists and pedestrians and protects existing strategic cycle tracks and footpaths.

Local Plan Policy M10 – Pedestrian Areas encourages extending or improving pedestrian areas in shopping centres and housing areas.

Local Plan Policy M13 – Traffic in Housing Areas requires that traffic be reduced in housing areas by traffic management on main routes and calming measures on housing roads; and that new housing roads incorporate a 20mph zone.

Local Plan Policy M16 – Criteria for Road Schemes defines the circumstances under which road schemes are encouraged including, for example, the improvement of road safety.

Local Plan Policy M24 – Residents’ Parking allows residents’ parking schemes if appropriate.

Local Plan Policy M27 – Traffic Impact Assessments requires a developer to undertake a Traffic Impact Assessment for development making significant demands on the transport system.

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Local Plan Policy M28 – Developer Contributions to the Transport System

requires the developer to contribute to any off-site transport improvements necessary to enable a development to proceed.

Local Plan Policy M29 – Criteria for Transport Development defines the transport requirements for development to be allowed including, for example, adequate servicing and parking for motor vehicles and cycles.

Local Plan Policy M30 – Parking and Servicing requires the provision of off-street motor vehicle parking (2 spaces per dwellings for detached and semis; 1.5 spaces for terraced and flats) and servicing space.

Local Plan Policy M33 – Cycle Parking and Development requires the provision of cycle parking facilities in new development, which needs to be safe, secure and convenient.

Local Plan Policy M35 – Lorries in Housing Areas authorises lorry bans in housing areas if appropriate.

4.3.2 Adopted Joint Structure Plan Saved Policies – Design of new housing development

Joint Structure Plan SP1 – Settlement Character protects the character and distinctiveness of settlement. This includes the requirement to give special consideration to important edges and settings to settlements.

Joint Structure Plan SP5 – Design of New Development requires development proposals to be of high standard with a number of general principles to follow.

4.3.3 Housing and Design – Emerging Core Strategy policies

Some aspects of the emerging Core Strategy update requirements.

Emerging Core strategy Policy CS2 – Housing CS2 4 encourages the provision of high quality specialist housing including having regards to Lifetime Homes Standards.

Emerging Core Strategy Policy CS6 – Quality of Place CS6 1 requires high quality design; CS6 2 sets out the design principles e.g. promotes positive use of space and deters criminality;

CS6 3 sets out the expectation for public realm to animate the city particularly in major development schemes.

Emerging Core Strategy Policy CS4 – Transport requires that appropriate parking and servicing is provided in new development although details are to be set out yet in a separate Development Planning Document.

4.4 Sustainability and Flood Risk

These issues are essential in Hull and any proposed development will need to address the requirements, set out in the emerging Core Strategy mainly, very carefully.

4.4.1 Local Plan adopted policies – Sustainability and Flood Risk

Local Plan Policy BE2 – Design for Energy Efficiency BE2 requires high standards of energy efficiency. It also encourages development to take energy efficiency into account in its design including, for example, the appropriate siting, form and size of windows and using energy efficient technology for heating and lighting and sustainable materials.

Local Plan Policy ME1 – Sustainable Development ME1 supports development complying with sustainability principles.

4.4.2 Emerging Core Strategy policies – Sustainability and Flood Risk

Emerging Core Strategy Policy CS6 – Quality of Place requires development to be designed to use resources efficiently, including making the most sustainable use of materials and minimising waste and promoting recycling during all stages. It also requires housing development to meet at least 14 of the 20 Building for Life standards and Code Level 3 of the Code for Sustainable Homes – with a view to attain zero carbon homes by 2016.

Emerging Core Strategy Policy CS7 – Flood Risk requires the use of a sequential approach in guiding development to minimise the risk of flooding and the design of new development to minimise the impact of flooding, in line with Hull Strategic Flood Risk Assessment. Orchard Park lies within ‘Flood Zone 3a (medium hazard)’ and in that respect, houses must be built at a height of 600 mm floor level, and 300 mm flood proofing above floor level.

An integrated approach to the management of flooding is also required, involving for example the use of ‘aqua greens’ and the minimisation of ‘run-off’.

Emerging Core Strategy Policy CS9 – Renewable and Low Carbon Energy requires on-site renewable or low carbon energy production for new development, at a level to be determined yet (see Appendix 1 for the Core Strategy evidence base documents).

Emerging Core Strategy Policy CS10 – Waste Management requires major development proposals to identify and minimise waste generated and, as an integral part of the proposal, address the sustainable management of waste.

4.5 Greenspace and biodiversity

The PFI proposals include development on greenspaces. Although these greenspaces are not purposely designed or located, but are more left-overs of land without much value as functional greenspaces, they are designated as such in the Local Plan. In that respect, the following policies need to be considered carefully. These greenspaces are shown on the Local Plan Proposals Map extract above.

4.5.1 Local Plan adopted policies – Greenspace and biodiversity

Local Plan Policy NE1 – Protecting Urban Greenspaces (0.25 ha and above) protects greenspaces from development in virtue of their value, in terms of sport and recreation; nature conservation; green corridor; amenity value.

Local Plan Policy NE2 – Protecting Urban Greenspaces (below 0.25 ha) protects smaller greenspaces not shown on the Proposals Map.

Local Plan Policy NE3 – Replacing Urban Greenspace requires an overriding justification if a greenspace is proposed for development. In addition, the greenspace must be replaced within the locality with a site of equivalent community benefit or, if this is not possible, improvement of existing greenspace within the locality must be carried out to provide equivalent community benefit.

Local Plan Policy NE4 – Open Areas of Strategic Importance prevents development in open areas of strategic importance including between Cottingham and Hull, unless it is of open nature.

Local Plan Policy NE5 – Locating Urban Greenspace requires new urban greenspaces to be for any resident at a maximum walking distance of 250m for play areas and 800m for public playing areas.

Local Plan Policy NE6 – Locating Urban Greenspace in Housing Development requires the following standards to be applied to urban greenspace in housing development: 60m² of greenspace per unit of accommodation plus 3m² of children's play area per child bed space. If this is not achievable on site, improvement of a nearby greenspace or creating a new one related to the development will be required.

