



# NEWINGTON NEIGHBOURHOOD PLAN 2022 -2032

# FOREWORD

---

When we began the journey towards creating the Newington Neighbourhood Plan several years ago little did we realise how long and arduous the journey would be to bring the plan to completion and quite frankly it has been a huge and at times challenging task which has been fraught with many difficulties along the way.

Part of these difficulties arose from the fact that there were few clearly demarked and agreed boundaries and it was extremely hard to define it as a distinct neighbourhood in the first place. This meant we had to start from scratch both in recruiting a neighbourhood forum of local people and in determining the boundary lines of the neighbourhood. Originally the community wished to preserve the boundary defined by the governments Gateway Pathfinder Regeneration scheme which though at the time defunct had set the precedent of merging the two Council wards of Newington and St. Andrews; however it was far from a unanimous decision to define the boundaries along these lines and the first major hurdle came when the application to designate the area was refused by the Riverside Area Committee. Following this a new Newington Forum was quickly established and a new area boundary determined, only then for the inclusion of West Park to be challenged by the Area Committee.

Eventually with the support of our ward councillors we were able to include West Park within the area and subsequently led on a successful challenge to the Boundary Commissions proposals to dispense with the Newington ward altogether and include it within an extended Myton ward. Most recently the intended date for the referendum to bring the plan into force coincided with the onset of the Covid 19 pandemic pushing the defined life of the forum over the maximum period of five years for which it could legally exist. This meant we had to re-convene the forum and once again apply for designation from Hull City Council.

Despite these and other challenges our intention has always been to be as inclusive as possible and to genuinely represent the views of the local people who live and work in the area and towards that end we have striven to focus on what local people may themselves achieve through delivery of the plan. Key findings that emerged from the consultation were the significance of sport, leisure and a culture of artisan small industries to the Newington area that defined its unique identity. And building on the key aims to create and promote a positive image for the area, to protect the areas community heritage and preserve local distinctiveness, Culture and public art were identified as an important and powerful means to develop and promote a sense of belonging and community pride reconnecting people with the neighbourhoods' heritage and historic narrative. This I believe provides us with a direction and means whereby we may set up a virtuous cycle of participation and engagement from which other projects and initiatives in Newington will arise.

I would like to express my appreciation to everyone that played a part in producing the Newington Neighbourhood Plan by taking part in surveys, attending events, open days and meetings and in particular I would like to thank my fellow forum members and the organisations that played a key role in the development of the plan, especially Martin Newman and Caroline Gore-Booth from Giroscope. I would also like to thank our local ward councillors and Hull City Council planners for their invaluable support at difficult times and our consultants Dave Hickling and Jamie Wilde from Integreat Plus. Finally I am extremely grateful to the trustees of Lonsdale community centre for having the belief and commitment to support the plan from the outset and to the Tudor Trust who were willing to experiment and put their neck out to support the community led aspirations of the plan.

# CONTENTS

---

## 0.0 Executive Summary

### 1.0 Introduction

Newington Neighbourhood Plan Area Map  
Introduction - The Newington Area

### 2.0 Process

Process & Structure  
Engagement Summary

### 3.0 Vision

Vision  
Topic Area Themes  
Aims & Principles

### 4.0 General Policies

GP1 Design Guidance  
GP2 Encouraging Maintenance & Repair  
GP3 Improving Security  
GP4 New Housing Sites  
GP5 Locally Important Buildings  
GP6 Discourage Further Sub-Division  
GP7 Parking Provision at New Premises  
GP8 Small Scale Green Spaces & Planting  
GP9 Retention of Existing Open Spaces  
GP10 Mixed Use Sites - Housing and / or Commercial  
GP11 Encouraging Walking & Cycling Routes or Facilities  
GP12 Road Safety & Traffic Management  
GP13 Legacy Project: Public Art

### 5.0 Anlaby Road Policies

AR1 Hot Food Takeaways  
AR2 Accommodation Above Shops

### 6.0 Community Hub Policy Area

CH1 Goathland Close Car Park  
CH2 Walton Street Leisure Centre

### 7.0 Legacy Projects

### 8.0 West Park Community Aspirations

CA1 Railway Triangle  
CA2 Mixed-Use Area  
CA3 Parking & Access  
CA4 Planting & Landscaping  
CA5 Existing Buildings & Management

### 9.0 Design Guidance

### 10.0 Monitoring & Delivery

# 1.0

## INTRODUCTION

### 1.0 INTRODUCTION

---

1.1 The Newington Neighbourhood Forum was formally established in 2015 in accordance with The Localism Act, 2011, the Neighbourhood Planning [General] Regulations and policy guidance contained within the national Planning Policy Framework [NPPF] and Planning Policy Guidance [PPG].

1.2 Subsequently, the Neighbourhood Plan area was approved by Kingston-upon-Hull City Council in July 2015 with work commencing on the plan soon afterwards.

1.3 In 2016, Kingston-upon-Hull City Council published a Draft Local Plan for the city as a replacement for the Hull City Plan.

1.4 The Local Plan was adopted in November 2017 but is currently being reviewed. Any revisions are not anticipated to be confirmed until 2024, meaning the NDP may have to be reviewed and refreshed.

1.5 The Neighbourhood Plan takes the Local Plan as providing the strategic planning context for its own policies and proposals - the intention being not to conflict with any of the Local Plan proposals to any significant extent or degree.

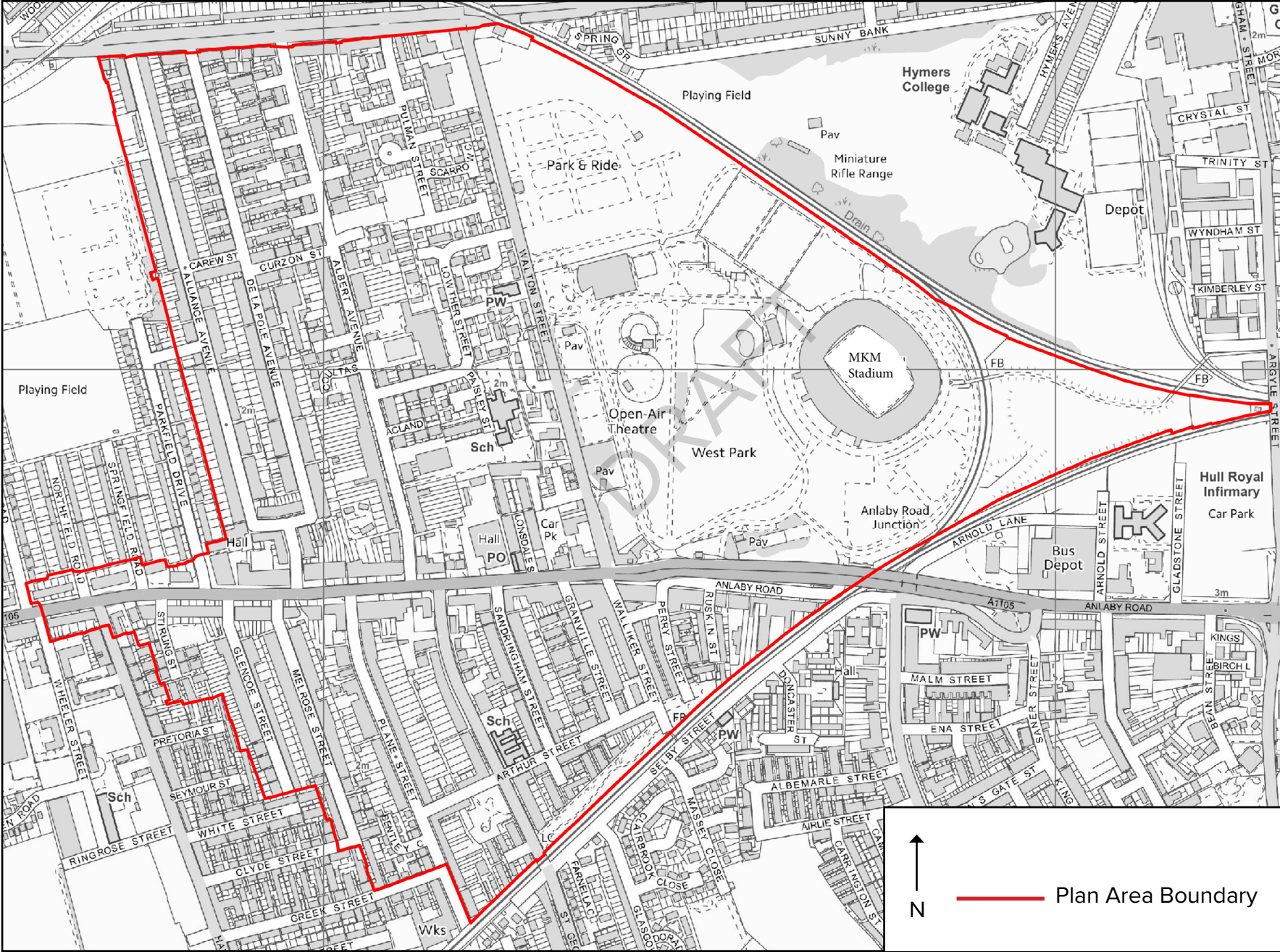
1.6 The Neighbourhood Plan builds upon the Newington and St Andrews Area Action Plan (NASA) which was adopted by the City Council in February 2010 and utilizes some of the information, views and opinions collected as part of the planning process associated with it.

1.7 The Hull City Council's adopted Local Plan includes saved policies from the NASA Action Plan. These are outlined on pages 307 & 308 of the Local Plan. The saved policies are listed below:

- NASA 1 - Vision
- NASA 2 - Hawthorne Avenue (Part retained)
- NASA 3 - West Park (Part retained)
- NASA 7 - Albert Avenue (Part retained)
- NASA 11 - Design of new development (Part retained)
- NASA 13 - Heritage
- NASA 14 - Public Realm
- NASA 15 - Walking & Cycling
- NASA 16 - Maintenance
- NASA 17 - Planning obligations

1.8 Should there be any conflict between planning policies the most recent policy takes precedence.

# NEWINGTON NEIGHBOURHOOD PLAN AREA



## 1.0 INTRODUCTION

### THE NEWINGTON AREA

1.9 Historically, the Newington and St Andrews area of the City of Hull grew as a mainly residential suburb in the 19th and early 20th centuries, along with the construction of railway lines to the west and north, spreading outwards from the city centre along the radial routes of Spring Bank and Anlaby Road, and rapidly surrounding the former Botanic Gardens (now the site of Hymers School), and West Park.

1.10 Subsequently, Anlaby Road was taken over by predominantly commercial uses while the original West Park was expanded northwards through the addition of the fairground site, and eastwards, onto the original home site of Hull City Football Club, following its move to Boothferry Park.

1.11 The Newington and Gipsyville ward is one of the most deprived areas in the country. Hull is the 4th most deprived local authority in England, while Newington and Gipsyville is the 8th most deprived ward in Hull (IMD 2019). Life expectancy in Newington is over five years below the national average. Within the ward, over a quarter (28.2%) of local people have no educational qualifications and the unemployment rate - at 15.6% - is over twice the national average. Of those in work, nearly half are in low paid or low skilled jobs.

1.12 In 2020 it was estimated that there were 14,747 usually resident in the Newington and Gipsyville ward split 50.3% male and 49.7% female of which 66.6% were of working age (16 to 64), 11.9% pensionable (+65) and 21.5% aged 0 to 15 (ONS 2020)

1.13 Current population projections suggest that the number of 65+ year-old residents will increase significantly from around 1,300 in 2013 to nearly 2000 by 2035.

1.14 The dwelling stock within the Neighbourhood Plan area comprises predominantly smaller terraced and semi-detached housing and flats with 81% of properties falling within Council Tax Band A (compared with a sub-regional average of 47% and a national average of 25%). With a further 17% of the dwelling stock falling within Band B, only 2% of properties fall within Bands C to H (£52,001 and above) compared with a national average of around 56%.

1.15 The Newington Neighbourhood Plan area is located to the west of Hull City Centre straddling Anlaby Road, a main arterial road leading into the city centre from the western suburbs of the city, and bordering mainline railways leading westwards to York and Doncaster, and northwards, to Beverley and Scarborough.

1.16 Although Hull does not have a large ethnic population in comparison to other similar sized U.K. cities, this does not mean that issues arising from ethnic mix can be ignored or forgotten. While 85% of the resident population in Newington and Gipsyville ward describe themselves as “White British”, 7% originate from within the European Community and nearly 3% are of Asian or Middle Eastern origin. This represents a slightly more diverse local population than the city as a whole, where 89% of residents describe themselves as “White British”.

1.17 The Neighbourhood Plan area also includes West Park, The MKM Stadium - home to the City’s Football League and one of its two Rugby League teams - the Hull Fairground and Open Market site, and the Anlaby Road local shopping centre, which, together with extensive areas of mainly terraced housing and a range of commercial and community facilities, provides the area with a varied physical, social and economic character within which the Neighbourhood Plan seeks to build a positive, equitable, and ambitious planning policy framework for the benefit of the local community.



Carnegie Heritage Centre

# 2.0 PROCESS

## 2.0 PROCESS & STRUCTURE

2.1 The Neighbourhood Plan is the result of an extensive process involving project group meetings, engagement exercises, workshops and surveys. These activities have been undertaken to ensure the plan properly reflects the aims and aspirations of the local community and is a genuine response to identified local issues and concerns. This section of the Plan sets out a timeline of activities and exercises that have been undertaken to date.

2.2 The Newington Neighbourhood Forum was set up with 21 members in line with its constitutional requirements on the 21st January 2015 and subsequent redesignation in November 2021. Members include a mix of residents, local workers and key stakeholders involved in the running of community enterprises.

2.3 The Newington Neighbourhood Plan boundary was formally approved by Hull City Council in July 2015.

2.4 In total there were 26 Forum meetings with members of the Forum, appointed planning consultants and representatives from Hull City Council. The minutes from all meetings are available to view and download on the Newington Neighbourhood Forum website. For more in depth analysis of engagement please see the statement of community consultation.

2.4 The dates of the Forum meetings were as follows:

1.	14.01.2015	10.	27.04.2016	19.	25.09.2017
2.	21.01.2015	11.	11.05.2016	20.	30.09.2017
3.	14.05.2015	12.	14.05.2016	21.	30.10.2017
4.	30.06.2015	13.	06.07.2016	22.	27.11.2017
5.	21.06.2015	14.	20.03.2017	23.	22.01.2018
6.	09.09.2015	15.	24.04.2017	24.	05.03.2018
7.	14.10.2015	16.	12.06.2017	25.	23.03.2022
8.	13.01.2016	17.	24.07.2017	26.	14.09.2022
9.	30.03.2016	18.	24.08.2017		

2.5 In addition to Forum meetings engagement activities were undertaken to develop an understanding of the key issues facing the area and local people. Between June 2016 until December 2016 several project groups were created comprised of Forum members and interested members of the public who were resident in the neighbourhood to consider specific topics. Several of these groups were facilitated by planning consultants and took place at various venues in the neighbourhood including the Lonsdale community centre, Carnegie Heritage Centre and at the MKM Stadium.

There were five different Project Groups each tasked to consider in more detail the specific topics the Forum had identified: 1.Traffic & Parking; 2.Culture & Community; 3.The Local Economy; 4.Leisure & Open Space; 5.The Built Environment

In total there were four Project Group meeting dates with all five sub-groups meeting at various venues on each of these dates as follows: 07.06.2016, 28.06.2016, 24.08.2016, 24.10.2016

2.6 An open day was held at the Lonsdale Community Centre on 26th November 2015 to promote the project, co-opt members, inform residents about the project and to seek representations as to what topics and themes should be considered. The headlines from this were that people would like to see improved community services and leisure opportunities and improvements to the public realm and Anlaby Road.



## 2.0 PROCESS - ENGAGEMENT SUMMARY

2.7 In early 2016 a questionnaire, an online survey and a comments were produced. The purpose of these were to engage with local people to gain a deeper understanding of the key issues and aspirations to help inform the scope and content of the Plan. The main outcomes from this were that people would like to see:

- Improved cultural activities, nightlife and entertainment opportunities
- Generally clean the area and provide more bins
- Improved quality of housing stock (Address disrepair/dereliction/unsecure properties & lack of maintenance issues)
- More recreational activities for children and young people
- Redevelopment of the 'Railway Triangle'

2.8 On the 24th February 2016 a drop-in event was held to help to engage with members of the community. Comments were received and conversations were held with participants around the issues important to them in Newington. A summary report of the session was produced and can be found on the Newington Neighbourhood Forum Website and are included as an appendix to the formal Plan submission. The main issues raised at the session were:

- People would like to see pedestrian and cycle infrastructure improvements, including crossings
- New facilities or amenities for leisure, entertainment and recreation, including inside West Park

2.9 There were 50 completed questionnaires, 33 responses to the online survey, comments were also received on the display board in the Lonsdale Centre and at the 3 open meetings. A summary report of these can be found on the Newington Neighbourhood Forum Website and are included as an appendix to the formal Plan submission.

