

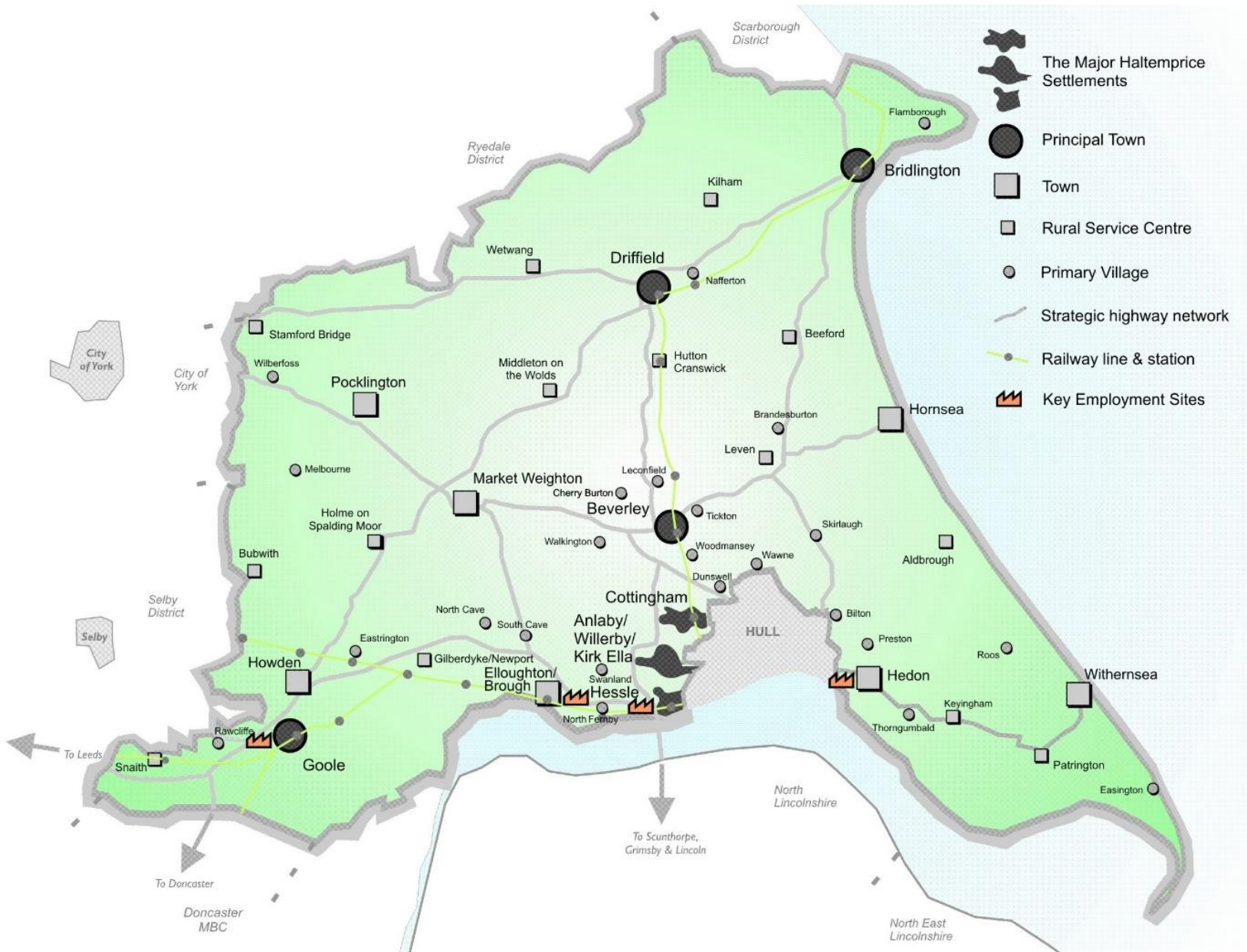


EAST RIDING
OF YORKSHIRE COUNCIL

East Riding Design Code

Planning Advisory Service
24th January 2023





August 2020

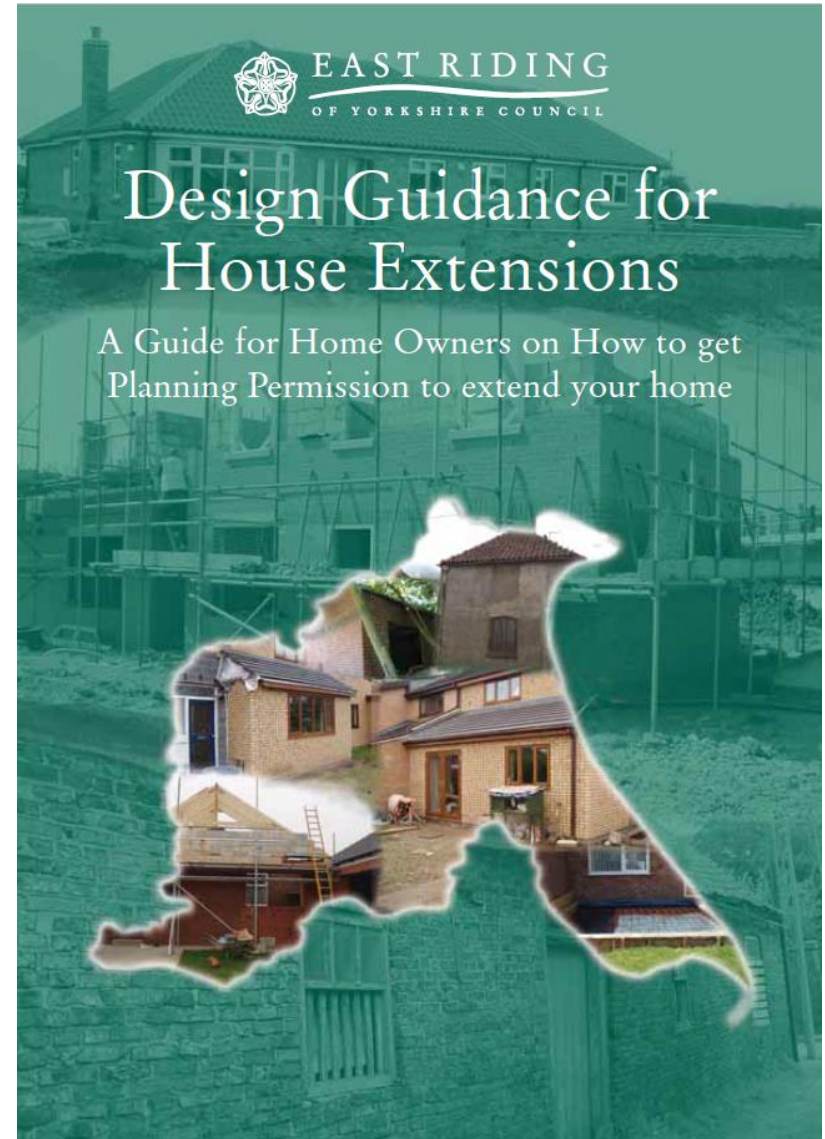
May 2021

November 2021

March 2022

September 2022

January 2023