Local Plan Policy NE8 – Outdoor and Recreation facilities prevents the loss of outdoor and recreation facilities as a result of development unless they are in excess in the area; redeveloping a small part of the site is the best way of retaining and improving the remainder; or alternative provision of equivalent community benefit is provided.

Local Plan Policy NE11– Protecting River Corridors and other Waterside Areas protects river corridors and waterside areas from development and support their improvement.

Local Plan Policy NE13– Protecting and improving the Green Network prevents development from adversely affecting the Green Network's continuity and value.

Local Plan Policy NE18– Protecting trees and Woodland prevents the loss of, or damage to, a tree or group of trees of significant amenity value.

Local Plan Policy NE20– Species Protection protects species protected by legislation.

Local Plan Policy NE21– Managing and Improving Urban Greenspaces supports managing and improving urban greenspaces for the benefit of the community and wildlife.

Local Plan Policy ME14 – Trees, Woodland and Hedgerows encourages the protection and management of trees.

4.5.2 Adopted Joint Structure Plan Saved Policies – Greenspace and biodiversity

Joint Structure Plan ENV3 – Species Protection protects species identified through UK Wildlife Act, Regulations and Hull Biodiversity Plan and deals with mitigation measures should there be an overriding need for development.

Joint Structure Plan ENV4 – Strategic Habitat Corridors requires the network of green corridors in Hull to be maintained.

4.5.3 Emerging Core Strategy policies – Greenspace

Emerging Core Strategy's Policy CS8 – Green infrastructure and Open Space is similar to the adopted Local Plan's Urban Greenspace policies. The main changes are:

- Development which increases the demand for open space will need to address it in line with locally define standards. Table 7.1 describes those standards e.g. Parks: 0.50ha/1000 people, 20 minutes walk (960m); Provision for children: 0.030ha/1000 people, 10 minutes walk (480m).
- Opportunities to improve the Green Network should be sought;
- Local Nature Reserves status will be sought for suitable sites.

4.6 Conservation areas/Listed Buildings/Tree Preservation Orders/ Archaeological Remains

There are currently no Conservation areas/ Listed Buildings/Tree Preservation Orders within the PFI boundary.

Joint Structure Plan ENV7 – Archaeological Remains protects archaeological remains and deals with mitigation measures should there be an overriding need for development.

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05 Planning application required documents

The list below contains the national statutory requirements and the local requirements set out by Hull City Council. For the latter, the best is to discuss with the Council's Development Management Team direct on 01482 612345.

5.1 National General Requirements For Submission Of Applications Under The Planning Acts

- **Completed Standard Application form** (original & 3 copies to be supplied unless the application is submitted electronically)
- **The location plan:** All applications must include copies of a location plan based on an up-to-date map. This should be at a scale of 1:1250 or 1:2500. The GDPO 1995 requires three copies plus the original (unless submitted electronically). In exceptional circumstances plans of other scales may also be required. Plans should wherever possible show at least two named roads and surrounding buildings. The properties shown should be numbered or named to ensure that the exact location of the application site is clear. The application site should be edged clearly with a red line. It should include all land necessary to carry out the proposed development – for example, land required for access to the site from a public highway, visibility splays, landscaping, car parking and open areas around buildings. A blue line should be drawn around any other land owned by the applicant, close to or adjoining the application site.
- **Site and Other Plans:** Copies of the site plan should be submitted. The legislation requires three copies plus the original (unless submitted electronically). The site plan should be drawn at a scale of 1:500 or 1:200 and should accurately show:
 - a) the direction of North;
 - b) the proposed development in relation to the site boundaries and other existing buildings on the site, with written dimensions including those to the boundaries;
 - c) all the buildings, roads and footpaths on land adjoining the site including access arrangements;
 - d) all public rights of way crossing or adjoining the site;
 - e) the position of all trees on the site, and those on adjacent land that could influence or be affected by the development;
 - f) the extent and type of any hard surfacing; and
 - g) boundary treatment including walls or fencing where this is proposed.
- **Block plan of the site** (e.g. at a scale of 1:100 or 1:200) showing any site boundaries. Copies of plans should show: any site boundaries; the type and height of boundary treatment (e.g. walls, fences etc); the position of any building or structure on the other side of such boundaries. A copy of other plans and drawings or information necessary to describe the subject of the application (original & 3 copies to be supplied unless the application is submitted electronically) including:
 - **Existing and proposed elevations** (e.g. at a scale of 1:50 or 1:100) These should be drawn to a scale of 1:50 or 1:100 and show clearly the proposed works in relation to what is already there. All sides of the proposal must be shown and these should indicate, where possible, the proposed building materials and the style, materials and finish of windows and doors. Blank elevations must also be included; if only to show that this is in fact the case. Where a proposed elevation adjoins another building or is in close proximity, the drawings should clearly show the relationship between the buildings, and detail the positions of the openings on each property.
 - **Existing and proposed floor plans** (e.g. at a scale of 1:50 or 1:100) These should be drawn to a scale of 1:50 or 1:100 and should explain the proposal in detail. Where existing buildings or walls are to be demolished these should be clearly shown. The drawings submitted should show details of the existing building(s) as well as those for the proposed development. New buildings should also be shown in context with adjacent buildings (including property numbers where applicable)
 - **Existing and proposed site sections and finished floor and site levels** (e.g. at a scale of 1:50 or 1:100) Such plans drawn at a scale of 1:50 or 1:100 should show a cross section(s) through the proposed building(s). In all cases where a proposal involves a change in ground levels, illustrative drawings should be submitted to show both existing and finished levels to include details of foundations and eaves and how encroachment onto adjoining land is to be avoided. Full information should also be submitted to demonstrate how proposed buildings relate to existing site levels and neighbouring development. Such plans should show existing site levels and finished floor levels (with levels related to a fixed datum point off site) and also show the proposals in relation to adjoining buildings. This will be required for all applications involving new buildings. In the case of householder development, the levels may be evident from floor plans and elevations, but particularly in the case of sloping sites it will be necessary to show how proposals relate to existing ground levels or where ground levels outside the extension would be modified. Levels should also be taken into account in the formulation of design and access statements.
 - **Roof plans** (e.g. at a scale of 1:50 or 1:100): A roof plan is used to show the shape of the roof and is typically drawn at a scale smaller than the scale used for the floor plans. Details such as the roofing material and their location are typically specified on the roof plan.
 - The completed **Ownership Certificate** (A, B, C or D – as applicable) as required by Article 7 of the Town and Country Planning (General Development Procedure) Order 1995. In addition, where Ownership Certificates B, C or D have been completed, notice(s) as required by Article 6 of the Town and Country Planning (General Development Procedure) Order 1995 must be given and/or published in accordance with this Article