2.10 On the 21st January 2017 a workshop was held with key stakeholders around current state and future ambitions for West Park. A group site visit was undertaken and three separate parts of the park were assessed. The outcome of the session was a series of concept statements and visions which outline how local stakeholders would like to see the park develop in the future. This is contained in section 5.0 of the Plan. A summary report of the session was produced and can be found on the Newington Neighbourhood Forum Website and are included as an appendix to the formal Plan submission.

2.11 At the end of the Regulation 14 consultation in mid-October 2019 a public display board was set up in the Lonsdale community centre and leaflets and questionnaires circulated locally to request feedback from the community on the potential re-use of the former Premiere Bar one of the identified 'Locally Important Buildings'. The positive feedback received led to the production of a business plan and a proposal from local housing charity Giroscope to lease the building which was achieved in July 2020.

2.12 Following the national lockdown due to the Covid-19 pandemic in April 2020 although no further Forum or Project Group meetings were able to take place, the Forum Chair and several Forum members kept in touch via a series of 'Zoom' meetings and when permissible small focus group meetings to advance ideas on the Legacy Projects and specifically the former Premiere bar. From July 2021 to December 2021 a series of fortnightly focus group meetings and consultations took place at the Lonsdale community centre to further develop and refine these ideas. (Further details are contained within the Consultation Statement).

## 3.0 VISION

3.1 By 2032 the Newington area of Hull will be recognised as one of the social, economic and cultural centres of the City. It will have a diverse and vibrant economy, providing good quality jobs, and offer a wide range of shops, services, recreational facilities and high-quality cultural events and activities for all sectors of the local community.

3.2 By 2032- but ideally much sooner - local people will feel they belong to a safe, healthy, and well-integrated community, offering equality of opportunity, good quality housing, and a strong sense of community well-being.

3.3 Physically, the area will have been transformed into a desirable place to live, work and play, with safe and tidy streets that are not dominated by vehicular traffic, and with a variety of high quality and accessible public open spaces.

3.4 The following topic areas have been formed as a response to the issues highlighted throughout community engagement and steering group meetings.

3.5 The vision for Newington responds well to, and builds on the Newington and St. Andrews Action Plan vision.

3.6 The NASA Action Plan vision can be summarised as:

- Boast the best in modern design whilst retaining traditional qualities of the area
- Provide additional housing and improve the current stock of housing
- Secure green spaces, gardens and public spaces
- Provision of exciting public artworks and the preservation of historic features and century-old heritage
- Improve the pedestrian environment and public realm
- Promote a diverse range of shops and amenities on Anlaby Road
- Improvements to parks, planted walkways and spaces for socialisation, leisure and recreation
- Retain and improve the offer for employment opportunities, training and education
- The area begins to attract new residents due to the high quality environment and level of local services, amenities and leisure opportunities.

# 3.0 VISION

## 3.0 VISION

### TOPIC AREAS AND THEMES

#### TRAFFIC AND PARKING:

- Through traffic
- Road safety & pedestrian crossings
- Parking

#### CULTURE AND COMMUNITY:

- Health
- Events
- Integration and cohesion
- City of Culture legacy
- Education

#### THE LOCAL ECONOMY:

- Employment related development
- Internet and broadband
- Shops, pubs and take-aways
- Vitality and viability

#### LEISURE AND OPEN SPACE:

- West park and the MKM stadium
- The Railway Triangle
- The Hull Fair / Market site
- Other open spaces / allotments

#### THE BUILT ENVIRONMENT:

- Vacant land and buildings
- New housing sites
- Housing tenure, mix, and affordability
- Design issues
- Shop fronts
- Listed buildings / heritage issues

### AIMS AND PRINCIPLES

- 3.5 To help achieve this vision, the Newington Neighbourhood Plan has adopted the following aims/principles/priorities: -
1. To promote genuine opportunities for bottom up rather than top down decision making where the community voice is taken into proper consideration
  2. To create and promote a positive image for the area
  3. To help create a cleaner healthier and safer environment
  4. To protect the heritage of the area in order to preserve the character and distinctiveness of the neighbourhood and to promote a sense of belonging and community pride
  5. To improve existing open spaces and create new green areas in order to encourage their use for social, recreational and economic purposes
  6. To safeguard, maintain and improve existing public footpaths and cycle routes and promote the provision of additional facilities
  7. To enhance civic pride and local identity by the provision of public art design principles and commissions driven by local people
  8. To improve the appearance of poorly maintained land and buildings and bring vacant sites and buildings back into viable and beneficial use
  9. To encourage the provision of new and refurbished housing in the right places of the right type and at affordable prices
  10. To develop educational and employment initiatives and programmes that facilitate and encourage job creation in the area
  11. To encourage and improve the visitor experience for the benefit of the community
  12. To develop the relationship between the community and the public, private and voluntary organisations working in the area, including the local business sector and especially The MKM Stadium Management Company (SMS) to the benefit of the local community.
  13. To develop the organisational capacity of the local community and voluntary sector by developing creative partnerships leading to the delivery of sustainable projects and initiatives

# 4.0 GENERAL POLICIES

## 4.0 GENERAL POLICIES

### POLICY GP1: DESIGN GUIDANCE:

All new development should be carried out in accordance with the principles set out in the Design Guidance contained within both the Neighbourhood Plan and adopted Hull City Local Plan, taking full account of the social, historic, and cultural characteristics of the area. The Policy and the Design Guidance set out a clear design vision and expectations, to give applicants an indication of what is likely to be acceptable. The Guidance reflects local aspirations, and is grounded in an understanding and evaluation of the area's local character and history, following NPPF policy regarding the achievement of well-designed places.

This policy formalises the role of Design Guidance contained within the Newington Neighbourhood Plan and Hull City Local Plan policy 14. Design guidance for the NASA AAP should also be referenced.

Supports HCLP Policy 14 and NASA saved policies 2, 3, 7, & 11, 13, 14, & 15.

### POLICY GP2: ENCOURAGING MAINTENANCE AND REPAIR:

The re-use (including temporary use and necessary refurbishment), of vacant properties, and other properties having an adverse effect on the visual or residential amenities of the surrounding area, will be encouraged and supported provided that any proposed uses have no undue adverse effects on highway or public safety, public health, or the residential amenities of the area.

This policy encourages and supports the maintenance and beneficial use of vacant and under-used properties within the Neighbourhood Plan area. This could be achieved through either Local Authority initiatives, private investment of landowners and landlords or through other local schemes aimed at rejuvenating the local area. This was raised as an issue during the engagement process by members of the local community.

### POLICY GP3: IMPROVING SECURITY

In circumstances where planning permission is required, the provision of suitably-designed and located security gates, fences, walls, lighting, and CCTV equipment will be supported where the need for such facilities can be established (by applicants) and local residents and/or businesses are not inconvenienced to any significant extent.

There is no equivalent policy in the Hull City Local Plan and recent schemes to improve security provisions within the Neighbourhood Plan area have proved popular and successful. Examples of this include recent improvements to the gated ten-foots in residential areas.

### POLICY GP4: NEW HOUSING SITES:

Residential development will be supported on the following sites within the Neighbourhood Plan area. Sites (a) and (b) should retain Urban Green space allocation 76 in the Local Plan.

- (a) Walliker Street Car Park  
0.0285 hectare  
Indicative capacity - 1 dwelling
- (b) Perry Street Car Park  
0.0195 hectare  
Indicative capacity - 1 dwelling
- (c) 48-50 Lees Walk  
0.0390 hectare  
Indicative capacity 2 dwellings

All three sites have emerged at the suggestion of the local community. The two car-park sites, at Walliker Street and Perry Street, are under-used, due to the threat of vandalism to cars parked overnight and have become unsightly and a gathering place for rubbish and anti-social elements. Though funding has recently been secured to landscape the car parks it is considered that they will still represent a security risk and therefore support for residential development of both sites remains in place.

Sites are not included in the Hull City Local Plan (Policy 3 and Table 5.9) but are in line with the Local Plan policy 4 relating to the development of brownfield (previously developed) land.

Redevelopment of the sites for residential purposes will make effective use of the land and eliminate the negative effects that are presently being experienced on and around these two sites.

The site at Lees Walk is a natural infill housing site that has already received planning permission for residential development that has not been implemented to date.

## POLICY GP5: LOCALLY IMPORTANT BUILDINGS

Development proposals leading to the preservation and re-use for appropriate purposes of the following 'local landmark buildings' as identified on the Policies Map, will be encouraged and supported: -

- (i) The former Carlton Cinema, Anlaby Road;
- (ii) The former Premiere Bar, Anlaby Road;
- (iii) The Carnegie Building, West Park;
- (iv) The Open Air Theatre (plus curtilage) West Park;
- (v) Walton Street Leisure Centre, Goathland Close

These five buildings contribute to the character of the area and are valued by local residents. Their retention and reuse would help to safeguard these local assets which are important to the history and heritage of the area.

In 2021 building on considerable research and community consultation a partnership of local organisations was formed to bring back into use the former Premiere Bar building as a vital community asset. A feasibility study was undertaken to renovate the building and turn it into a multi-use entertainment, training and hospitality venue while restoring it to its former glory as an iconic local landmark. This resulted in local housing charity Giroscope taking on the lease of the building from October 2021.

This policy supports and adds detail to HCLP policies 15 & 16 and will help to ensure that buildings are retained and re-used for purposes that are deemed to support the vision, aims and principles of the Neighbourhood Plan. Both the former Carlton Cinema and former Premiere Bar are locally listed and the Carnegie building is Grade II listed.

## POLICY GP6: THE SUB-DIVISION OF DWELLINGS

Applications for the sub-division of existing dwellings into two or more separate residential units will only be supported where it can be shown that such development would have no undue adverse effects on the residential or visual amenities of the locality and that adequate car-parking, private open space, and refuse disposal facilities can be provided.

This policy adds detail to Local Plan policy 4, 5 & 6 reflecting concerns expressed by local residents about the conversion of dwellings to flats without the provision of adequate facilities and proper consideration of amenity issues.

## POLICY GP7:

### PARKING PROVISION AT NEW PREMISES:

New developments, including conversions, will be required to make provision for off-street parking in accordance with Hull City Council's adopted guidance. Should there be on-street parking the consequence of on-site provision not being fully met, then the proposal will not be supported unless any residual parking forms an integral part of the street scene as outlined in the design guidance and does not unduly impact highway safety or the free flow of traffic.

This policy adds to Local Plan policy 32.1 by ensuring that proposals not only meet the required parking provision but also cause no additional impact on the flow of traffic or integrity of the street scene.

Respondents to the engagement exercises and during steering group meetings cited issues with parking and traffic. High numbers of cars parked on-street has led to incidents of illegal parking practices and obstructions to the pedestrian environment including pavements and drop kerbs.

## POLICY GP8:

### SMALL-SCALE GREEN SPACES, PLANTING & PUBLIC REALM:

The provision of additional green spaces, planting and public realm improvements will be supported on both public and privately-owned land where such provision will have no significant adverse effects on highway or public safety.

This policy encourages the provision of small-scale green spaces, street planting and public realm improvements either free-standing projects or in conjunction with larger scale schemes. The Hull City Local Plan has no equivalent provision to the policy which is designed to improve the visual appearance of the area by making effective use of small areas that might otherwise be left unused and have adverse effects on the area.

The Neighbourhood Plan deliberately does not seek to define 'small-scale' in the context of this policy leaving such considerations to be dealt with on a case by case basis in the light of local circumstances.

Examples of similar projects include Incredible Edible (Todmorden) and Grey to Green (Sheffield).

## POLICY GP9:

### RETENTION OF EXISTING OPEN SPACES:

Open spaces identified on the NP Policies Map including West Park will be protected from development. Total or partial loss will not be supported unless it is evidenced there would be no undue open space shortfall within the plan area, in accordance with the Local Plan standards in terms of quantity and type of open space affected.

This policy is similar to Local Plan Policy 13 (8) but it refers specifically to open spaces opposed to the more widely drawn phrase 'community facilities' used in the Local Plan. The Neighbourhood Plan Policies Map identifies the areas of concern in an effort to improve protection against redevelopment in the future. This adds to Local Plan Policy 42.3 by including additional small-scale green spaces at the local level.

## POLICY GP10: MIXED USE SITES - HOUSING AND / OR COMMERCIAL

Re-use of the former Carlton Cinema and the former Premiere Bar involving one or more uses from within Use Classes C3, E(a), E(b), E(d), E(g)i will be encouraged and supported. The former Premiere Bar building will be subject to the sequential approach outlined in Hull Local Plan Policy 12.

Residents were keen to see these buildings retained and reused due to their local importance as they contribute to the history and heritage of the plan area.

This policy adds detail and supports Local Plan policies 1,2 & 3.

## POLICY GP11: ENCOURAGE WALKING & CYCLING - ROUTES OR FACILITIES:

The provision of additional routes, crossings and facilities for cyclists and pedestrians, including improvements at the locations shown on the Proposals Map, will be encouraged. Development proposals will be expected to demonstrate that priority has been given to cyclists and pedestrians in the design and layout, taking into account the requirements of NASA Policy 15. The safeguarding of the existing provision will be encouraged and supported throughout the Neighbourhood Plan area.

The Neighbourhood Plan is keen to promote improvements to sustainable transport infrastructure and improve community health through enhanced walking and cycling provision.

This policy builds on Hull Local Plan Policy 36 and retained NASA Policy 15 by illustrating preferred routes to be improved suggested by the local community and supports the addition of these to the Public Rights of Way listings. There is scope to improve provision but consideration needs to be given to the value of maintaining public access and the associated costs involved.

The Neighbourhood Plan seeks to improve access to West Park both from within the Neighbourhood Plan area, including promoting continued access to the footbridge and from other parts of the city, and from there, into the City Centre, by means of cycling and walking.

The precise form and routes for all the future pedestrian and cycle-way routes have not been designated in the Neighbourhood Plan as they form part of the retained NaSA Policy 15 in the Hull Local Plan. Various options exist to improve local walking and cycling but where a clear preference was expressed by the local community it is indicated on the Policies Map.

The Neighbourhood Plan does not seek to identify how and by whom the proposed cycle and footway system will be provided thereby leaving all options open: Options range from a wholly publicly funded scheme (or schemes) through public / private partnerships, for instance in conjunction with the MKM Stadium, to a wholly privately funded scheme as part of large-scale redevelopment proposals that may or may not take place in the plan area in the near future.





Reimagining the Premiere Bar produced by AECOM

## POLICY GP12: ROAD SAFETY & TRAFFIC MANAGEMENT:

Proposals for development which would result in a significant highways or public safety impact, will only be supported where the impact can be mitigated to an acceptable degree.

Highway mitigation works could potentially be resourced through developer contributions.

This policy adds value to Local Plan policy 26.c.i and Local Plan Policy 29.

## POLICY GP13: LEGACY PROJECTS - PUBLIC ART

Proposals for temporary and permanent public art works and installations within the plan area will be supported, providing the proposals lead to no undue negative effects on visual amenity or compromise highway safety.

Local people feel that public art and innovation in cultural developments are an important and powerful means to develop and promote a sense of belonging and community pride within the area and of reconnecting people with the neighbourhood's heritage and public narrative. There are opportunities to provide both temporary and permanent pieces of public art throughout the plan area and local community groups are keen to initiate commissions of artists and artisans that facilitate public community participation and may further the development of the local creative economy and infrastructure.



Reimagining the Carlton Theatre produced by AECOM

## 5.0 ANLABY ROAD POLICY AREA

---

6.1 To avoid any confusion the Anlaby Road Policy Area corresponds exactly with that part of the Anlaby Road Local Centre defined in Policy 11 of the Hull City Local Plan (LC6) lying within the Neighbourhood Plan Area.

6.2 The 3 policies set out in the Neighbourhood Plan for the Anlaby Road Area are designed to add value and detail to existing policies for the area contained in the Local Plan. The intention is to supplement these policies in a way that provides additional support for initiatives or development proposals or is used because greater intent is needed than is covered in the Local Plan.

6.3 Design Guidance covering shop frontages, public realm improvements and street furniture is applicable to the Anlaby Road Policy Area and is included in section 8 of the Neighbourhood Plan.