August 2020

May 2021

November 2021

March 2022

September 2022

January 2023

DESIGN GUIDES AND CODES

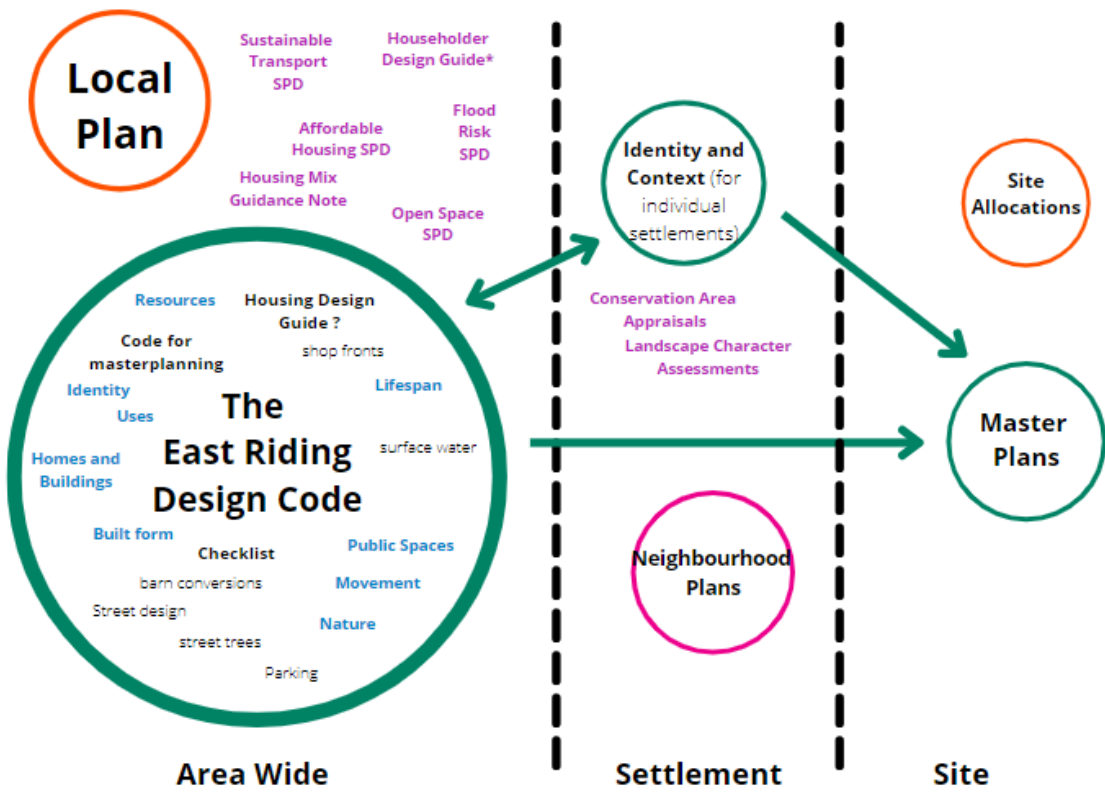
How
might
we do
it in the
East
Riding?



National Design Guide

NPPF

YNYER Design Guide?



*to be updated and included in Design Guide?