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- **Agricultural Holdings Certificate** as required by Article 7 of the Town and Country Planning (General Development Procedure) Order 1995.
 - **Design and access statement** A Design and Access Statement must accompany applications for both outline and full planning permission unless they relate to one of the following:
 - A material change of use of land and buildings, (unless it also involves operational development);
 - Engineering or mining operations;
 - Householder developments.
- However, statements are required for householder applications where any part of a dwellinghouse or its curtilage falls within one of the following designated areas:
- National Park
 - Site of special scientific interest
 - Conservation area
 - Area of outstanding natural beauty
 - World Heritage Site
 - The Broads
- Further guidance on the content of Design and Access Statements is available from www.hullcc.gov.uk.
 - The appropriate **fee**

5.2 National Specific Requirements For Submission Of Applications Under The Planning Acts

Outline Applications: National Requirement

As a minimum, outline applications must contain the following information:

- **Use** – the use or uses proposed for the development and any distinct development zones within the site identified.
- **Amount of development** – the amount of development proposed for each use .
- **Indicative layout** – an indicative layout with separate development zones proposed within the site boundary where appropriate.
- **Scale parameters** – an indication of the upper and lower limits for height, width and length of each building within the site boundary.
- **Indicative access points** – an area or areas in which the access point or points to the site will be situated.

Applications for approval of Reserved Matters: National Requirements

- Completed form or application in writing containing sufficient information to enable the authority to identify the outline planning permission in respect of which it is made
- Such particulars as are necessary to deal with the matters reserved in the outline planning permission

- Such plans and drawings as are necessary to deal with the matters reserved in the outline planning permission including:
 - Block plan of the site (e.g. at a scale of 1:100 or 1:200) showing any site boundaries
 - Existing and proposed elevations (e.g. at a scale of 1:50 or 1:100)
 - Existing and proposed floor plans (e.g. at a scale of 1:50 or 1:100)
 - Existing and proposed site sections and finished floor and site levels (e.g. at a scale of 1:50 or 1:100)
 - Roof plans (e.g. at a scale of 1:50 or 1:100)
- Three copies of the application and three copies of the plans and drawings submitted with it (unless the local planning authority indicate that a lesser number is required or the application is submitted electronically)
- The appropriate fee

5.3 Local Requirements

Applications for planning permission, outline applications and applications for approval of reserved matters will, where appropriate, require the information specified in the following table.

05 Planning application required documents

Additional Information	Suggested Threshold ¹
Additional Plans: drawings at a scale of not less than 1:20 showing the windows, any features and position in the reveal	Applications for new windows in Conservation Areas or buildings on the Local List
Additional Plans: drawings showing a swept path analysis with access and egress movements and turning/ servicing within the site.	Applications for new commercial developments which involve servicing by HGVs.
Affordable housing statement	major residential development
Air quality assessment	inside, or adjacent to an air quality management area (AQMA), or where the development could in itself result in the designation of an AQMA or where the grant of planning permission would conflict with, or render unworkable, elements of a local authority's air quality action plan or as set out in SPG Air Quality and New Development.
Biodiversity survey and report	in OR adjacent to Special Areas of Conservation, Special Protection Areas, Ramsar Sites, Sites of Special Scientific Interest, Local Nature Reserves or Local Sites or reasonable likelihood of protected species on site ²
Daylight/Sunlight assessment	buildings in excess of 4 storeys
Economic Statement	major development
Environmental Impact Statement	as set out in The Town and Country Planning (Environmental Impact Assessment) Regulations (SI 1999/293)
Flood risk assessment, Sequential & Exceptions Test	as per matrix & map in Strategic Flood Risk Assessment
Foul sewerage & Utilities assessment	major development
Heritage Statement	applications affecting site or setting of Conservation Area / Listed Building / Scheduled Ancient Monument /site of archaeological interest as defined in Local Plan or otherwise identified /building on local list/ Historic Park or Garden
Retail/ Leisure Impact assessment and evidence to accompany town centre uses	retail/ leisure use in excess of 2500sq m or as required for departures or large schemes in smaller centres
Land Contamination assessment	sensitive end use (residential/ nursery/school etc)/ reason to suspect contamination
Landscaping Details	major developments
Lighting assessment	major development/ city centre use/ where lighting elements proposed
Noise assessment	noise sensitive uses in proximity to noisy uses/ proposed noisy use
Open Space assessment	development on urban greenspace over 0.25ha
Photographs and Photomontages	major city centre development/ where the application is within a Conservation Area or would affect the setting of a Listed Building
Planning obligations - Draft Head(s) of Terms	applications for residential new build or where a need for a s106 has been identified in pre-application discussions
Planning Statement	major/ departure / as developer considers appropriate
Site Waste Management Plan	major development or demolition
Statement of Community Involvement	as per paragraph 5.5 of statement of community involvement

¹For the purposes of this checklist, major is defined in The Town and Country Planning (General Development Procedure) Order 1995 (SI 1995/419).

²English Nature have provided information to devise a checklist to assess reasonable likelihood of protected species on site which will be published with revised guidance notes.