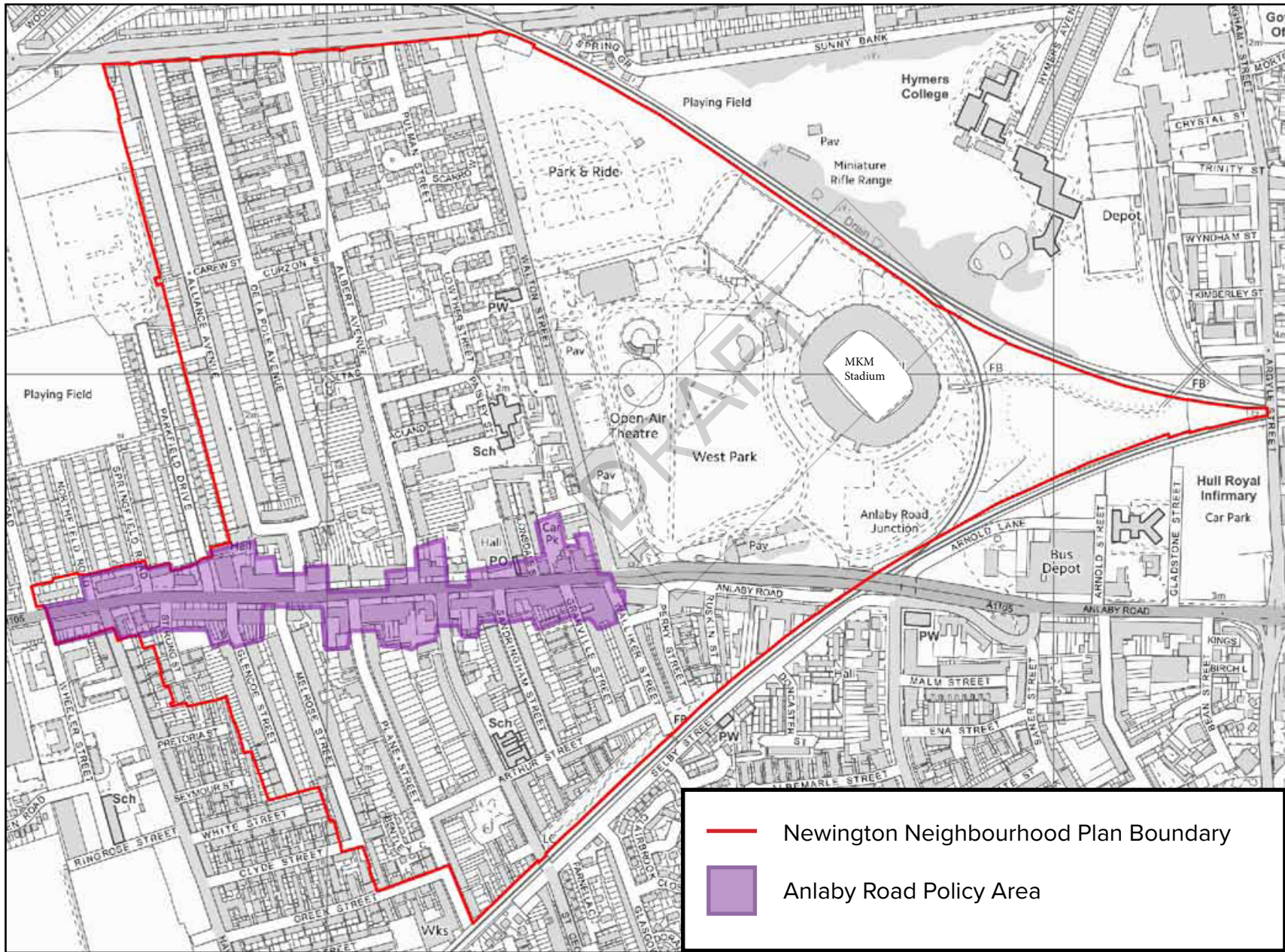
6.4 Anlaby Road is a key east-west route into Hull city centre and is an important asset locally which provides a variety of local amenities and services. A number of design-led interventions could create a more attractive and dynamic environment, especially for local residents. This could include public realm improvements such as additional street planting and street furniture and public art commissions working towards creating a better pedestrian environment.

6.5 Whilst there is a general mix of land uses on Anlaby Road there is a reasonably high proportion of hot food takeaways. This negatively impacts vibrancy and vitality of the street scene in the day time and contributes to litter and anti-social behaviour in the evenings.

6.6 There are several poor quality public car parking spaces which would benefit from improvements such as additional security measures, planting and permeable green surfaces.

# 5.0

## ANLABY ROAD POLICY AREA



- Newington Neighbourhood Plan Boundary
- Anlaby Road Policy Area

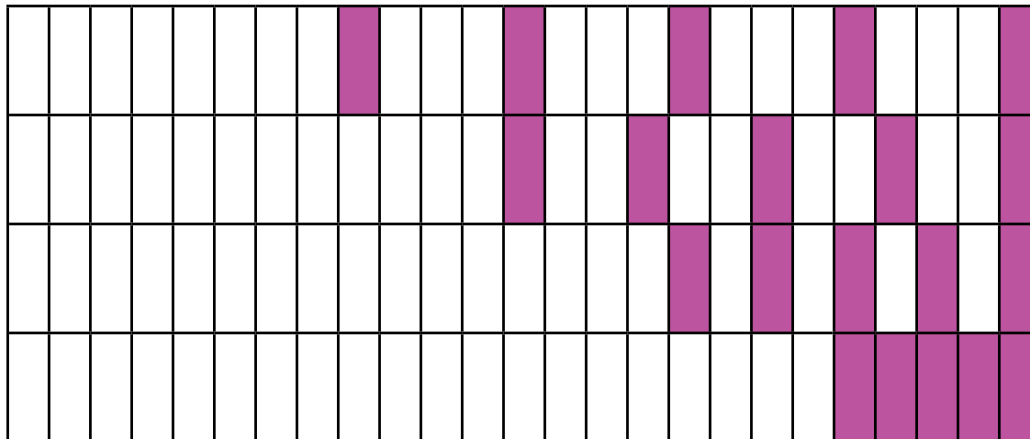
## POLICY AR1:

### HOT FOOD TAKE-AWAYS

Within the Anlaby Road Local Centre, as defined on the Policies Map, applications for Hot Food Takeaways (Use Class Sui Generis) will only be supported if the threshold of 20% of Hot Food Takeaways is not exceeded and there is a minimum of three non-Hot Food Takeaway units next to and between the proposed Hot Food Takeaway and any existing Hot Food Takeaway.

There is an over-concentration of Hot Food Takeaway outlets clustered on the eastern side of the Anlaby Road Local Centre and the NNP seeks to promote better management of this issue. At the time of the last assessment in 2021 there was 21 hot food takeaways within the Anlaby Road Local Centre, making it the highest use class in the plan area and the highest proportion hot food takeaway outlets in any Local Centre in the whole city of Hull. This impacts not only on the health and wellbeing of local people but the lack of daytime activity negatively impacts the vitality and vibrancy of the high street and contributes to anti-social behaviour and littering in the evening. There are also two primary schools in close proximity to Anlaby Road. This additional control is necessary to prevent further over-concentration of Hot Food Takeaway outlets in the area. This will encourage healthy eating and avoid clustering of facilities that have an adverse effect on both the visual and residential amenities of the immediate area.

This policy refines and adds local detail to Hull City Local Plan policy 12 (parts 12, 13 & 14) by adding additional constraint on Hot Food Takeaway outlets to ensure their rise and over-concentration does not continue.



A  
B  
C  
D

The diagram to the left demonstrates how the application of Policy AR1 would help to reduce clustering of Hot Food Takeaways (HFTs)

In row A the minimum of three non-HFTs separate the five HFTs to reduce clustering whilst still being at the maximum threshold of 20% HFT uses.

Rows B, C and D show how reducing or removing the non-HFT units between HFTs can lead to clustering whilst still at the same 20% threshold of HFTs within the Local Centre.

## POLICY AR2:

### ENCOURAGE ACCOMMODATION ABOVE SHOP UNITS

Where planning permission is necessary, the use of upper floors within the Local Centre for residential purposes will be encouraged and supported provided there is no significant impact on the amenities of the area.

In some cases, where retail and some other commercial uses are already established at ground level, planning permission is not required for the formation of flats on the upper floors of existing premises as part of the current 'permitted development' allowances contained within the Town and Country Planning General Permitted Development Order.

However, these provisions do not apply to all premises and in all circumstances, meaning that planning permission will still often be required to create additional dwelling units above existing commercial premises.

Policy AR2 seeks to encourage the provision of residential accommodation on the upper floors of existing commercial premises in the Anlaby Road policy area without floor space restrictions contained in policy GP8 above which could prevent some schemes going ahead.



Anlaby Road courtesy of AECOM

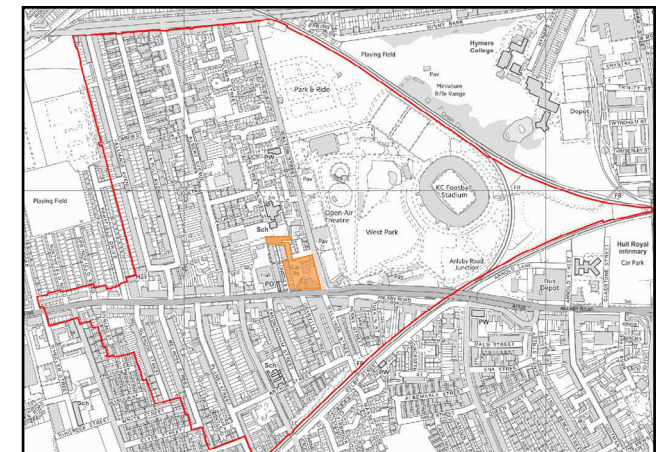
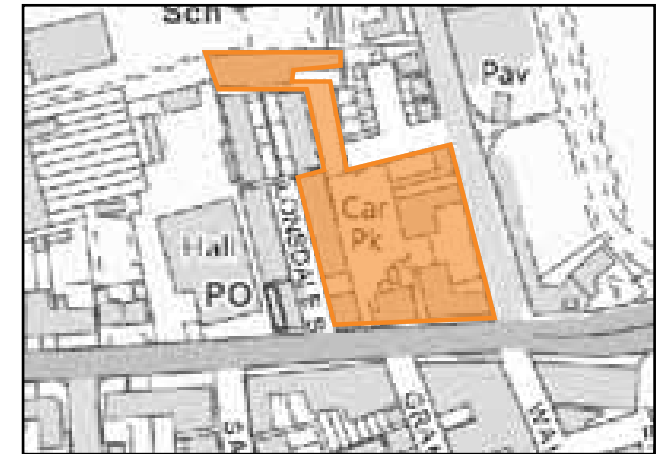
## 6.0 COMMUNITY HUB POLICY AREA

7.1 The Community Hub Policy Area has been identified in an attempt to consolidate existing and encourage new community uses in the area. A concentration of existing uses and the potential for new ones to become established around the Lonsdale Community Centre led to the identification of the Policy Area in the Neighbourhood Plan.

7.2 The Walton Street Leisure Centre is a City-Council owned building that is not being used to its full potential and is in need of substantial refurbishment. In light of this, the Neighbourhood Plan seeks to encourage its re-use for appropriate leisure and community-based purposes as part of the Community Hub proposals, provided that local amenities are not adversely affected by such development.

7.3 The Goathland Close car-park is well-established and serves a vital function allowing shoppers to visit premises at the eastern end of the Anlaby Road Local Centre as well as being immediately next to the Walton Street Leisure Centre and several other local businesses. However, its appearance leaves much to be desired and potentially discourages use of the car-park, particularly in the evenings.

7.4 The Neighbourhood Plan encourages and supports development within the Community Hub Area that could, potentially, contribute towards the maintenance and improvement of the Goathland Close car-park.



# 6.0 COMMUNITY HUB POLICY AREA



## POLICY CH1:

### GOATHLAND CLOSE CAR PARK

Proposals for the extension and environmental improvement of the Goathland Close car-park, either as free-standing proposals or as part of other local schemes, will be encouraged and supported.

Such schemes could include improved signage, lighting and security arrangements and the provision of small planted areas to encourage greater use and improve the appearance of the site and could be delivered through public or privately funded schemes, possibly in conjunction with development on other nearby sites.

## POLICY CH2:

### THE WALTON STREET LEISURE CENTRE

Proposals for the renovation, refurbishment, and re-use of The Walton Street Leisure Centre for community, sporting, and other leisure-related uses will be encouraged and supported provided neither the residential nor the visual amenities of the area will be adversely affected.

The Neighbourhood Plan does not seek closure of any significant restrictions of use on the existing Leisure Centre which is owned by Hull City Council and leased to private operators. However, the state of the building is a cause for concern locally and is preventing more efficient and effective use of space provided by them.

Consequently policy CH2 seeks to encourage wider use of the premises and, in association with the increased use, increased levels of investment in the structure and its immediate curtilage in the absence of which building will eventually become unsafe, unused and, (potentially), have to be demolished.



# 7.0

## LEGACY PROJECTS

8.1 While the Neighbourhood Plan can only address planning policies that address development and the use of land, planning practice guidance states that neighbourhood planning can inspire local people to consider other ways to improve their neighbourhood other than through the development and use of land including specific projects to deliver these improvements. The following four projects came through the community engagement process and are regarded as important to the local community in delivering wider aspirations for the neighbourhood area.

8.2 Whilst Legacy Projects 1 and 2 relate to buildings identified in policies GP6, GP11 and AR2, the delivery of the project is separate.

### **Legacy Project 1**

#### **The former 'Premiere Bar' Anlaby Road**

As a result of considerable research and community consultation to bring this building back into use as a vital community asset, a partnership was formed led by Girescope a local housing charity strongly represented on the Forum, along with its partners Lonsdale Community Centre and Vulcan Learning Centre. Supported by the CIQ Agency, trading as Integreat Plus (an architectural, planning and economic development agency) the partnership has considered at length the feasibility of renovating the building and as a multi-use entertainment, training and hospitality venue, while restoring the building to its former glory as an iconic local landmark.

The vision for the building is as a vibrant multiuse complex with a focus on creative media, hospitality, training and employment and with a strong social inclusion and youth emphasis.

To date Girescope have provisionally acquired the leasehold of the building from Hull City Council with the intention of drawing down funding to renovate the building (a former cinema) and reviving its original name of 'The West Park Palace'. A feasibility study and an architectural design have already been produced and a through community consultation and involvement strategy is in place.

### **Legacy Project 2**

#### **West Park 'Open Air Theatre'**

Popularly referred to as an 'Open Air Theatre' this building situated in West Park is actually an Art-Deco style bandstand which originally opened in 1930 and is of historic significance as it is one of the last surviving examples in the country.

During the 1960s and 1970s Hull City Council sponsored talent competitions and preliminary heats for these were held in the West Park Open Air Theatre with the Grand Finals in the City Hall.

The West Park Open Air theatre has not been used for any entertainment events since the Talent Competition of 1973 and it now stands boarded up, decaying, damp and degraded and inaccessible as it is surrounded by a model railway. The building is recognised as contributing to the heritage and character of the area and the opportunity to bring the building back into use is seen as being a major opportunity to improve local facilities within the park.

Although the building is currently isolated by a model railway which runs around the perimeter, a feasibility study indicates that it would be possible to incorporate two entrances and exits which would facilitate the temporary removal of part of the track to permit access.

### **Legacy Project 3**

#### **Cultural Strategy ‘Neighbourhood of Culture’**

Building on the Heritage and Character Assessment of the area completed in 2017 and the recognition of the success of Hull City of Culture 2017, a strong emphasis arising from the consultation process arose to use cultural activities and events to promote a positive image for the area and protect its heritage and local distinctiveness. The aspiration is to utilise culture at a neighbourhood level to be the driver of identity, change, adaptiveness and integration. In order to achieve this, it is proposed to form an alliance of local groups and organisations working together to form a Cultural Strategy for the neighbourhood. It is envisaged that by sharing ideas, resources and assets organisations will be better able to stimulate cultural enterprise and progression as a catalyst for change and regeneration. Culture has been described as ‘the glue that holds us all together’ and such a symbiotic coming together of local organisation’s within our ‘Neighbourhood of Culture’ will permit a holistic shared vision and direction for the future with the capacity to directly involve the community in its delivery.

### **Vision**

We aim to fully integrate arts and culture into the social fabric of the Newington neighbourhood by inspiring the collective imagination of its people and releasing their creative freedom, energy and spirit to create an adaptive and integrated community that supports local well-being.

### **Aims**

- Promote and provide participative access to arts and culture within the neighbourhood.
- Create an annual cultural programme of activities and events.
- Develop the organisational capacity of the local voluntary and community sector to deliver cultural projects and initiatives
- Develop educational and employment programmes that permit people to develop their creative abilities and catalyse growth in the local creative sector.
- Preserve and create an enriched cultural environment opening up familiar spaces in creative new ways.
- Build inspiring and meaningful connections with the local audience.
- Encourage understanding between indigenous people and ethnic minority groups through cultural activities.
- Promote a dynamic cultural heritage and sense of local identity reflective of the area’s history and aspirations.