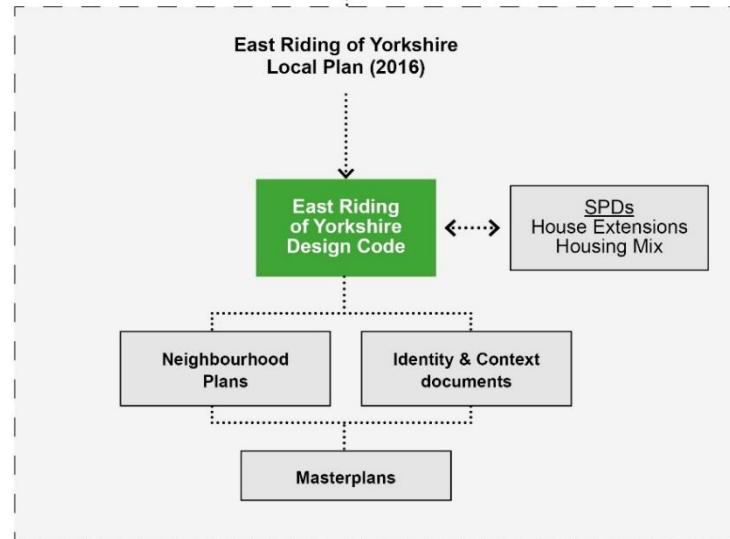
Project Plan



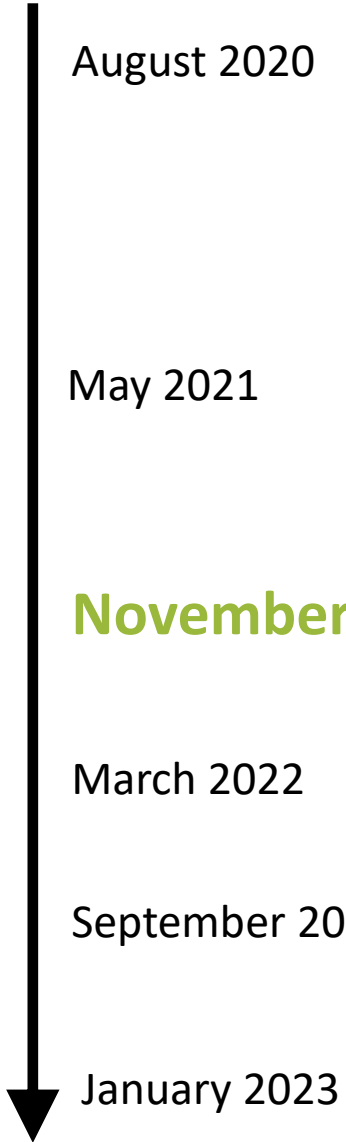
Secretary of State

Dept of Levelling Up, Housing and Communities

East Riding of Yorkshire Council



- 1. Local Authority**
Some elements of the code may apply to the entire local authority area.
- 2. Area type**
Some elements of design codes can apply to types of area, for example, all villages, or all inner suburbs.
- 3. Development Sites**
Parts of the code can relate specifically to development sites such as urban extensions, new settlements and other large sites where the code may be guided by masterplans.
- 4. Plot**
Parts of the code can be used to guide individual building plots, for example relating to a single house or block of flats, whether they be in existing urban areas or new development.



What information or amendments do you feel you ask for the most on applications?

-
-
-
-
-

Which guidance documents do you use regularly?

-
-
-
-
-

Which aspects of design do you think have the biggest impact on end use/quality?

-
-
-
-
-

What planning considerations could we have better guidance on?

-
-
-
-
-

Would guidance based on the ERLP SD policies or the 10 characteristics of design set out in the National Model Design Guide be most useful?

What do we not currently ask for but should ask for moving forward? (thinking about changing lifestyles, climate change etc.)

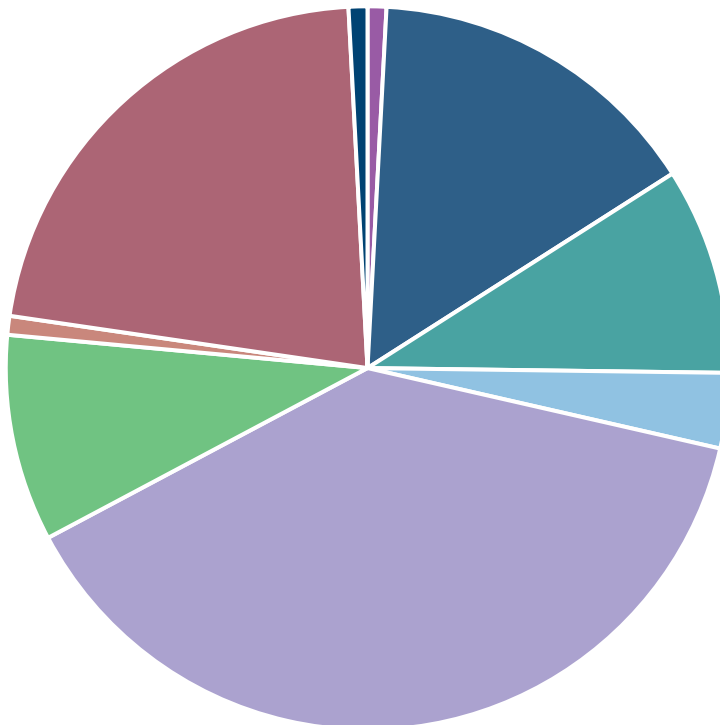
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-
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Which of the design guide examples (or elements of) did you like best?

If you would like to be involved in future consultation or the creation of the design guidance documents, please let Jessica Slater know.

If you need more space to answer questions get in touch or complete on back of sheet.

What information or amendments do officers feel they ask for most on planning applications?