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Additional Information	Suggested Threshold ¹
Structural survey	conversions/ demolitions requiring Listed Building or Conservation Area Consent
telecommunications statement	as per prior approval list
transport assessment, statement, travel plan	as per appendix B on Guidance For Transport Assessment (March 2007) published by the Department for Transport or where a significant transport implication has been identified in pre-application discussions and as advised by PPG13. All applications should contain details and supporting information of the theoretical traffic generation of the proposed use; junction details at the connection to the local highway network, details of all off-site highway works; details of existing Traffic Regulation Orders and any amendments required to facilitate the development; reinstatement of redundant vehicular accesses. This should include an appropriate quality audit or road safety audit should be required for all new residential estate roads, proposed road junctions and any off-site highway works. Major development should contain a plan showing committed development within the area, details of any highway schemes in the forward programme and details of any Highways Agency schemes in the vicinity. Applications where there is a proposed highway closure should contain a plan showing details of any proposed highway closures associated with the application along with a plan showing the existing adopted public highway.
Tree survey/Arboricultural implications	site redevelopment, or where the site is within a Conservation Area or there are adjacent trees covered by a TPO
Ventilation/Extraction statement	A3/A4/A5; major industrial / commercial; residential homes

5.4 Advertisement Consent

National Requirements

- Completed form (3 copies to be supplied unless the application is submitted electronically)
- A plan which identifies the land to which the application relates drawn to an identified scale, identifies the location of the site by reference to at least two named roads, identifies the proposed position of the advertisement and shows the direction of North (3 copies to be supplied unless the application is submitted electronically)
- A copy of other plans and drawings or information necessary to describe the subject of the application (3 copies to be supplied unless the application is submitted electronically) including:

- Existing and proposed elevations (e.g. at a scale of 1:50 or 1:100)
- Advertisement drawing(s) (e.g. at a scale of 1:50 or 1:100) showing advertisement size, siting, materials and colours to be used, height above ground, extent of projection and details of the method and colour(s) of illumination (if applicable)
- The appropriate fee

Local Requirements

- If the advertisement is to be sited on a building, section through the building including the proposed advertisement (3 copies to be supplied unless the application is submitted electronically. All plans and drawings should include: paper size, key dimensions and scale bar indicating a minimum of 0-10 metres)

- Lighting assessment (where illuminated advertisements are proposed)

- Photographs and photomontages

5.5 Application for prior approval – proposed demolition

National Requirements

- A completed form or written description of the proposed development
- A statement that the applicant has displayed a site notice in accordance with A.2(b)(iii) of Part 31 of Schedule 2 to the General Permitted Development Order 1995
- The appropriate fee

Local Requirements

- Biodiversity Survey and Report where reasonable likelihood of protected species on site
- Tree survey/Arboricultural implications if trees on or adjacent to the site
- Site Waste Management Plan
- Heritage Statement (including historical, archaeological features and Scheduled Ancient Monuments)

Other local strategies, national policy and guidance

In addition to Hull City Council statutory Development Plan, as set out in Section 4 of the main document, there are a series of studies and strategies which complement it. These are important because they are more recent and up-to-date than the current Hull Local Plan and, in some instances, will need to take precedent over it as 'material considerations'. Most of these documents have informed and influenced the emerging Core Strategy policies.

A. Evidence base informing emerging Hull Core Strategy

A number of studies are being undertaken by the Council to inform its emerging Core Strategy. These are listed below. Already, some of the recommendations contained within the evidence base are being used in advance of adopted policy to ensure new development is sustainable. All Hull City Council evidence base reports are available on www.hullcc.gov.uk

- i. **Hull Development Framework: Renewable energy potential study.** The report assesses the potential for deploying renewable energy in the city. It also considers opportunities for reducing the demand for energy by increasing the efficiency of new buildings. The report recommends a set of local targets for achieving installation of renewable energy to the year 2025. Published July 2010.
- ii. **Strategic Flood Risk Assessment,** November 2007. Covers details of flood risks across the city including interim policy recommendations. Uniquely, includes assessment of pluvial risks.
- iii. **Open Space, Sport and Recreation Assessment.** Outlines the reports methodology and strategic context including national, regional and local influences on provision. Describes each of the typologies identified in the scope of the report and summaries the key issues for each type of open space. Also covers an overview outlining planning policy context and future application of the study. Published February 2009.
- iv. **Open Space Assessment – Sites of Nature Conservation Importance (SNCI) Report.** Provides an audit of the extent and type of natural habitat on each site. Outlines the methodology used in the study and the results of the field work and quality assessments for sites. Covers recommendations on how the data could be used in the future, including a list of sites which would benefit from greater conservation management and possible Local Nature Reserve sites. Published October 2008.
- v. **Hull Infrastructure Study,** May 2010. This study reviews infrastructure currently provided in Hull and the infrastructure required to support development planned up to 2026. The costs of required infrastructure are estimated and possible ways of funding gaps in provision are examined.
- vi. **Hull Character Assessment – Draft.** Describes the landscape setting of Hull and its historic evolution. Outlines generic townscape assessments based on land use and age of development and character area assessments that examine localities in more detail. September 2009.
- vii. **Hull Housing Market Assessment – Update.** Updates the 2008 HMA (based on 2007 data) in light of changes in the macro-economic climate and housing market. Sets out the current housing market context, supply trends, future housing requirements and affordability. Published October 2009.
- viii. **Hull Housing Market Assessment.** Covers details of housing market and analysis including scenarios, house types, needs and tenure. Also covers affordable housing needs. Published March 2008
- ix. **Hull Strategic Housing Land Availability Assessment – Final.** Provides a review and assesses all possible sites in Hull with a view to identifying a 15 year supply of deliverable and developable housing land. Published September 2009.
- x. **Hull Employment Land Review Final Report.** Identifies the quality, type and location of employment land within the city. It also outlines how the nature of the local economy may change over the period of the LDF, how the local market operates, explores the adequacy of the current employment land supply to meet projected future demand and provides a delivery strategy for these sites. Published July 2008.
- xi. **Hull Retail Study 2003 Final Report.** Provides an overview of the shopping hierarchy in the city and the surrounding area and the role performed by Hull city centre and Hull's three district centres. Identifies existing shopping patterns from the results of household and visitor surveys. It also sets out an analysis of future shopping needs and accesses the opportunities of the city to accommodate the need for new retail development. Published June 2003.
- xii. **Hull Retail and Leisure Study Update 2006.** Provides an update of the 2003 retail study based on changes that have occurred over the last 2 – 3 years. Published September 2006.
- xiii. **Public Health Profile for Hull – 2009.** Is a snapshot of health in Hull and is designed to help local government and primary care trusts tackle health inequalities and improve people's health. Details deprivation, life expectancy, early death and mortality rates and compares them to national levels.
- xiv. **Hull Citysafe Crime and Disorder Reduction Partnership Area Report For the period 1st April 2007 to 31st March 2008.** Summary of crime figures for Hull, broken down by ward area. Includes anti-social behaviour, domestic violence, car crime, domestic burglary, criminal damage and common assault figures.

B. Other local strategies

Hull's aspirations for the future are set out in a number of local strategies. These have influenced the content of the emerging Core Strategy – and vice versa in some cases.