### **Legacy Project 4**

#### **West Park Festival**

West Park is a major asset and focal point for the Newington neighbourhood community and one means of promoting the park and of improving its facilities is to regularly use it for community events and shared activities for the benefit of all age groups and sections of the community. Following the pandemic and the necessity to re-designate the Forum our Local Ward Councillors encouraged us to engage and consult with the various ethnic communities within the Neighbourhood which led to numerous meetings and discussions with several ethnic groups all of which identified a common theme of providing local events to allow their input and involvement to promote and share their different traditions, languages, music and food with the intention of bringing different section of the community together to provide a unique experience of community cohesion. For example, the Sikh community were especially keen to run an event in the park to celebrate the Sikh New Year and enthused about Bhangra dancing groups and Rickshaw tours. Through further engagement with local artists and groups the idea of an annual festival in West Park developed with the intention of building on and working with existing provision in the park including the Skate Park and the Carnegie Heritage Centre. Initially the planned festival would be a modest event but with continual input from the community and support by local organisations it is planned to make it an annual festival featuring music, displays, food, stalls and events within the Open-Air Theatre.

## WEST PARK COMMUNITY ASPIRATIONS

8.1 This appendix details community aspirations for this part of the plan area. The Examiner has confirmed former policies WP1-5 should not have 'development plan' status and should be referred to as statements of intent under CA1-5 West Park forms an important part of the Neighbourhood Plan Area, providing a strategic focus for recreational and leisure activities in the western part of the City as well as an important local facility for residents.

8.2 Whilst acknowledging that the MKM Stadium represents an asset of regional significance in terms of sport and leisure facilities, local residents feel that it provides little benefit to them bearing in mind the impact that its presence has on the quality of life experienced by them.

8.3 Similarly, whilst use of the Mixed-Use Area for markets, and Hull Fair may be of some economic and social benefit, its physical presence as an open featureless space for the majority of the year has a negative effect on local amenities and quality of life.

8.4 In an attempt to redress the imbalance of negative effects, the Neighbourhood Plan seeks environmental improvements on The Mixed-Use Area the establishment of a Community Greenspace on the vacant area known as The Railway Triangle, and increased community use of the facilities available in the remaining areas of West Park (identified on the Policies Map as "The Recreational Area").

8.5 Whilst not seeking to establish community-based uses within the MKM. Stadium itself, and supporting appropriate forms of development associated with the stadium, the Neighbourhood Plan seeks to encourage a greater degree of community involvement by stadium users - for instance through community projects and initiatives- as well as a wider and more efficient use of existing facilities within the Recreational Area for community purposes.

8.6 One way of achieving greater community representation in these matters - which it is acknowledged are not land-use planning issues - would be to establish a formal management structure, including local community representatives as well as the various leisure and commercial interests, for The West Park Area.

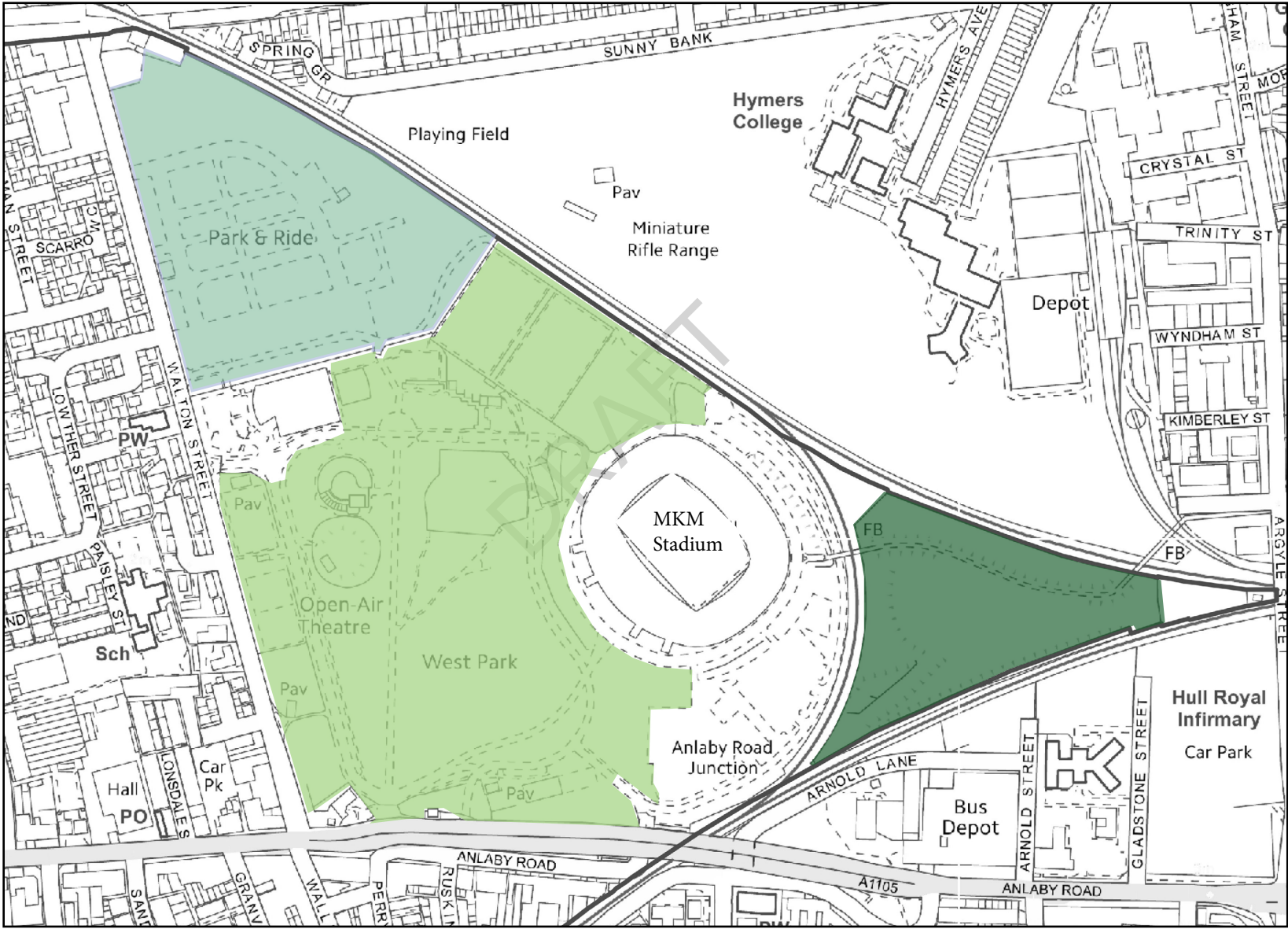
8.7 A workshop was held on 21st January 2017 with key stakeholders to think about how the park may be developed in the future to better respond to community aspirations. The outcomes of this sessions are summarised in section 2.10 and again later in section 5.1, 5.2, & 5.3.

# 8.0

## WEST PARK COMMUNITY ASPIRATIONS

# WEST PARK COMMUNITY ASPIRATIONS

- Mixed-Use Area
- Recreational Area
- Railway Triangle



# WEST PARK COMMUNITY ASPIRATIONS

## COMMUNITY ASPIRATION 1

### RAILWAY TRIANGLE

Proposals within the area defined as the 'Railway Triangle' that would contribute to improving and increasing biodiversity, wildlife, ecology, food growing opportunities and public art, such as the sculpture park indicated on the West Park vision, will be supported. Opportunities to conserve or enhance the remnants of the former Hull City FC ground will also be supported.

There is a high level of interest within the local community in the future use of this area of land for community purposes with a focus on open 'green' uses.

In addition, the historical associations with Hull City FC, physical remnants of which remain within the area concerned, should also be retained and exploited.

In the Hull Local Plan (Table 12.4, site 86) the site is designated as natural / semi-natural open space.

## COMMUNITY ASPIRATION 2

### MIXED-USE AREA

The area indicated as "The Mixed-Use Area" will be retained for a variety of uses including car parking, open market sales, and Hull Fair. Other temporary uses that are compatible with and complementary to the open nature of the site are encouraged to increase the site's usage and contribution to the local area.

The Neighbourhood Plan seeks to encourage new uses on this site to complement its existing uses and to maximise the site's offer. The Mixed-Use Area could support a variety of activities and has potential to add vibrancy and vitality to an under-utilised space. Examples of temporary uses include, but are not limited to:

food markets, driving, cycle or motorcycle lessons, drone flying lessons, remote control car races, and car boot sales.

The site is listed as a 'Civic Space' in Local Plan Policy 42 (table 12.4, site 83). This policy builds on this policy by encouraging greater uses of the space to benefit the community.

## COMMUNITY ASPIRATION 3

### PARKING & ACCESS

Development associated with existing use(s) within the area indicated as "The MKM Stadium" will be supported subject to Local Plan policies including Policy 9, in addition to there being sufficient vehicle parking/ servicing space to provide for current and future uses.

This offers conditional support for development proposals associated with the MKM Stadium, acknowledging that current or future owners may wish to extend commercial operations on the site.

DRAFT



West Park gym

# WEST PARK COMMUNITY ASPIRATIONS

## COMMUNITY ASPIRATION 4

### PLANTING & LANDSCAPING

The provision of planted / landscaped areas within the 'Mixed-Use Area' will be encouraged and supported where such provision would not prejudice existing or future uses of the land and suitable ongoing maintenance provisions are put in place as part of the development proposals.

The Neighbourhood Plan does not seek to restrict current uses of the Mixed-Use Area or to significantly reduce the area available to large-scale uses such as Hull fair of the markets held on Wednesday and Sunday. Indeed, it encourages other appropriate uses of the site subject to all material planning considerations.

However, for much of the time the site is not used at all and remains a flat featureless, and somewhat uninspiring area within the heart of the local community that would benefit greatly from some tree and shrub planting, particularly around the perimeter of the site along the Walton Street frontage as detailed in retained NaSA Policy 3 and illustrated in NaSA figure 3.1

This seeks to achieve landscape and visual improvements to the Mixed-Use Area either in conjunction with future development proposals relating to the land, or elsewhere within the Plan Area, e.g through planning conditions and / or section 106 agreements, or as independent free-standing schemes, e.g. through grant-aided schemes initiated by the local community or the City Council.

## COMMUNITY ASPIRATION 5

### EXISTING BUILDINGS & MANAGEMENT

Proposals that involve improvements to existing buildings and spaces for the benefit of the general public within the 'Recreational Area' will be encouraged and supported.

This may include the development of indicative projects identified in the community vision in pages 28 and 29.

In addition to the formal aspiration set out above, the Neighbourhood Plan also advocates the establishment of a Management Structure for the area to include representatives of the local community, leisure groups, and MKM Stadium users as well as from the City Council, who are the owners of the site. This aims to give greater representation from key stakeholders in the delivery and management of the area.

This seeks to encourage and support wider, and more beneficial use of the existing buildings and facilities within the 'Recreational Area' to make West Park more attractive to a wider range of users thereby improving social and community based activities in the area.

This policy supports Local Plan Policy 42.

DRAFT





West Park and the MKM Stadium

# WEST PARK VISION: RECREATIONAL AREA

## POSITIVES

- Boulevard style tree-lined walkways
- Mixture of new and historic facilities
- Several age groups and interests catered for
- Interesting variety of facilities and activities

## NEGATIVES

- Unused and under-used structures such as pavilions and the open-air theatre
- No cafe facilities
- Lacks adequate seating and furniture
- Toilet access is ad-hoc
- Lighting at entrance doesn't work
- Fair often prioritised over other uses
- Conflict of uses with on-site parking which fragments park
- Grass damaged by parking and the fair

## POTENTIAL

- Retain and refurbish pavilions with pavilion at south west entrance to be used as a youth facility
- Refurbish the open air theatre and work cooperatively with the miniature railway group for positive solutions regarding access and alternative uses
- Better integration between the miniature railway, the park and the wider community leading to greater overall use of the space

- Add new seating and along the pathways
- Repair lighting at southern entrance
- Develop cafe with toilet facilities in between play area and aviary
- Replace tarmac parking strip with sustainable permeable shared surface
- Better collaboration working with Hull City Council and the Stadium Management Company (SMS).
- Retain as much green and open space as possible



Under-used pavilion



Fire-damaged open air theatre



Tree-lined path













Outdoor gym



Unused pavilion

# WEST PARK VISION: RECREATIONAL AREA

	Refurbished pavilion with new uses sought
	Pavilion refurbished as youth centre
	Open-Air Theatre refurbished and alternative uses sought
	Refurbished pavilion
	Potential cafe
	Street furniture corridors
	Sustainable Urban Drainage / Shared Surface
	Greater access and use of the miniature railway and the Open-Air Theatre site
	Repair lighting at southern entrance
	Existing trees (Indicative)



# WEST PARK VISION: MIXED-USE AREA

## POSITIVES

- Could support variety of flexible, meanwhile and pop-up activities
- Easy access from several points and pedestrian access to the park
- Large open space

## NEGATIVES

- Under-used
- Predominantly concrete
- Featureless
- Poor surface treatment and drainage leads to large amounts of standing water

## POTENTIAL

- Variety of meanwhile and pop-up uses which could work around current activities
- Resurface site with SUDS to prevent flooding and standing water
- Tree planting to link with existing boulevard and additional planting to improve experience
- Potential uses include: food markets, arts and music festivals and events, craft fairs, car boot sales driving/cycle/motorcycle lessons, drone flying lessons, and remote-control car races.

- It must be explored how the market and the fair may work with a redeveloped site and any new proposal must be flexibly designed to accommodate a mixture of events.
- The market site has huge potential to support a variety of activities and could positively contribute to the local area and surrounding communities if addressed.



Market day



Mixed Use Area



Market day

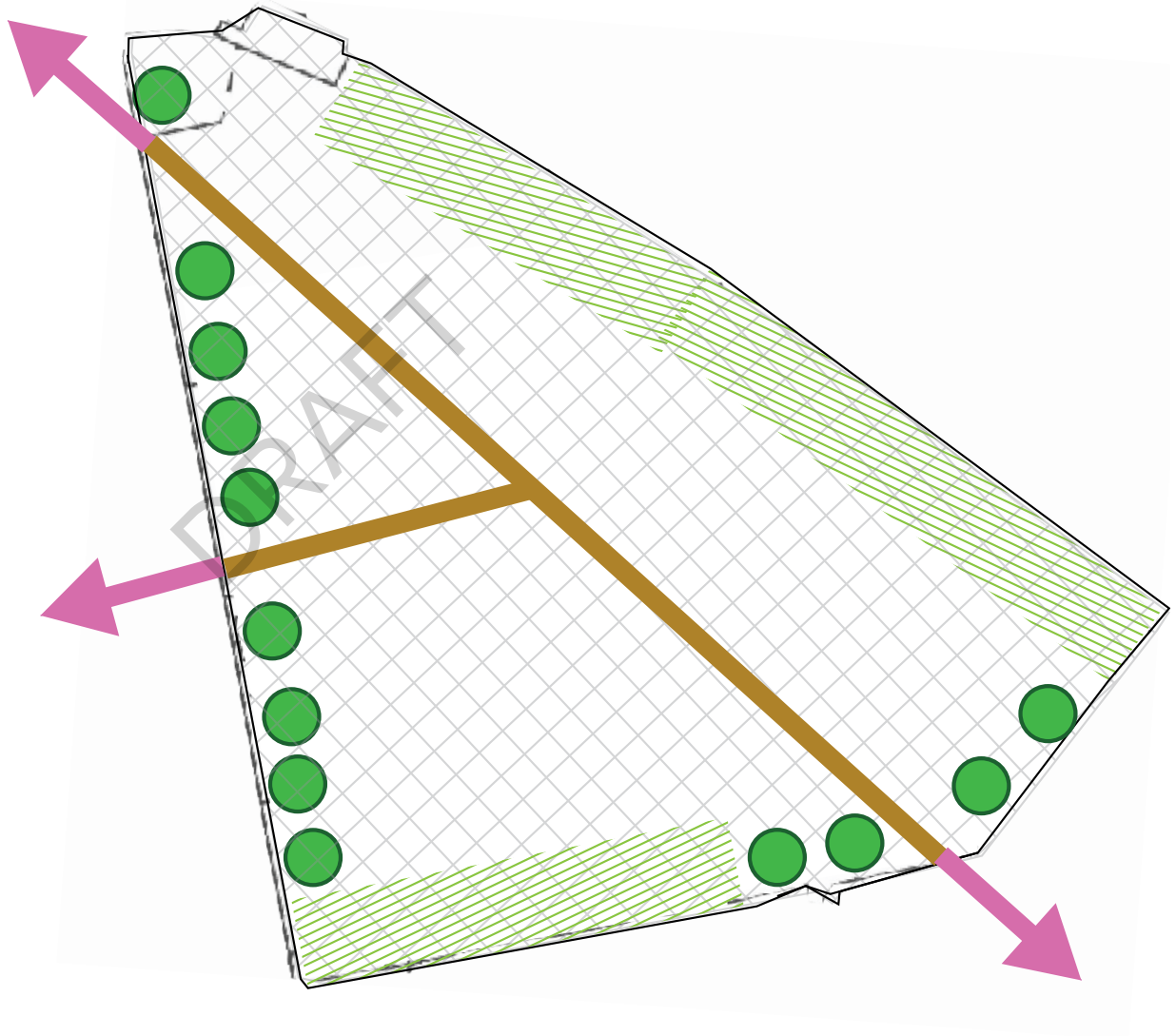
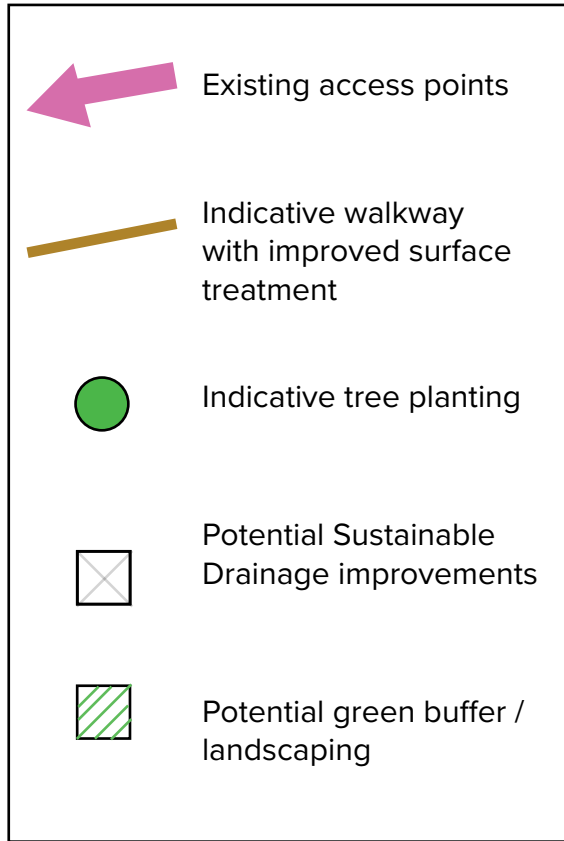