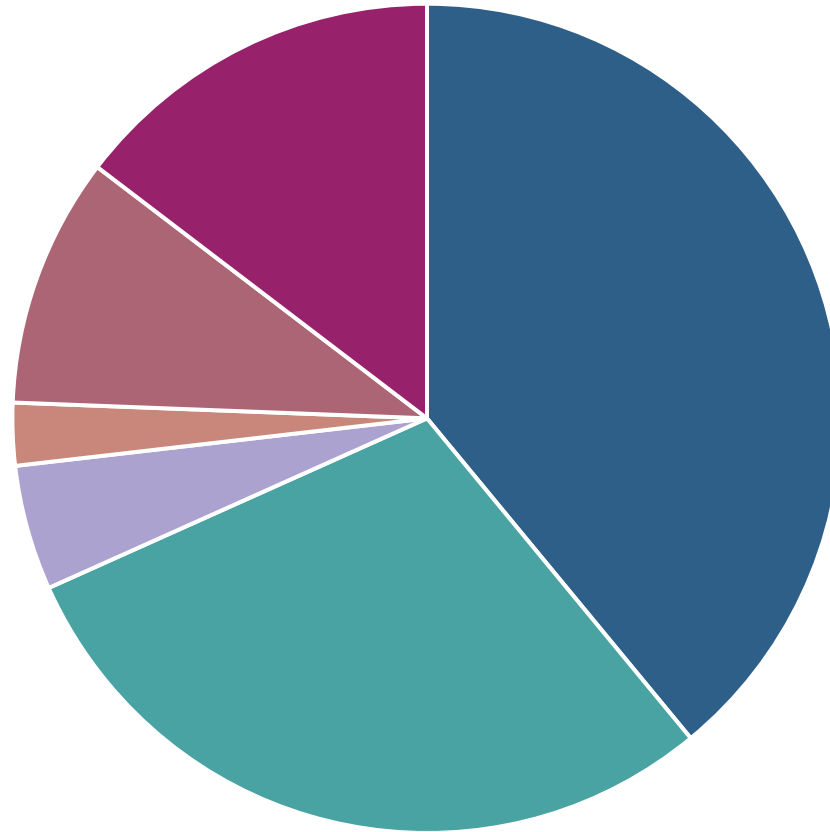


- Context
- Nature (includes landscaping, biodiversity, drainage)
- Identity (includes character, scale and building design)
- Use
- Resources
- Benidorm*
- Movement (includes parking and street trees)