- i. **Hull Sustainable Community Strategy 2009 – 2011.** Sets out the broad vision for Hull in 2020 as: "... a City which is living, learning, working, healthy and proud. One of the most important cities in Northern Europe, a gateway for trade and the heart of a prosperous Humber sub-region". The Strategy provides the framework within which key delivery partners – including Hull City Council, Primary Care Trusts, Humberside Police, Job Centre Plus, Business Link and others – operate. The Community Strategy focuses on four priorities for action, as follows:

Jobs and Prosperity

- To improve the quality of Hull's business infrastructure;
- To enhance the competitiveness of Hull's businesses;
- To rebuild Hull's entrepreneurial culture and increase the business birth rate;
- To encourage employers to invest in higher level skills for their employees;
- To create new ways to get into work and learning for Hull's economically inactive residents; and
- To develop and improve the marketing of Hull as a good place to invest and do business.

Education & Learning

- To transform Hull's schools to enable all Hull children to access high quality learning and ensure that all local schools are at the heart of their communities;
- To improve literacy and numeracy (for children and adults) to enhance access to opportunity; and
- To improve participation and achievement in post-16 learning.

Health & Well-Being

- To improve the supply of quality housing across all tenures;
- To build a balanced housing market and strong communities which contribute to improving health; and
- To increase participation in physical activity within the communities of Hull that will contribute towards creating a strong local economy which provides an increased chance of employment and generates increased wealth.

Safety

- To reduce alcohol related crime and disorder within the city;
- To reduce anti-social behaviour within the city;
- To reduce the harm caused by substance misuse to individuals, their families and wider community;
- To reduce re-offending;
- To reduce the number of children and young people committing crimes;
- To support victims of crime; and
- To reduce alcohol related crime and disorder.

- ii. One Hull Regeneration Prospectus - Building our future, the Hull way. Sets out the long

term vision (until 2020) for Hull (Economy, education provision, housing and health) and how regeneration strategies are aligned to achieve these goals. Also covers delivery and current barriers to this delivery and details what is required from key regional partners and the Government to accelerate Hull's progress. Hull City Council in partnership with other regeneration agencies including Hull Forward, Gateway, Citycare - Hull's NHS Local Improvement Finance Trust (LIFT).

- iii. **Housing Strategy 'Building a Balanced Housing Market, Building Stronger Communities 2008-2011'.** Sets out the Council's strategic vision for housing: "This Housing Strategy's goal is to deliver Hull's 2020 vision and contribute towards a City which is earning, learning, healthy and safe." It objectives are the creation of balanced housing market; and the building of stronger communities.

In terms of building a balanced housing market, the Strategy aims to:

- Utilise spatial planning as guide for development;
- Meet the challenge of climate change through adaptation and mitigation at a local level;
- Utilise up-to-date housing market intelligence to plan for future change;
- Improve the housing stock of Hull in terms of quality, choice and affordable housing;
- Support housing-led regeneration programmes across the City;

- Achieve 'Decent Home Standards' in both the public and private sectors;
- Prioritise three geographic market areas in the City (City Centre, NaSA and the HRC); and
- Gain a better understanding of neighbourhood change and aspirations.

Running alongside the proposed physical transformation of Hull's housing market, a number of objectives are proposed to encourage social regeneration. As such, the Housing Strategy seeks to create mixed, socially cohesive communities in which the needs of local people are met within a safe environment. The strategy also aims to address the changing needs of different communities, taking into account the needs of an ageing population and providing support for those who are considered to be most vulnerable.

- iv. **Gateway Housing Market Renewal Pathfinder Business Plan 2010-13.** The Government announced a programme of housing market renewal in April 2002 and the Hull and East Riding Pathfinder Area was selected to be included within the national programme. The Pathfinder covers the whole of the Hull and East Riding housing market, however Hull has been identified as the intervention area within which activities are being focussed. Gateway was set up to implement the programme within Hull.

Gateway's mission is to transform the housing markets of Hull, creating places of real distinction, where people choose to live, learn, work, visit and invest.

At the strategic level, Gateway's job is to improve the quality of residential areas across the whole of Hull's housing market. In 2010-13, Gateway will particularly work on aligning with and influencing:

- Core strategy documents within both Hull and East Riding Local Development Frameworks
- Integration with other significant regeneration programmes such as Building Schools for the Future, Hull Forward and the LIFT Health programme.

Gateway has confirmed funding of £28m for 2010/11, the final tranche of the £87m agreed for the period 2008 – 11.

Over the next three years, Gateway plans to:

- Complete 15-year AAP and delivery plan for the Holderness Road Corridor to deliver our objectives of transformational housing market change.
- Start to deliver new projects and programmes developed through AAPs, embedding our principles of transformational change, sustainability and quality at the heart of new proposals, whilst supporting affected communities through the change programme.
- Develop 934 eco-friendly, high quality, mixed tenure family homes in NaSA and East Hull, which are attractive to existing and new residents from all walks of life.
- Improve the visual amenity and investment in existing housing areas in NaSA through facelift refurbishment and environmental works.
- Contribute to regeneration in other neighbourhoods and across themes where positive impact on the housing market can be demonstrated especially in north Hull.

- Influence and align policies to revitalise the whole housing market area with particular emphasis on planning policy, housing strategy, economy, schools and crime.

v. **Hull Local Transport Plan 2006 – 2011.** Sets out the vision, aims and objectives for transport in Hull over the next 5 years. Describes how each objective and priorities are being met and how they will continue to be implemented. Published March 2006.

vi. **Kingston upon Hull Climate Change Strategy – Draft 2008 – 2013.** Sets out the desired outcomes, measures of success and objectives of the strategy. Covers the strategic context of climate change (International, European, National and Regional context). Identifies key strategic targets for Hull, including the built environment, energy and economy, environment and public health, leisure and recreation, transport, community safety and purchasing.

vii. **Hull Biodiversity Action Plan (2002).** Identifies 8 habitats and 25 species – each with a vision, description, 'what we can all do' to enhance them and specific targeted actions.

viii. **Strategy for Change (Part 1) Building Schools for the Future in Hull.** Sets out details of what is planned for all Hull's secondary schools. Describes the strategic overview including the current position, ways to tackle underperformance, The 14 – 19 Entitlement and Integrating Children's Services. Also covers the strategic estate

proposals including project delivery approach, pupil projections, key educational outcomes and performance indicators.