Mixed Use Area



Mixed Use Area

# WEST PARK VISION: MIXED-USE AREA



# WEST PARK VISION: RAILWAY TRIANGLE

## POSITIVES

- Secluded green space
- Views towards city
- Variety of vegetation and planting, some of which can be foraged
- Large site

## NEGATIVES

- Heavily littered
- Accessibility issues
- Reasonably isolated and unsupervised
- Growth of difficult to manage weeds (hog weed and knot weed)
- Not actively managed
- Potential safety issues
- Bordered by train lines

## POTENTIAL

- Lots of scope for planting and growing (wildflower, food growing etc) to encourage future use for foraging and food initiatives
- Could be developed as a sculpture garden
- Level changes could assist in 'zoning' of uses on site
- Planting around edges could help hide railway
- More bins to reduce litter
- A space for people to explore
- Potential to develop as an ecological and wildlife area



Railway Triangle



Footbridge towards MKM stadium



Litter



Railway Triangle

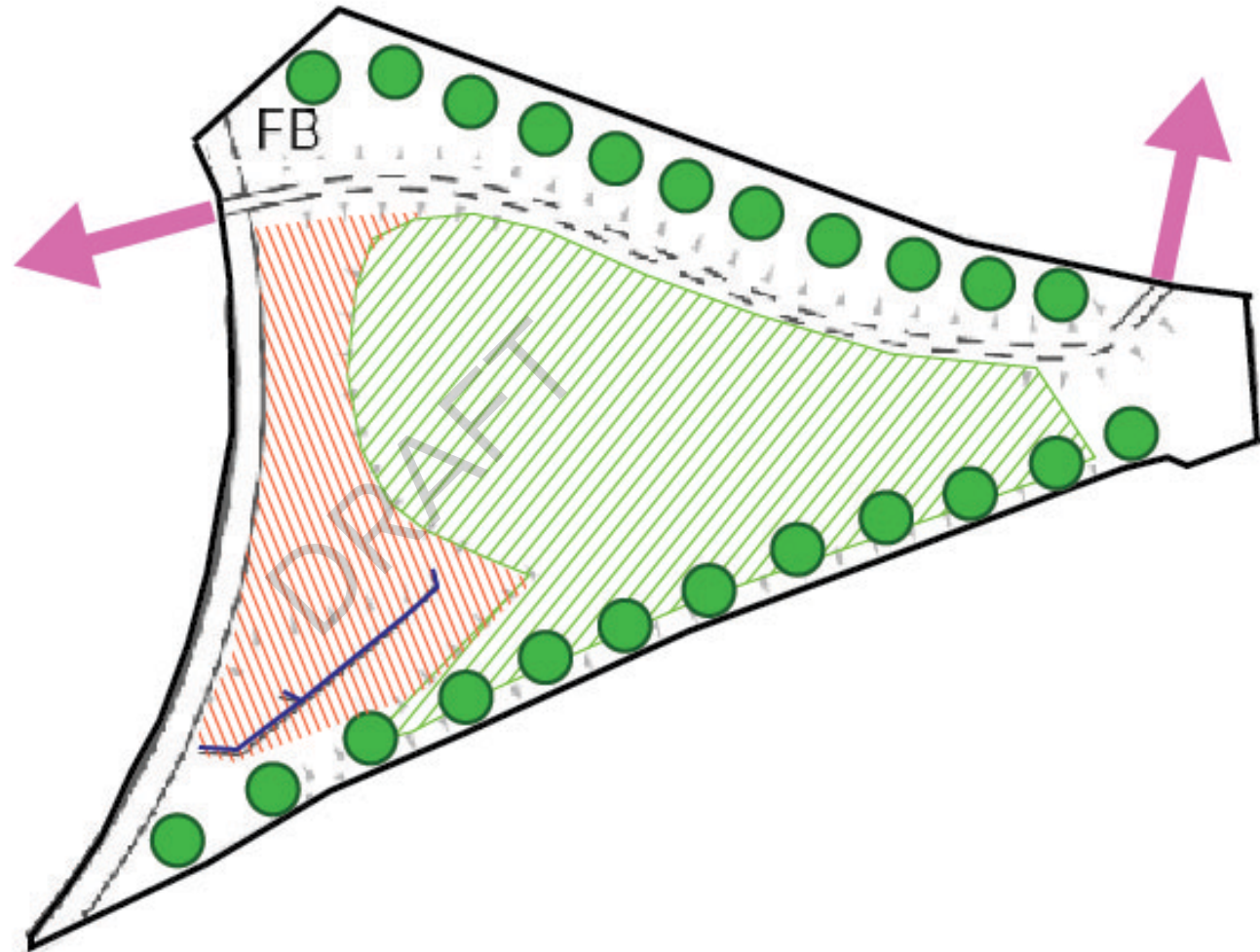
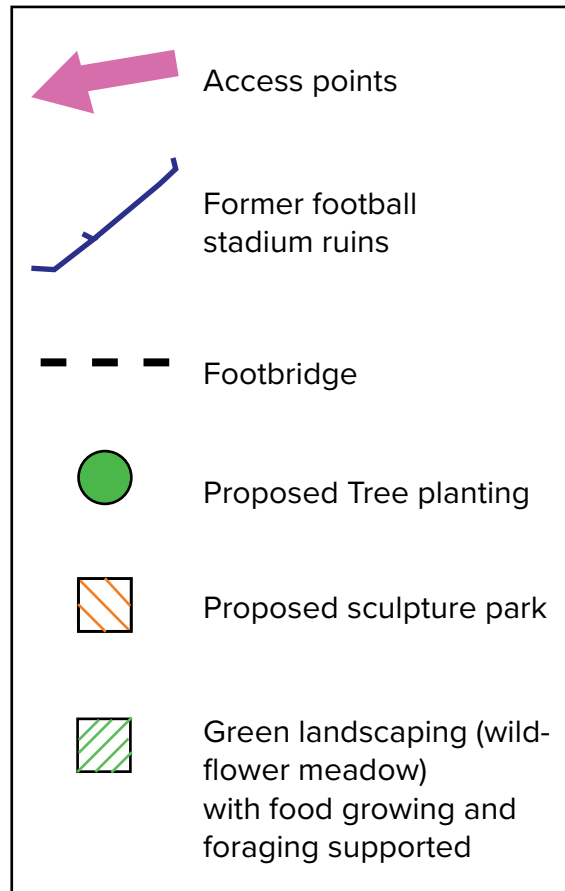


Railway Triangle



Railway Triangle

# WEST PARK VISION: RAILWAY TRIANGLE



## 9.0 DESIGN GUIDANCE

---

9.1 This Design Handbook has been created to assist and guide those who are planning to develop within the Newington Neighbourhood Plan area.

9.2 The issues discussed relate to all scales of development and so they are applicable to homeowners, businesses and developers alike.

9.3 The Handbook has been drawn up in tandem with the Neighbourhood Plan, to ensure that local distinctiveness will be enhanced, and so that local issues can be addressed.

9.4 This guidance is part of the Neighbourhood Plan. Whilst compliance with Neighbourhood Plan policies is expected, in very exceptional cases, some divergence will be accepted where a reasoned justification is made. This will allow for unique design solutions to result, whilst maintaining a high quality of new development.

9.5 Unlike a more stringent 'design code', this document aims to assist in the decision making process at an early stage rather than prescribe specific solutions.

9.6 This illustrated guide provides advice about certain aspects of development and suggests strategies to achieve positive design outcomes for the Newington area.

9.7 The aim is for the Handbook to improve the quality and value of a proposal, give more certainty in terms of planning and provide a consensus driven approach to the public realm.

9.8 The Design Guidance is intended to complement the principles and guidance referred to in saved policy NASA11 of the NASA AAP and provided in Annex A to the AAP. In the event of conflict between the two then the newer guidance in the Newington Neighbourhood Plan should take precedence in guiding future development within the plan area.

# 9.0 DESIGN GUIDANCE



# CONTENTS

## Introduction

1.0 Local Vernacular	44
1.1 Building Details	44
1.2 Materials	46
<hr/>	
2.0 Townscape	47
2.1 Infill Housing	47
2.2 Boundary Treatments	48
2.3 External Storage	49
2.4 Street Furniture / Lighting	50
2.5 Street Planting	52
2.6 Sustainable Urban Drainage	53
2.7 Designing Out Crime Checklists	54
<hr/>	
3.0 Living Networks	56
3.1 Green Spaces	56
3.2 Green Networks	57
<hr/>	
4.0 Movement and Infrastructure	58
4.1 Traffic and Movement	58
4.2 Surfaces and Materials	59
<hr/>	
5.0 Shopfronts	60



# 1.0 LOCAL VERNACULAR

## 1.1 Building Details

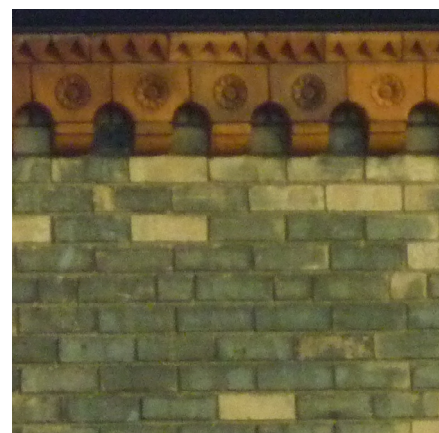
The Neighbourhood Plan process has identified a need to reinforce the Newington context and vernacular, in order to avoid 'identikit' housing or generic responses that have no roots in the local area.

The traditional Newington vernacular has been formed as a result of the historic use of building materials available locally which were easily and cheaply transportable to the area, and has evolved over time.

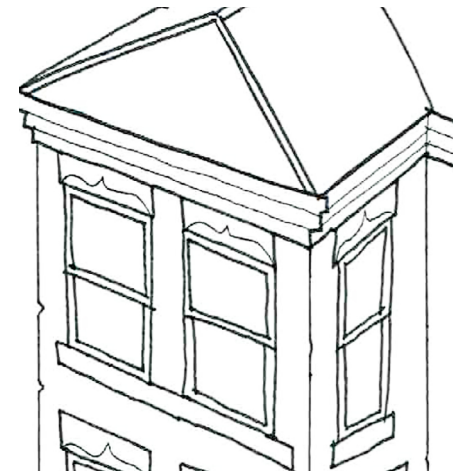
Prevalent design and material details include decorative brickwork, eaves embellishments, bay windows and boundary walls - see photographs opposite.

Responding to specific building details and styles will ensure that new development has a contextual relationship to local built form.

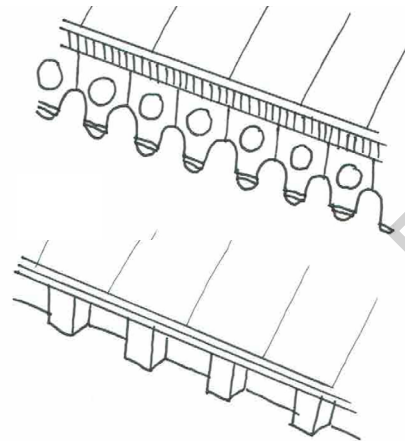
New development in Newington should therefore reference and include architectural, urban design and landscape details that are found in the local area to ensure they sit harmoniously with their surroundings.



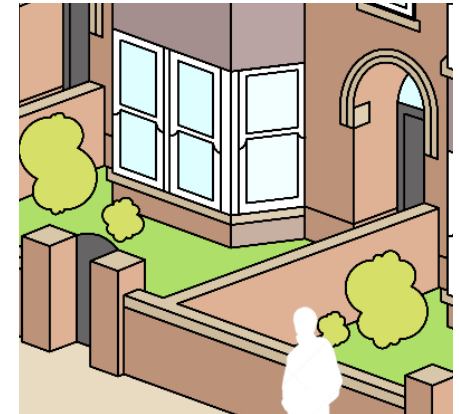
**Brick details/coursing:** Brick decorations and brick courses on front facades demarking internal floors are in evidence throughout traditional residential properties. The courses tend to be protruding from the main frontage to give a sense of depth, or made from a different colour brick. Different colour bricks are also used at the edges of windows/doors.



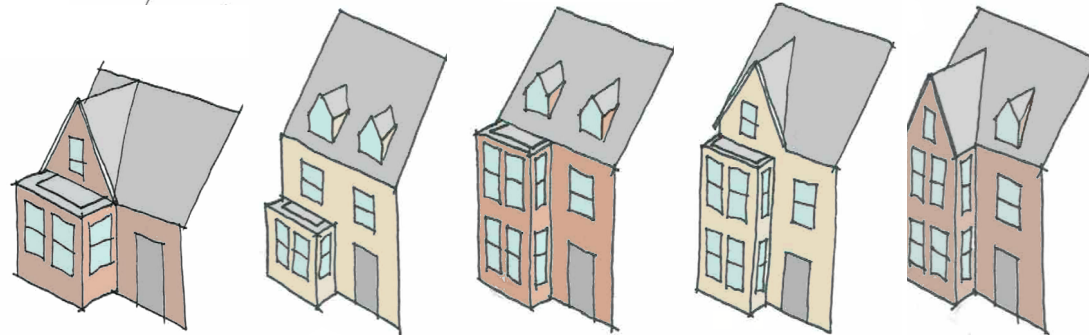
**Eaves Decoration:** Where the roof meets the wall, many properties have decorative timber or brick eaves to give a visual transition and to support guttering above. There are many variations of design and detail. Rather than a simple fascia board, this provides visual interest in the streetscape. Decorative eaves should be included in new development to achieve this same aim.



**Doorways:** Doorways are celebrated in Newington, with arches and keystones or via decorative porches or door cases. In many properties, the front doors are recessed behind the main facade to allow an area of shelter prior to entering the property. These recesses are often decorated with floor tiles and include lighting which can add extra layers to the streetscape.



**Window Bays:** Many residential properties in Newington incorporate bays. Rectangular or splayed bays should be used in new development to improve surveillance and security. Double height bays will add vertical definition and internal space. Gables are used extensively above bays to terminate building massing.



Single storey with gable

Single storey bay

Double storey bay

Double storey bay with set back gable

Double storey bay with flush gable



# 1.0 LOCAL VERNACULAR

## 1.2 Materials

The use of specific materials and colour palettes can help to ensure that new development can be instantly recognisable as being from Newington.

Using a specified set of materials can also ensure that visual harmony is kept within or between developments where different materials are used.