- Built Form (includes heights, density etc)
- Public space
- Home and buildings (including neighbour amenity, scale)
- Life Span



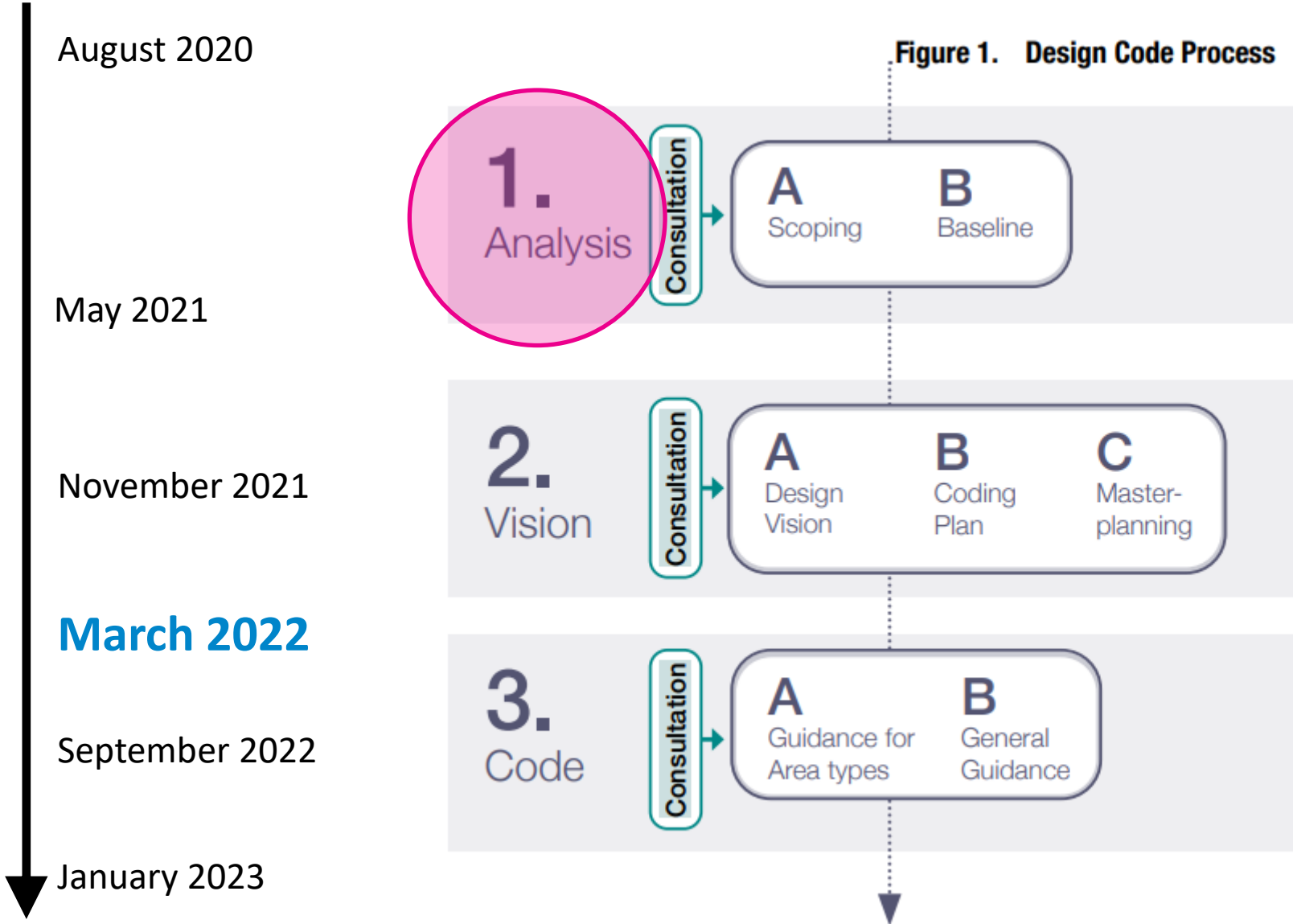
10 Characteristics of Well Designed Places
(National Design Guide Extract)