ix. **Building Our Future Strategy for Change (Part 2) Building Schools for the Future in Hull.** Sets out BSF key objectives, plans on how educational standards will be improved, delivery of the Personnel Learning Programme, the 14 – 19 Entitlement and the integration of education and other services through the 'every child matters' agenda. Describes how it will champion the needs of all pupils including those with SEN, prioritisation of investment, affordability and managing the process. Approved April 2008.

x. **Hull Children and Young People's Plan 2006 – 2008 Refresh 2008.** Sets out its strategic vision, outcomes and priorities including LAA 2 priorities and targets and reviews the progress made since the publication of the original strategy. Also covers how the strategy will be delivered and the resources required. Published October 2008.

xi. **The Director of Public Health for Hull Annual Report 2008 – Healthy Ambitions in Hull.** Covers an overview of the approach to public health planning and a summary of the main health issues for Hull. Describes how these issues have been identified and how they will be tackled, a progress report on previous reports and recommendations for the future.

xii. **Hull: Growing the Real Economy.** Sets out how Hull can promote economic development across its city – region, what should be the council's priorities to encourage the growth of higher – value business sectors and employment and how can workforce skills and aspirations be increased. Published May 2009.

xiii. **Joint Waste Local Plan for Kingston upon Hull and the East Riding of Yorkshire.** Identifies future needs by assessing how much waste will be produced in the future and the capacity of existing facilities to deal with it. Promotes more sustainable ways of managing waste and protects people and the environment from the harmful effects of waste development. Adopted November 2004.

xiv. **Kingston upon Hull Public Art Strategy Final report.** Identifies a range of successful projects in Hull. Defines the role and scope of public art in the city regeneration projects. Identifies the funding mechanisms, financial support and delivery resources including the use of 106 agreements available. Also provides a strategy for developing public art, implementing this strategy and a detailed action plan. Published June 2005.

xv. **The Right Place The Right Time Hull's Cultural Strategy 2009 – 2014.** Outlines the strategic aims, priorities, direction and recommendations for culture in the city. Published April 2009.

xvi. **East Riding of Yorkshire Council's Preferred Approach Core Strategy** (May 2010) sets out the planning framework for the East Riding, including the areas adjacent to the north and west of Orchard Park.

C. Other Regional/sub-regional strategies

i. **Northern Way - Hull and Humber Ports City Region (2006)**. The Northern Way was launched in February 2004 as part of the Sustainable Communities Plan. It aims to address growth disparities between the north and south by maximising the opportunities for growth across the three northern regions (North West, the North East and Yorkshire and the Humber). This identifies 8 City Regions, Hull and Humber Ports being one, for which City Regional Development Programmes (CRDP) were subsequently produced in 2005. The programme was updated in September 2006.

The vision for the Hull and Humber Ports City Region is of a global gateway with a thriving, outward looking, sustainable economy, building on its unique assets of location, the estuary, ports, connectivity and physical environment. It is seen as perpetually changing for the benefit of people, businesses and the environment, whilst making significant and distinctive contributions to the sustainability of regional, national and European economies.

Key priorities in terms of regeneration are:

- To prepare our places for growth by ensuring that value is added to passenger services

and goods flowing through the ports; making the City Region's extensive waterfront a prime business and residential location; and by investing in creating sustainable communities through a wide range of regeneration, environment and housing market investments; and

- To arrest the decline of the population and encourage people to move to the City Region.

Hull is specifically noted as requiring a more diverse housing offer to support economic change and attract a wider range of households. In light of this a number of actions are stated, including continued support for Housing Market Renewal, continued support for strategic restraint in rural areas and participation in the Northern Housing Challenge.

C. National Policy

The national level strategies are usually the starting point of local authorities policy development. Therefore, they need consideration when they are more recent and up-to-date than the local authority own policies. In any case, they provide an overall picture of what is needed to achieve sustainable development.

i. **Planning Policy Statement 1 (PPS1) – Delivering Sustainable Development**. PPS 1 (2005) sets out the Government's overarching planning policies on the delivery of sustainable development through the planning System. Sustainable development is identified as the key principle underlying planning. The planning system is charged with addressing sustainable development through:

- Making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;
- Contributing to sustainable economic development;
- Protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;
- Ensuring high quality development through good and inclusive design, and the efficient use of resources; and
- Ensuring that development supports existing communities and contributes to the creation of safe, sustainable, livable and mixed communities with good access to jobs and key services for all members of the community.

ii. **Planning and Climate Change – Supplement to PPS1**. The Planning and Climate Change supplement to PPS1 (2007) sets out how spatial planning should contribute to reducing emissions and stabilising climate change. It states that climate change considerations should be integrated into all spatial planning concerns, including transport, housing, economic growth and regeneration and not considered separately.

iii. **Planning Policy Statement 3 (PPS3) – Housing**. PPS 3 (2006) sets national housing policy in accordance with the Government's wider aim of delivering sustainable development through the planning system. It underpins the delivery of the Government's strategic housing policy objectives and their goal to ensure that everyone has the

opportunity to live in a decent home, which they can afford in a community where they want to live.

It identifies specific outcomes:

- High quality housing that is well-designed and built to a high standard;
- A mix of housing, both market and affordable, particularly in terms of tenure and price, to support a wide variety of households in all areas, both urban and rural;
- A sufficient quantity of housing taking into account need and demand and seeking to improve choice;
- Housing developments in suitable locations, which offer a good range of community facilities and with good access to jobs, key services and infrastructure; and
- A flexible, responsive supply of land – managed in a way that makes efficient and effective use of land, including re-use of previously-developed land, where appropriate.

iv. **Planning Policy Statement 9 (PPS9) – Biodiversity and Geological Conservation**. PPS 9 (2005) sets out planning policies on protection of biodiversity and geological conservation through the planning system. The Government's objectives for conserving and enhancing biological diversity are:

- To promote sustainable development;
- Conserve, enhance and restore the diversity of England's wildlife and geology;
- Contribute to rural renewal and urban renaissance by enhancing biodiversity in green spaces;

- Ensuring that developments take account of the role and value of biodiversity.

v. **Planning Policy Guidance 13 (PPG13) – Transport.** PPG 13’s (2001) objectives are to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight. The key objectives are to:

- Promote more sustainable transport choices for both people and for moving freight;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport; and
- Reduce the need to travel, especially by car. New development should help to create places that connect with each other sustainably, providing the right conditions to encourage walking, cycling and the use of public transport. It also states that parking standards should be set as a maximum.

vi. **Planning Policy Guidance 17 (PPG17) – Planning for Open Space, Sport and Recreation.** PPG 17 (2002) requires local authorities to undertake audits of open space, sports and recreational facilities and assessments of the existing and future needs of their communities for open space, sports and recreational facilities. This will inform the development of open space strategies and appropriate policies in local development documents.