More traditional materials should be used in modern and innovative ways to give reference to the past whilst ensuring that contemporary sustainable design can be achieved.

Deep orange, red and honey coloured brickwork is prevalent in Newington. Often, different coloured bricks are used in the same building to accentuate features or to create decoration.

When considering how more modern suppliers can match these hues it is also important to think about mortar thicknesses and colours, which can dramatically alter the overall appearance.

Grey slate is commonly used on roofs, as are red ridged tiles. Both are commonly paired with timber eaves detailing and fascia decorations.



## Artificial vs Natural

Whilst low cost and low maintenance have resulted in many properties in Newington now having UPVC windows and doors, new development should consider alternatives such as metal or timber to create more detailed and harmonious facades. Painted wood windows and doors can dramatically alter the look and feel of a property (see below).



Natural building materials such as slate and stone should be considered as an alternative to artificial materials. Often natural materials will be more robust, longlasting and weather slower than lower quality alternatives.

Designers / developers of new schemes should undertake a detailed study of materials found in close proximity to inform their design. Palettes of materials should be complementary in nature and used in conjunction and in proximity to enliven streetscapes and to promote visual interest.

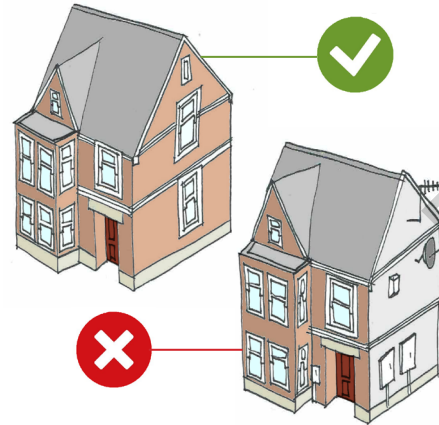
## 2.0 TOWNSCAPE

**2.1 Infill Housing:** New houses in existing streetscapes should take reference from surrounding building heights, massing and materials.

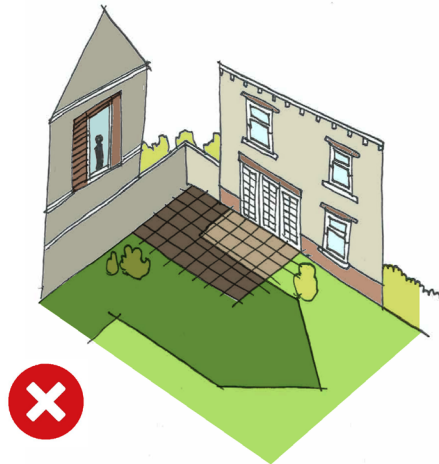
This will help to maintain and enhance the proportions, rhythm and character of the adjacent buildings and contribute more successfully to the streetscape.



**Elevation:** The elevations of new houses should be treated as important and include architectural details and fenestration. This will avoid a visual clash between the front of the house and the side. Unsightly elements such as meter boxes, satellite dishes and pipework should be designed and located to minimise the impact on the elevation.



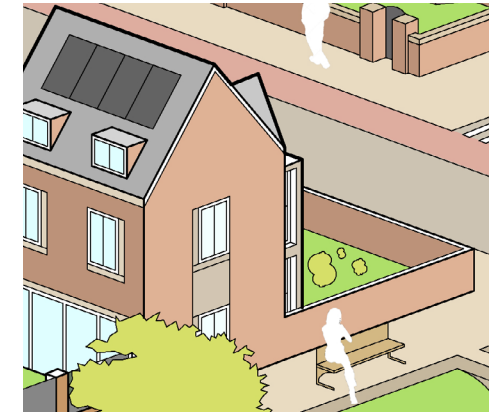
**Privacy:** Adjacent houses should be arranged in such a way so that they do not negatively affect the properties surrounding them. Overshadowing and overlooking should be minimised, especially to glazed openings in living areas, and each opening should have the opportunity for a view that is not blocked by a blank facade in close proximity.



**Frontage:** Houses should usually be orientated so that the principal elevation faces the main street and continues the existing building line. Presenting a blank gable end to the street should usually be avoided to increase passive surveillance. Orientation should be considered to maximise opportunities for increased internal daylight and the inclusion of renewable energy technologies.



**Boundaries:** Where a house is to be set back from the pavement, the resulting private space should be adequately planted and greened. The inclusion of front facing surface parking or garage doors should normally be avoided in both existing and new properties. The boundary treatments should match those adjacent to provide definition and visual continuation.



**Parking:** The relationship between new & existing housing development and parking is an important contributor to the success and livability of the street. Strategies for parking should meet the requirements of residents, visitors and those passing through, and provide adequate spaces for cars in the right locations. Frontages dominated by cars should be avoided.



## 2.0 TOWNSCAPE

### 2.2 Boundary Treatments

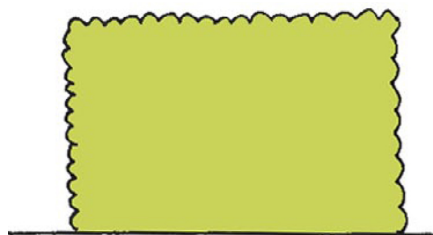
Boundary treatments can help to identify the public and private entrance sequence into properties, define defensible space and increase security. Boundary treatments can also contribute positively to the streetscape when considered on a larger scale.

New development should ensure that boundary treatments respect surrounding properties and look to traditional precedents. They should also offer sufficient opportunity for screening and/or storage (see opposite page).

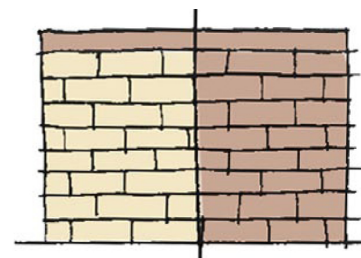
Green boundaries are encouraged to contribute to biodiversity. Selections from the material combinations illustrated opposite are considered acceptable to front facing boundary treatments.

New development should avoid clashes between different boundary treatments in terms of design, materials or scale. The predominant boundary treatments found in close proximity should usually be used as a design driver.

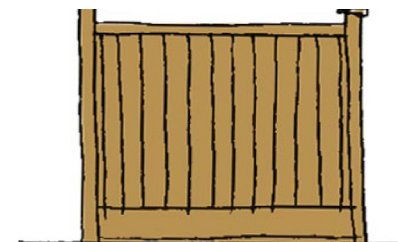
Large blank surfaces at an inhuman scale should be avoided.



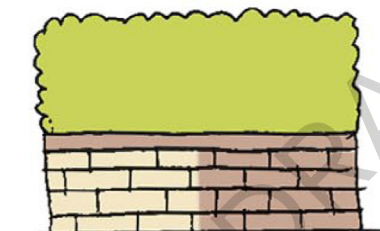
hedge: maintained to approx. 1m when used to front. Can be grown higher when used to the side or the rear of property



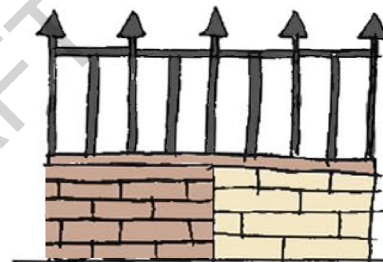
Honey / red brick wall with coping up to 1m in height (when used at front). Up to 2m to side and rear (with piers at regular intervals)



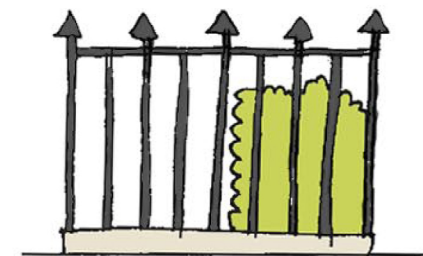
Timber fence: vertical closed board with capping. Only to be used to rear of properties to separate gardens.



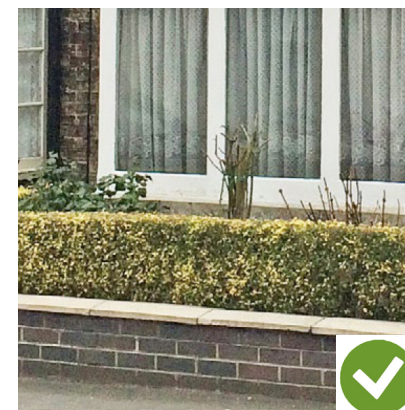
Honey / red brick wall with coping and hedge above. Up to 1m in height (when used at front). Up to 2m to side and rear (with piers at regular intervals)



Honey / red brick wall with metal railings above. Up to 1m in height (when used at front). Up to 2m to side and rear (with piers at regular intervals)



Metal railings on stone base. Up to 1m in height (when used at front). Up to 2m to side and rear.



## 2.3 External Storage

A lack of suitable external storage for rubbish and recycling bins can cause:

- Visual blight -the impact of bins standing in entrances and front gardens can be negative both for residents of these premises and also to the passing public.
- Threat to public health - Unpleasant smells released from bins and storage areas can blight the amenity of adjoining residents. Vermin can be attracted to uncontained refuse bringing the potential for disease and infection.
- Highway Obstruction - bins standing permanently on the street can block the footway. This can be particularly problematic for wheelchair users and people with pushchairs.

The provision of storage for elements such as bins and bikes will be encouraged in new developments to maximise security and reduce street clutter.

Storage elements should be integral in high density clusters. In lower density schemes, storage should be high quality, made of traditional materials, and placed in a location that is both convenient for the owner but not visually obtrusive.

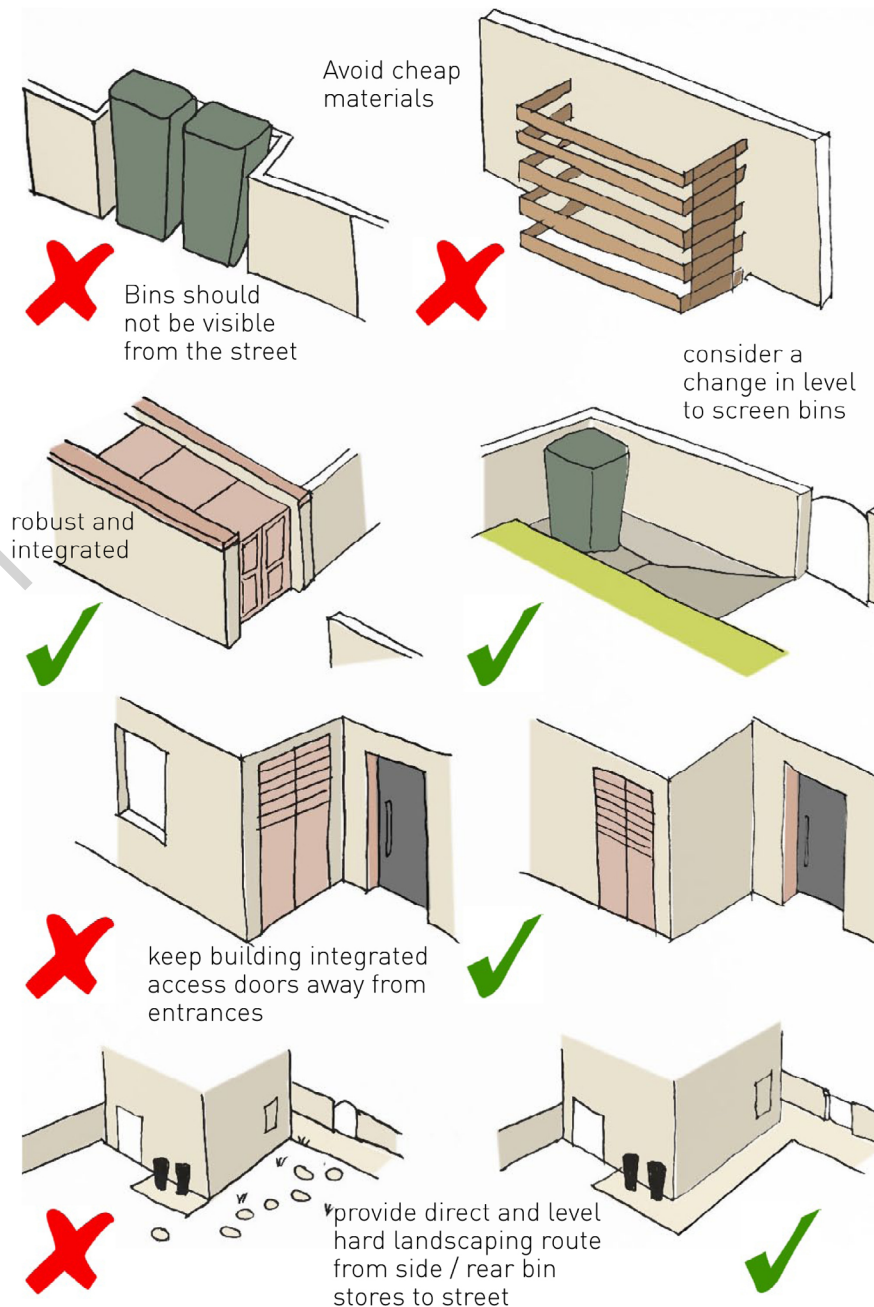
Proposals should consider:

Location - away from entrances / windows or rising up behind street boundaries)

Materials - to match the host building / locality and be robust for impact and continuous.

Screen planting - bushy shrubs or climbing plants to give a natural screen with options for biodiversity.

In enclosed and screened bin stores, sufficient ventilation should be provided to stop the build up of unpleasant odours.



The location of individual and communal bins should be considered from the outset in all proposals, with a clear design strategy outlined. Bins should not be visible from the streetscape and the location of and access to bin

## 2.0 TOWNSCAPE

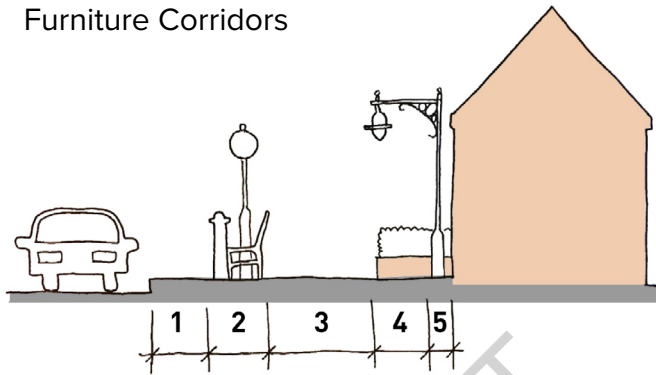
### 2.4 Street Furniture

The design and location of street furniture can have a major impact on the streetscape and local character. Removing excessive clutter and preventing barriers to pedestrian movement should always be a concern in furniture placement. Alongside this, adequate maintenance strategies should be in place to ensure the visual attractiveness and longevity of the furniture chosen.

#### KEY PRINCIPLES

- Street furniture should be chosen to relate to its location and the area as a whole, reinforcing a strong sense of place.
- Different elements of street furniture should relate to each other in terms of design, siting and colour (using adopted products from the Local Authority).
- Street furniture should be kept to a minimum to avoid visual clutter.
- Defensive street furniture such as railings and bollards should be minimised.
- Existing high quality / historic street furniture should be retained and refurbished.
- Street furniture should incorporate complementary materials that sit comfortably with hard landscaping and with adjacent buildings.
- Street furniture should be located in a designated 'zone' or 'corridor' along a particular street, to allow maximum legibility and accessibility to all street users.

#### Furniture Corridors



- 1) Edge Zone - from face of curb to furnishing zone that provides the minimum necessary separation between objects and activities in the streetside and vehicles in the road
- 2) Furnishing Zone - buffer between pedestrians and vehicles, containing landscaping, public street furniture, bus stops & signage. Lighting may also be considered here.
- 3) Throughway Zone - walking zone that must remain clear, both horizontally and vertically, for the movement of pedestrians
- 4) Frontage Zone - used to buffer pedestrians from private dwellings and shop fronts, including boundary treatments
- 5) Lighting Zone - used for the placement of street lighting. Poles should be placed so as not to provide climbing opportunities to adjacent properties.



#### Street Lighting Principles

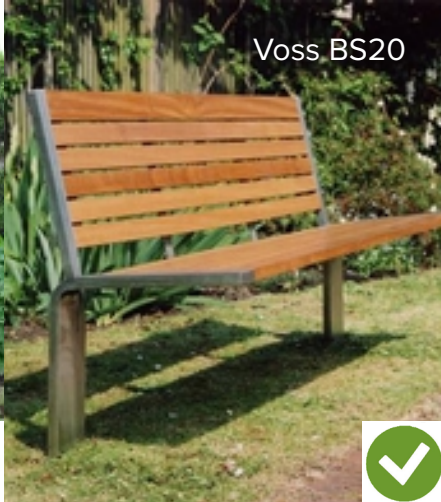
- Traditional and contemporary columns and fittings should be considered in the right locations.
- Street lighting should take account of energy efficiency and environmental considerations that will minimise impact.
- Lighting shall meet all relevant regulations and standards, aiming to use the minimum number of units.
- Columns should be placed in the most practical and safe locations to minimise the risk of impact from vehicles but always respecting the overall street scene and pedestrian movement patterns.
- Street lighting should be maintained and repaired (including repainting) on a regular basis in agreement with the Local Authority, including electrical safety inspections.