Government objectives for open space, sport and recreation are as follows:

- Supporting an urban renaissance – creating local networks of high quality and well managed and maintained open spaces, sports and recreational facilities;
- Supporting a rural renewal - the countryside can provide opportunities for recreation and visitors can play an important role in the regeneration of the economies of rural areas;
- Promotion of social inclusion and community cohesion - well planned and maintained open spaces and recreational facilities can improve people’s sense of well being in the place they live and act as a focal point for community activities;
- Health and well being - open spaces, sports and recreational facilities have a vital role to play in promoting healthy living and preventing illness, and in the social development of children of all ages; and
- Promoting more sustainable development - by ensuring that open space, sports and recreational facilities are easily accessible by walking and cycling and that more heavily used sports and recreational facilities are well served by public transport.

vii. **Planning Policy Statement 22 (PPS22) – Renewable Energy.** PPS 22 (2004) sets out the Government’s policies for renewable energy that are seen as vital to facilitating the delivery of the Government’s commitments on both climate change and renewable energy. It encompasses four identified elements, which are housing; the protection of the environment through the curbing of greenhouse gases, a prudent use of natural resources; and the maintenance of high and stable levels of economic growth and development.

The Government’s policy on renewable energy will contribute to sustainable development objectives by ensuring:

- Social progress which recognises the needs of everyone – by contributing to the nation’s energy needs, ensuring all homes are adequately and affordably heated; and providing new sources of energy in remote areas;
- Effective protection of the environment – by reductions in emissions of greenhouse gases and thereby reducing the potential for the environment to be affected by climate change;
- Prudent use of natural resources – by reducing the nation’s reliance on ever diminishing supplies of fossil fuels;
- Maintenance of high and stable levels of economic growth and employment – through the creation of jobs directly related to renewable energy developments, but also in the development of new technologies.

vii. **Planning Policy Statement 25 (PPS25) – Development and Flood Risk.** PPS 25 (2010) sets out Government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk. Where new development is necessary in such areas, policy aims to make it safe without increasing flood risk elsewhere and, where possible, reducing flood risk overall.

The policy directs that local planning authorities should prepare and implement planning strategies that help deliver sustainable development by:

- Appraising risk – identifying land at risk and preparing Strategic Flood Risk Assessments;
- Managing risk - only permitting development in areas of flood risk when there are no reasonably available sites in areas of lower flood risk and benefits of the development outweigh the risks from flooding; and
- Reducing risk – safeguarding flood management land, reducing flood risk through location, layout and design and using opportunities offered by new development to reduce the causes and impacts of flooding.

viii. **Draft Planning Policy Statement: Planning for a Natural and Healthy Environment.**

This draft consultation document will replace PPS9, PPG17 and PPG20, bringing together related policies on the natural environment, open spaces and green infrastructure in a way which enables the planning system to deliver sustainable communities and environments which are both resilient and adaptable to climate change. To achieve this, the Government’s overarching aims for the planning system are as follows:

- Conserve and enhance the natural environment;
- Minimise vulnerability of places, people and wildlife to the impacts of climate change, whilst promoting green infrastructure as a means to adapt to it;

- Deliver safe and attractive places to live, whilst reducing social inequality; and
- Provide access and appropriate recreational opportunities in rural and coastal areas.

ix. **Sustainable Communities Plan: Building for the Future- Action Plan.** The Sustainable Communities Plan released in 2003 emphasised the Government’s priorities with regard to regeneration and planning with its primary concerns being; sustainable development, housing and urban design issues. The plan contained a package of measures to address the undersupply of housing in the south east and low demand in many other areas, predominantly the north. Building on this Plan, two complementary 5-year plans were released in 2005, which together, form the second phase of the sustainable communities delivery strategy: Sustainable Communities: Homes for All and Sustainable Communities: People, Places and Prosperity.

x. **Building Local Jobs Ensuring local communities gain employment from regeneration** (2008). Identifies how to link property regeneration to employment, key prerequisites to ensure that local communities gain employment from regeneration, barriers to linking local people to new jobs and conclusions and recommendations.

xi. **The Children’s Plan – Building brighter futures** (2007). Sets out measures to secure the wellbeing and health of children and

young people, safeguard the young and vulnerable, close the gap in educational achievement for disadvantaged children and ensure that young people achieve their potential to 18 and beyond. Also outlines how these strategies could be delivered.

xii. **The Play Strategy** (2008). Outlines the Governments 10-year strategy to deliver more and better play opportunities for children in England. Includes ‘Our vision for 2020’ (which sets out the short, medium and long term objectives to deliver the strategy), ‘Playing Safely’ (includes ways to tackle bullying and crime and improve road safety), ‘Child - friendly communities’ and ‘Embedding play in local priorities’.

C. Design Guidance

A number of design guidance documents are referred to in the Orchard Park PFI Output Specifications, in addition to the actual Output Specifications requirements. Development on the Orchard Park PFI site is expected to reflect the guidance listed below. As explained in the Output Specifications, Hull City Council endorses the work that the Government and CABE (Commission for Architecture and the Built Environment) is undertaking to promote higher design standards in PFI projects and public buildings.

The background information listed below contains central and local government guidance on PFI projects, together with housing specific matters.

Development proposals will need to comply with such guidance.

- a) General Design Guidance
 - i. Better Public Buildings, a proud legacy for the future. The Better Public Buildings Group (2000)
 - ii. How to achieve Design Quality in PFI projects. OGC (2003)
 - iii. Achieving Quality in Local Authority PFI Building Project’s. 4 P’s (2001)
 - iv. Designing for Accessibility. Centre for Accessible Environments (2004)
 - v. Inclusive Design Guidance Notes. English Partnerships
 - vi. The Principles of Inclusive Design. CABE (2006)
 - vii. By Design. Urban Design in the planning system. DETR and CABE (2000)
 - viii. Urban Design Compendium. English Partnerships. Housing Corporation
 - ix. Towards an Urban Renaissance: the final report of the Urban Task Force, Urban Task Force (1999)
 - x. Better Places to Live: By Design. A companion to PPG3. Department of Transport, Local Government and the Regions and CABE (2001)
 - xi. The Value of Urban Design: CABE, UCL, DETR (2001)
 - xii. Delivering Great Places to Live: 20 questions you need to answer CABE (2008)
 - xiii. Better Streets, Better Places, Delivering sustainable residential environments; PPG3 and highway adoption. ODPM (2003)

xiv. Safer Places: The Planning System and Crime Prevention: ODPM & Home Office. (2004)

- xv. Living Places: Cleaner, safer, greener, ODPM (2002)
- xvi. Place Check Questionnaire: Urban Design Alliance
- xvii. Design Reviewed Urban Housing: CABE (2004)

- b) Housing Guidance
 - i. Housing Design Handbook. BRE (1993)
 - ii. Planning Policy Statement 3: Housing April (2007)
 - iii. Lifetime Homes. The Joseph Rowntree Foundation
 - iv. Better Neighbourhoods: Making higher densities work (2005)
 - v. Perceptions of Privacy and Density in Housing: Design for Homes, Popular Housing Research
 - vi. Affordable Housing- Better by Good Design. Housing Corporation & CABE (2003)
 - vii. Housing Layout – Lifting the Quality. Planning Officers Society, The House Builders Federation & DETR. (1998)
 - viii. Planning for Sunlight and Daylight, BRE (1991)
 - ix. Green space strategies: a good practice guide CABE (2004)
 - x. Design & Quality Standards. Housing Corporation, April (2007).
 - xi. Housing Wheelchair Accessibility Design Guide (specifically for the 3 dwellings mentioned in section 3.1.1)

- c) Transportation and infrastructure guidance
 - i. PPG13: Highway Considerations in Development Control. DETR, (2001)
 - ii. Tomorrow's Roads: Safer for Everyone: DETR (2000)
 - iii. Home Zones: A Planning and Design Handbook: Mike Biddulph
 - iv. Home Zone Design Guidelines: Institute of Highway Engineers (2002)
 - v. Inclusive Mobility: A guide to best practice on access to pedestrian and transport infrastructure. DfT (2002)
 - vi. Planning and Access for Disabled People: A good practice guide. ODPM London (2003)
 - vii. Manual for Streets. CLG and DfT (2007)
 - viii. Design Manual for Roads and Bridges DfT (2010)
 - ix. Car Parking: What works where. English Partnerships
 - x. BS5489-1:2003 Code of Practice for the design of road lighting.
 - xi. BS EN 13201 Road Lighting.
- d) Sustainable development guidance
 - i. Building Sustainability: how to plan and construct new housing for the 21st century: TCPA, WWF
 - ii. Sustainable Construction Section of the Planning Brief at Appendix [] which details sustainable construction requirements in the emerging core strategy.
 - iii. Planning for Passive Solar Design: BRECSU (BRE), DTI, DETR
 - iv. Environmental Site Layout Planning: Solar Access, Micro climate and Passive Cooling in Urban Areas: BRE, JOULE DETR
- v. The Green Guide to Housing Specification. BRE
- vi. A Sustainability Checklist for Developments. BRE, DTRL, DTI
- vii. The Green Guide to Specification. BRE
- viii. A Sustainability Checklist for Developments: A Common Framework for Developers and Local Authorities: BRE, DTRL, DTI
- ix. Code for Sustainable Homes: DCLG, BRE, April (2007).
- x. Space for Growth. English Partnerships (1999)
- xi. Planning Policy Statement 1: Delivering Sustainable Development
- xii. Planning Policy Statement 22: Renewable Energy
- xiii. Planning Policy Statement 25: Development and Flood Risk
- e) Landscape and Public Open Space
 - i. Adherence to BS3882:1965 - Recommendations and Classification for Top Soil
 - ii. Adherence to BS5370-3:1991 Maintenance of Amenity and Functional Turf
 - iii. European Standards for Playground Equipment: EN1176 and EN1177.
 - iv. CABE (2004) Public attitudes to architecture and public space: transforming neighbourhoods
 - v. CABE Space (2005) What are we scared of? The value of risk in designing public space
 - vi. CABE Space (2004) A guide to producing park and green space management plans
 - vii. CABE Space (2005) Start With The Park
- viii. Clean Neighbourhoods and Environmental Act 2005
- ix. Control of Weeds, Section 14 Wildlife and Countryside Act 1981
- x. Control of Injurious Weeds, Weeds Act 1959
- xi. Dunnett, N, Swanwick, C and Woolley, H (2002) Improving urban parks, play areas and green spaces, London, DTLR.
- xii. DTLR (2002) Green spaces, better places – final report of the Urban Green Spaces Taskforce.
- xiii. English Nature (2004) Providing accessible natural greenspace in towns and cities, a practical guide to assessing the resource and implementing local standards for provision. To download a copy visit www.english-nature.org.uk
- xiv. Environmental Protection Act 1990: Code of practice on Litter and Refuse
- xv. Local Nature Reserves (LNRs): status, declaration and management
- xvi. NPFA (2001) The six acre standard, minimum standards for outdoor playing space, London, NPFA
- xvii. ODPM (2002) Planning policy guidance 17, planning for open space, sport and recreation
- xviii. ODPM (2002) Assessing needs and opportunities: planning policy guidance 17 companion guide
- xix. ODPM (2002) Over the garden fence
- xx. ODPM London (2002) The Right Hedge for you
- xxi. Urban Parks Forum (2001) Public parks assessment. To download a copy visit www.green-space.org.uk
- xxii. Royal Society for the Prevention of Accidents (ROSPA)
- f) Accessibility
 - i. Accessible Environments: Designing for the accessibility
 - ii. ODPM: Developing Accessible Play Space (2003)
 - iii. Selwyn Goldsmith: Designing for the Disabled