Note: Street lighting shown is from DW Windsor Lighting. Models: Windsor, Portland, Ely, Milano.





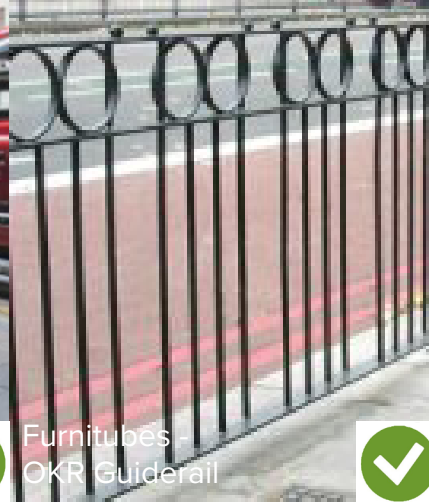
Furnitubes  
New Forest



Voss BS20



Furnitubes -  
Hammersmith



Furnitubes -  
OKR Guiderail



## Seating Principles

- Seating design should reference individual character areas within Newington but have consistent elements to ensure coherence and harmony.
- High quality existing seating should be retained and refurbished where possible. The seating products used in West Park should be used as a template for new seating to ensure coherence.
- The design of public seating within the area should consider the use of back rests and arm support for less able users.
- The placement of seating should be carefully considered to respect existing properties security and privacy.
- New seating should be located to be safe for users, this means being located along well travelled and overlooked routes, and away from busy traffic.
- New seating should be located in a favourable position to take advantage of key views and natural sunlight.
- Space for wheelchair users should be provided adjacent to new seating.
- All seating should be regularly maintained: being washed annually and restained/repainted every 5 years.

## Railing Principles

- Decorative railings can be an important feature of the streetscape and an important safety feature.
- Railing should meet all Traffic Regulations, Building Regulations and British Standards.
- The need for over engineered guard railings should be reduced.
- The type of railing chosen should be related to and complement its location.
- An appropriate primer and durable paint finishes should be applied to all metal railings.
- Acceptable colours include: Dark green, Black, Dark Blue, Grey. Other colours that complement the surrounding built form can also be considered where appropriate.
- Colour and style of railings should be uniform throughout the area to preserve and enhance character.
- The council should be consulted on products chosen and the required maintenance regime.
- Black is a more appropriate colour when railings are in close proximity to listed buildings.
- Maintenance - wash annually, repaint every 5 years



## 2.0 TOWNSCAPE

### 2.5 Street Planting

Street planting can provide benefits to the streetscape whilst contributing towards Newington's ecology and urban biodiversity.

When choosing planting consider initial costs and maintenance frequency/costs. Elements such as a specific plants spread and height should also be determined at the outset to avoid excessive pruning or trimming.

Evergreen and variegated plants are generally recommended. Drought resistant species would also be advisable in direct sunlight.

In every instance, the Council Ecologist's advice should be sought on the most appropriate planting options and maintenance arrangement for any given location.

The Council's Design and Conservation team should also be consulted on the choice and location of planters.

Street planters should be sited so as not to cause a physical or visual obstruction and should be considered in combination with other items of street furniture.

There are three general options for accommodating plants in the streetscape; permanent, mobile/temporary planters, and integrated planting schemes (where plants are planted straight into the ground).

Permanent planters can provide a means of introducing greenery in areas where integrated planting schemes or tree pits are not possible. In such instances, the planters should be fully integrated into the wider street-scene rather than added "ad hoc".

In this capacity, opportunities for the planters to bring aesthetic or practical benefits beyond their primary function should be considered. For example, can the planter's edge act as secondary seating opportunity, or can the planter help overcome a tricky level change?

Where permanent planters are to be used, they should be securely fixed in place for security and safety purposes.

Permanent planters should have adequate drainage and an automatic irrigation system where possible to reduce maintenance costs.

Mobile or temporary planters are more flexible in terms of their siting, but could easily be stolen or pushed into obstructive areas. They should therefore usually be avoided.

Integrated planting schemes can work particularly well within a wider sustainable urban drainage system ("SUDS") arrangement – the SUDS directing surplus surface water to the plants.



## 2.6 Sustainable Drainage (SuDs)

The term Sustainable Drainage Systems (SuDs) is described by Susdrain as various strategies designed to drain surface water efficiently and sustainably, whilst minimising pollution and managing the impact on water quality of local water bodies. SuDs are a more appropriate and sustainable approach to drainage in Newington than traditional drainage methods because they manage water flow to reduce the impact of new development on flooding.

### KEY PRINCIPLES

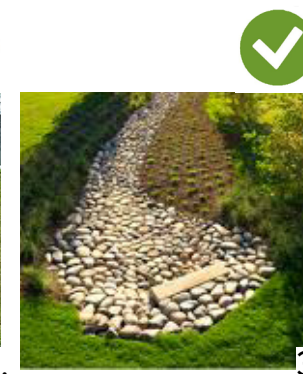
- The H.C.C Flood Risk Strategy Team should be consulted and referenced when considering new development.
- New development and redevelopment must incorporate SuDs at a number of scales. This could range from water butts in each property or small rain gardens up to swales and attenuation ponds. Collected water should be reused where possible.
- SuDs in adjacent areas should be linked to manage overall water flow in the area whenever possible.
- Swales and other SuDs features should be located to maximise their effectiveness in terms of location and orientation.
- Attenuation ponds and rain gardens could be used as landscape features in green spaces where they are required.
- SuDs features should be designed to maximise safety for the public who will be in close proximity.
- SuDs features should have detailed management and maintenance regimes in place.



1.



2.



3.



4.

**1. SWALES-** Swales are shallow, broad and vegetated channels designed to store and/ or convey run-off and remove pollutants. They may be used as conveyance structures to pass the runoff to the next stage of the treatment cycle and can be designed to promote infiltration where soil and groundwater conditions allow.

**2. ATTENUATION / RETENTION PONDS** A pond that slows the passage of water from surface run-off to the ground or main drainage system. They store runoff at peak flow and slowly release after this has passed. Wide and shallow forms are safer and easier to maintain than narrower, deeper ones.

**3. RAIN GARDENS -** A small and shallow depression with free draining soil planted with vegetation that can withstand occasional or temporary flooding. A rain garden requires an area where water can collect and infiltrate and plants that can facilitate the infiltration. These can be based in individual properties as a first line of defence.

**4. STREET RAIN GARDENS -** Same principle as the rain garden but located on the main street/s rather than private property. Here water slowly passes through planting and gravel beds and eventually ends up in the main drain. These can be used to control building and street run-off and provide landscaped green spaces.



avoid large areas of impermeable tarmac



gardens/green spaces should not be covered



adequately maintain existing drains



## 2.0 TOWNSCAPE

### 2.7 Designing Out Crime Checklists

1 Access and Movement:

2 Structure:

3 Surveillance:

4 Ownership:

5 Physical Protection:

6 Activity:

7 Management and Maintenance:

#### Access and Movement

- Have the consequences of the number and nature of all connections been considered?
- Do all routes lead to somewhere people want to go? Are all routes necessary?
- Do routes provide potential offenders with ready and unobserved access to potential targets?
- Are routes for different users segregated when they could be integrated?
- Will pedestrians, cyclists and drivers be able to understand which routes they should use?
- Is there a clear hierarchy of connected streets and is it easy to understand how to travel through an area?

#### Structure

- Have the types of buildings been selected and designed with security in mind?
- Is the layout of the development appropriate for the identified crime risk, as well as to meet wider planning objectives?
- Will all uses in an area be compatible and have any potential conflicts been properly thought through?
- Does all public space serve a purpose and support an appropriate level of legitimate activity?
- Has the remodelling, removal or re-use of buildings and spaces that are vulnerable to crime been considered?
- Is climbing facilitated unnecessarily?

#### Surveillance

- Are opportunities for surveillance from the subject and adjacent buildings maximised, such as from windows to habitable rooms and from balconies?
- Have efforts been made to eliminate 'inactive frontages and corners'?
- Where appropriate, such as in public buildings, does the design allow for high visibility into the building or site?
- Are entrances and circulation to communal buildings secure, open and transparent?
- Are parked cars highly visible but secure?
- Has lighting been a primary consideration in planning out crime?



## Ownership

- Will it be clear to users which space is public, communal, semi-private and private?
- Are the boundaries between public, communal and private space signified in the most appropriate manner, be it a physical barrier or a psychological barrier such as changes in paving, surface texture/colour, landscaping and signage?
- Will the place have an identity of its own?
- Are boundary treatments of a high quality of design in their detailing and appropriate to their local context?
- Is parking located near the main property?

## Physical Protection

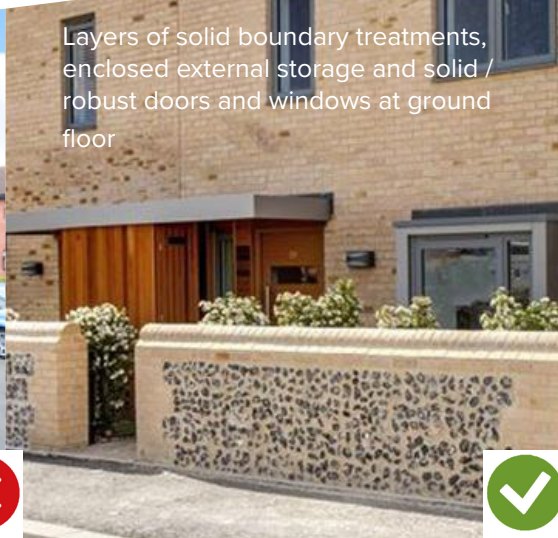
- Have the 'target hardening' principles of Secured by Design been addressed? Target hardening can include elements such as: fitting better doors, windows or shutters; adding window or door locks; installing alarms; strengthening fencing systems; repairing damaged and derelict property; improving natural surveillance.
- Has the potentially negative visual impact of crime prevention measures been addressed and, where these cannot be ameliorated by good design, have the advantages been weighed against their adverse impacts?

## Activity

- Will law abiding people be attracted to use the public realm?
- Is there a strategy for encouraging residential population in town centres?
- Should the evening economy be nurtured, and, if so, is it diverse and inclusive?
- Are mixed uses successfully integrated with one another both in adjacent building and in the same building?
- Are all uses in an area compatible and have potential conflicts been thoroughly addressed?
- Is there an events programme for the local area?

## Management and Maintenance

- Has care been taken to create a good quality public realm?
- Are appropriate management and maintenance systems in place? Does the design and layout support these?
- Are users, businesses and residents involved in management?
- Have the correct materials been used in buildings and public realm? How do they need to be maintained/cleaned and at what frequency?
- Have low maintenance designs been incorporated?



Unclear ownership and boundaries

Layers of solid boundary treatments, enclosed external storage and solid / robust doors and windows at ground floor

Opportunities for activity in mixed use areas

Poor maintenance of street furniture/ paving and litter lead to unused spaces

## 3.0 LIVING NETWORKS

### 3.1 Green Spaces

Access to (and connections between) quality green spaces, both physically and visually, can be a key contributor to resident health and well being. The Neighbourhood Plan identifies existing green space, and how it could provide new green space for residents of the area. The maximum distance that a resident should have to travel to reach a green amenity space should ensure equal access for all.

#### KEY PRINCIPLES

- New development should consider surrounding green spaces and vistas by providing key viewing corridors to allow inhabitants to view them.
- New development should incorporate areas of public and formal green spaces that can be used by residents to promote more active lifestyles and a sense of community.
- Green spaces and networks should include the provision for habitats for existing species that will be displaced by development. New species should be encouraged where appropriate.
- Green spaces should link to drainage or water features in the landscape to create amenity space and decrease flooding opportunities.
- All green spaces should have management and maintenance regimes in place to ensure their ongoing success and usage.

New green spaces in Newington could take a variety of forms including:

- ‘Pocket parks’ where leftover land or spaces are greened (including verges or unused parking areas)
- Planting boxes or hanging baskets
- Vertical planting on buildings or walls
- New parks in the area or within new housing developments for public use
- Green routes or networks for pedestrians and cyclists
- Green roofs

All should consider:

Accessibility - green spaces should be accessible for all with limited steps and level changes. Compliant ramps to be used where needed.

Lighting - spaces should be well lit to improve safety, reduce vandalism and increase hours of use. Planting opportunities could be provided on lighting poles.

Seating - seating should be provided for resting and viewing in various locations to allow user choice.

Play - natural play forms should be included if green spaces are located close to residential family areas.

For larger green spaces a Landscape Architect should be involved who will be best placed to advise on high quality design.

Initial considerations should include:

Access points - These should work along the existing grain of the surroundings.

Orientation - Green spaces should have access to direct sunlight for most of the day.

Plant species - native species should be considered and incorporated to link to the local vernacular. New species should also be considered to complement existing planting in appropriate locations.

Materials - should be hard wearing and able to withstand temperature fluctuations.

Shelter - planting or green forms should be located to provide sheltered areas in adverse weather.

Shading - Planting canopies in appropriate areas should provide areas to get out of the direct sun.

Maintenance - Whatever the scale of green space it is vital that a maintenance strategy is in place alongside a funding strategy to ensure quality and longevity. This should include regular litter clearance.

### 3.2 Green Networks

There is no single agreed definition of the term 'green network' but generally speaking they are concerned with the connectivity of open spaces:

*'The linking together of natural, semi-natural and man-made open spaces to create an interconnected network that provides opportunities for physical activity, increases accessibility within settlements and to the surrounding countryside while enhancing biodiversity and the quality of the external environment'*:(Green networks in Development Planning - Scottish national heritage).

New development should improve connections to existing green networks and extend them within new developments to ensure access to all residents

#### PURPOSE AND BENEFITS

- Improves local connectivity and access
- Provides safer walking and cycling routes for residents
- Opportunities for healthy lifestyles and sustainable transport.
- Habitat connection and improvement to increase biodiversity in the area.
- Opportunities for social interaction
- Potential opportunities for growing food
- If planting, materiality and furniture match the rest of Newington then local identity will be strengthened.

#### Design Considerations

Sustrans documents should be a key basis for design. They can be found at [www.sustrans.org.uk](http://www.sustrans.org.uk)

##### Dimensions

Cycle lane width: Minimum = 1.5m Target = 3m (cycle parking provided at regular intervals)

Footpath width: Minimum = 3m. Add 0.25m per side if bounded by wall, hedge or lighting column



##### Materiality

Coloured surfaces can be visually obtrusive and age badly. Subtle forms of delineation are better, such as natural red brick for the cycle path, and a contrasting material for the footpath.



##### Street Furniture

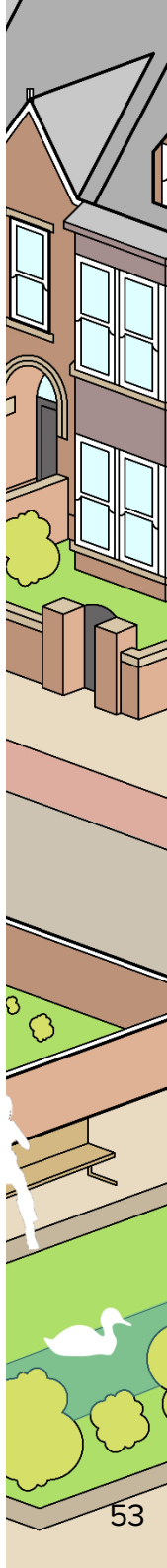
Street furniture along any green network should match that found in the area. See the street furniture section for further guidance.

#### Gardens

Garden spaces can offer an important contribution to the character of Newington.

The following aspects should be considered in all new development:

- New development should consider surrounding plot sizes and garden sizes and provide new units with similar proportions to reference the vernacular of the local area.
- Front gardens should provide green space at varying sizes to create a transition from street to house and to contribute to the greenery of the street.
- Front and rear gardens should comprise porous and permeable landscaping materials to minimise surface run off.
- Front and rear surface vegetation should connect to deeper sub soil and not sit on top of non permeable materials such as concrete.
- Parking should not be the dominant use of the front garden.
- Rear gardens should be of a size to provide suitable amenity space for residents.
- The layout of housing units and their gardens should consider solar orientation so that each garden receives adequate daylight and sunlight.
- Elements such as bat and bird boxes should be included on residential properties to increase biodiversity.



# 4.0 MOVEMENT AND INFRASTRUCTURE

## 4.1 Traffic and Movement

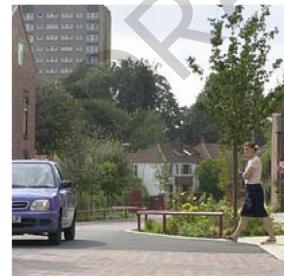
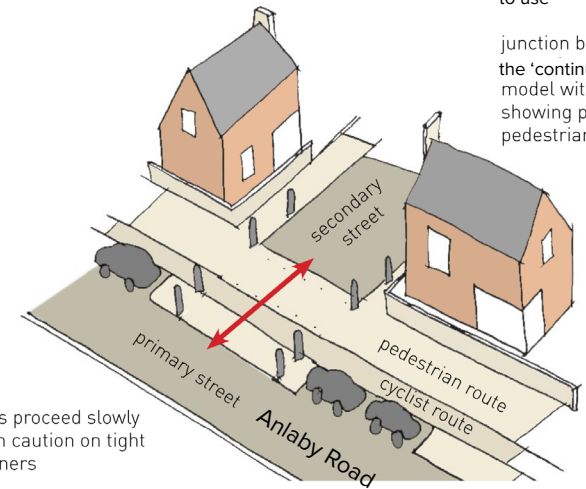
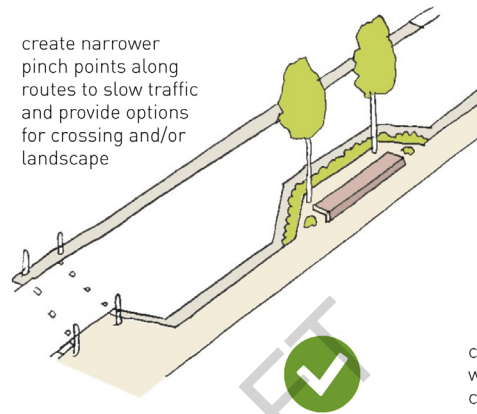
The relationship between residents and vehicular movement / access is one that needs to be considered in great detail to ensure attractive and liveable solutions are achieved. Designs that prioritise vehicles should be avoided, with a more integrated approach being favoured.

### KEY PRINCIPLES

- Design should encourage low vehicular speeds towards the periphery of housing areas and in more central or sensitive areas. Low speed road layouts should not inhibit emergency vehicle access or frustrate legitimate drivers.
- 'Homezone' principles and 'Manual For Streets' should be consulted for best practice examples.
- On well connected sites that link to the main thoroughfares, the layout should discourage through traffic or rat-runs that might negatively affect surrounding residents.
- Pedestrians and cyclists should given priority at key junctions to calm traffic and encourage more healthy and sustainable movement patterns.
- Where new vehicular access points are proposed, clear analysis of traffic impact should be undertaken. Strategies for traffic management at these access points and on surrounding affected streets should also be devised.
- Where shared surfaces are proposed that treat roads and pedestrian routes in similar materials, blind and partially sighted people should be accommodated by providing way-finding features or safe pedestrian areas.
- Cycle parking and storage should be included at strategic locations within properties and on the street.

\* all highway designs should be tested for safety and developed in conjunction with highways engineers prior to use

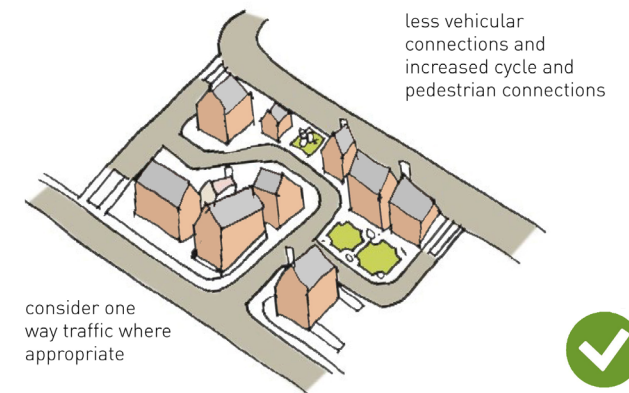
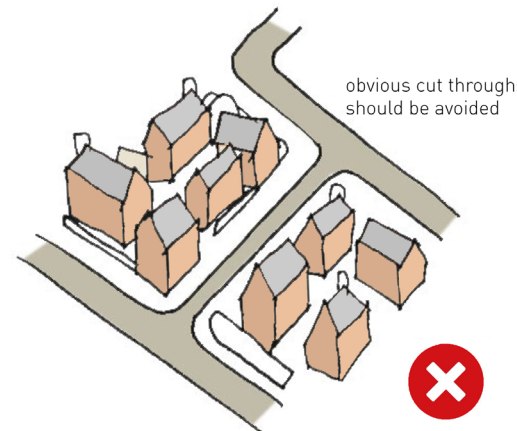
junction based on the 'continuous path' model with materials showing preference for pedestrians and cyclists



Traffic calming

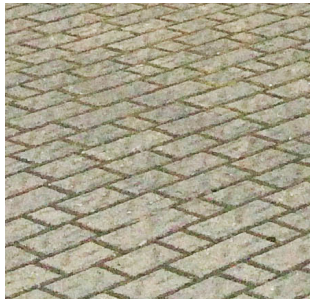


Continuous path examples





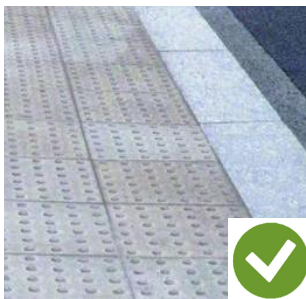
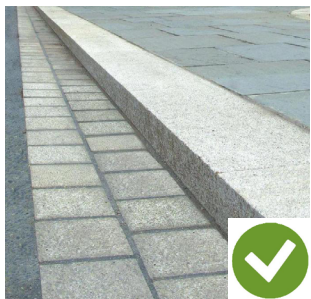
## 4.2 Surfaces and Materials



Drainage - Increased surface runoff from new hard surfaces should be discouraged to manage localised flooding. Impermeable surfaces such as tarmac should therefore be avoided.



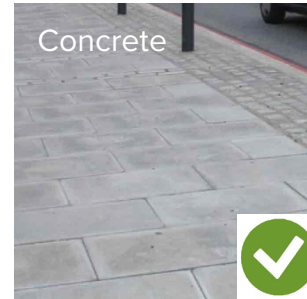
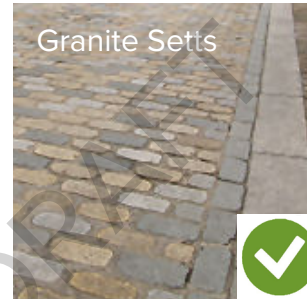
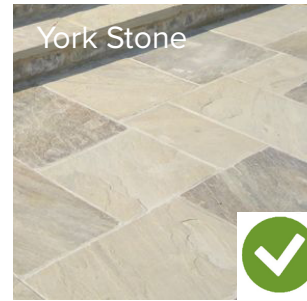
Porous surfaces such as cobbles, slabs, stone setts and gravel are all in evidence in Newington (see opposite) and new surfaces should use complimentary materials and colours in keeping with the area. New alternatives such as grasscrete or porous hard surfaces should be considered as alternatives where a more solid or a greener finish is required.



Kerbs - where new kerbs are created, complimentary materials to the main footway/ carriageway should be used. Dropped kerbs and tactile paving should be incorporated at key locations to improve accessibility.

Granite kerb and drainage setts

York stone tactile paving and kerb



Stone and Granite - Quality in the design and construction of footways and street surfaces is vital to local character. Traditional natural materials should be used for their low maintenance and longevity. Primary paving instated going forward should be 600mm square York Stone slabs, granite paving or stone setts. In secondary areas, similar but alternative materials may be used.

Shared Surfaces - Places where cars and pedestrians/residents co-exist can be designed to minimise traffic speed and provide a more attractive environment, by creating an even surface with delineated areas for different uses. Accessibility for those with disabilities and the partially sighted should be considered from the outset where this strategy is being utilised to avoid any barriers to use.

## 5.0 SHOPFRONT DESIGN

### 5.1 Issues

Improvement of the shopping provision and environment has been identified as a priority for Newington.

The character and quality of Newington's current retail premises are becoming compromised due to unsympathetic signage, alterations, materials and colours.

This guidance will set out some key principles and requirements, the objective of which is to improve the landscape of the Anlaby Road shopping street through the long term implementation of a shopfront guide.

#### KEY PRINCIPLES

- A coordinated approach to shop front design across Newington will enhance the appearance of the built environment and help to provide an effective marketing tool for promoting the wider area to visitors and investors alike.
- Traditional shop front elements and features should be retained, refurbished or re-introduced where appropriate.
- New shop fronts should be of a high quality and use appropriate materials and signage.
- All premises should be accessible physically and visually to all users.

#### Construction Form and Materials

**Problem:** Shopfronts that do not relate to the scale, hierarchy and architecture of the street.

**Aims:** To allow for diversity in shopfront design while ensuring that repair work and new shopfront design relate to existing buildings.

#### Do:

- Retain, and restore if necessary, the framework and features of historic shopfronts where they still exist. New shopfronts can be incorporated within this framework.
- Ensure designs are in keeping with the surrounding scale and relate to the composition of the building above.
- Ensure that fixtures above the shopfront be respectful to the history of the building with traditional details, colours and materials retained. Tidy up cables and untidy finishes of upper storeys.
- Choose materials that are durable and easy to maintain.

#### Avoid:

- Natural or anodised aluminium which weathers badly.
- Fussy detailing that is difficult to clean and maintain.
- Using too many materials.
- Unnecessary steps and obstructions into a shop. Where steps are unavoidable consider a non-slip ramp with a maximum gradient of 1:12.

- Shopfronts that combine two or more shop units that disrupt the vertical emphasis of traditional streets. Retain or introduce an intervening pilaster and break the fascia to ensure the shopfront relates to the surrounding buildings.

#### Stallrisers

**Problem:** Uncoordinated and poorly maintained stallrisers.

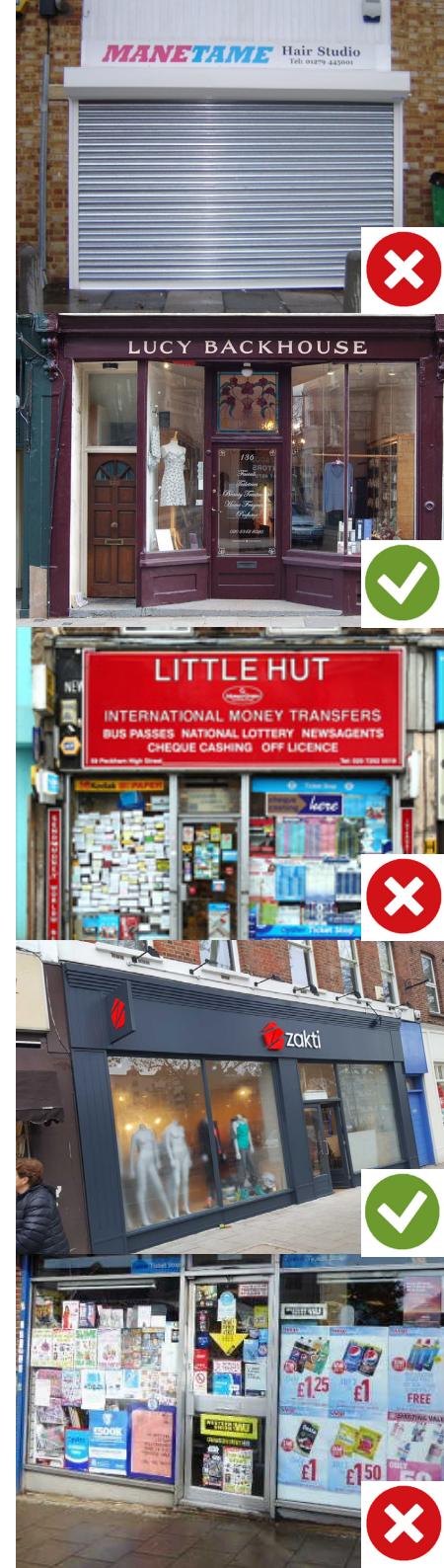
**Aims:** To unify the design of stallrisers and retain original design where possible.

#### Do:

- Retain stallrisers and keep to existing height for traditional shopfronts.
- Make efforts to align stallriser depths with neighbouring shopfronts.
- Keep stallrisers below or level with the base of pilasters, if approximate 450mm in height. There may be cases where the stallriser could be higher, so seek advice first.
- Construct using substantial materials that are compatible with the shopfront frame and upper building.

#### Avoid:

- Fussy detailing that is difficult to clean and maintain.



## Signage

**Problem:** Untidy, large and uncoordinated signage.

**Aims:** To de-clutter the shopping streets from untidy signage.

### Do:

- Ensure that any fascia or projecting signs are located within the traditional fascia level and are appropriately illuminated. The depth of the fascia should not exceed one quarter of the height from the pavement to the underside of the fascia.
- Make sure that the text takes up a maximum of 60% of the fascia.
- Choose a muted and natural colour palette to match the main building. Consider painted timber fascias on 19th Century buildings.

### Avoid:

- Putting signage, stickers and posters directly onto glazing and permanent posters in the shopfront.
- Signage above fascia level.



## Access

**Problem:** Shop entrances can be difficult to navigate for people with impairments.

**Aims:** To permit safe and convenient access for all.

### Do:

- Meet all the requirements of the Equality Act to allow accessible entrance to all customers.
- Emphasise the location of shop entrances through the use of contrasting colours and textures between pavement, entrance and the rest of the shop front.

### Avoid:

- Doors that are difficult to identify by partially sighted people- plate glass doors may confuse the partially sighted.
- Heavy manual doors.
- Unlit external entrance recesses.
- Unnecessary steps and obstructions into a shop. Where steps are unavoidable consider a non-slip ramp to meet the requirements of the Equality Act



## Security/Shutters

**Problem:** A visually deadened street scene during closed shop hours.

**Aims:** To retain security while reducing the amount of external solid barriers.

### Do:

- Utilise security glass in place of shutters where possible.
- Consider a lattice grill or rollershutter located behind glazing with concealed housing.
- Consider a combination of internal grilles / shutters behind glazing and external grilles / shutters across recessed areas.

### Avoid:

- Solid external shutters stuck onto the front of existing fascias.



## 10.0 MONITORING & DELIVERY

---

10.1 The Neighbourhood Plan, its policies and projects will be monitored annually to check on its effects. This statutory responsibility falls on the Local Planning Authority, however joint working is proposed between Hull City Council and a neighbourhood level body.

10.2 As the qualifying body for the NNP is a Neighbourhood Forum, it will cease to exist once the plan is adopted. The NNP proposes that a committee of organisations recognised as playing an important role in the community will be established and referred to as the 'Newington Neighbourhood Committee' with the aim of holding regular and meaningful liaison and engagement with representatives from Hull City Council in order to monitor the impact of the Plan and projects at the local level.

10.3 Prior to the adoption of the Plan the Newington Neighbourhood Forum will liaise with the Local Planning Authority to establish what bodies, organisations and relevant departments within Hull City Council can assist with the monitoring of the Plan.

10.4 A memorandum of understanding will be agreed between the two parties prior to the formal adoption of the NNP which clearly states which areas of monitoring will be undertaken by which party.

10.5 A record of which policies have been used when determining planning applications will be kept to monitor the usefulness of policies, the weight afforded to them and any issues in implementing policies will also be recorded.

10.6 The delivery of legacy projects contained within the plan will be driven and coordinated by groups of local stakeholders including but not limited to, the Lonsdale Community Centre, Giroscope, Carnegie Heritage Centre, The Vulcan Learning Centre, Hull City Council and other local groups and organisations.

10.7 Additionally, it is envisaged that of a joint liaison group will be convened by Hull City Council and the Newington Neighbourhood Committee with the inclusion of other relevant stakeholders and leisure groups to collaboratively plan, organise and run public events within the West Park Policy Area and to develop the potential refurbishment of public facilities within the area as described within the Newington Neighbourhood Plan.

10.9 It is understood that access to capital and finance is a key factor in the delivery of projects and initiatives contained within the plan and it is intended to draw upon and pool the collective experience of existing local community groups to establish a partnership responsible for taking

# 10.0 MONITORING & DELIVERY

the lead in identifying and applying for funding to carry forward the vision and aspirations contained therein.

This document has been prepared by Integreat PLUS for the Newington Neighbourhood Forum

### [Integreat plus](#)

Integreat PLUS is the trading name of the Cultural Industries Quarter Agency (CIQA), a social enterprise which provides planning, regeneration, design and economic development support for communities, local authorities & other social enterprises.

[www.integreatplus.com](http://www.integreatplus.com)