What do we not currently ask for but should do moving forward?



- Context
- Nature (includes landscaping, biodiversity, drainage)
- Identity (includes character, scale and building design)
- Use
- Resources
- Movement (includes parking and street trees)
- Built Form (includes heights, density etc)
- Public space
- Home and buildings (including neighbour amenity, scale)
- Life Span

Figure 1. Design Code Process





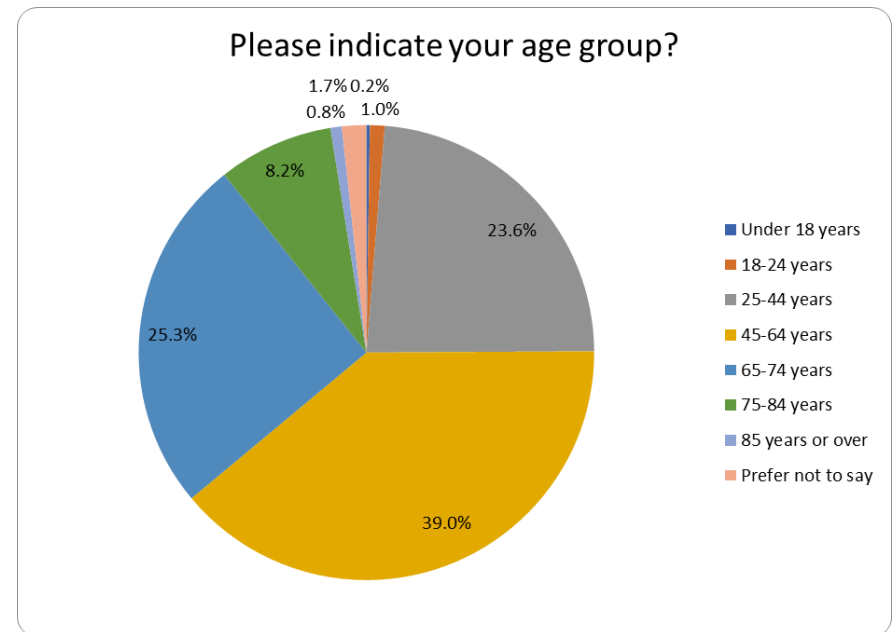
WHAT IS SPECIAL ABOUT WHERE YOU LIVE?

CONSULTATION OPEN UNTIL 18 APRIL 2022



March Consultation

- 1,665 responses
- 62% age 16-64 and 33% 65+ reflecting age profiles in the East Riding



What we need



Built Form - Places with interaction

What we need

Public Spaces – must be well functioning



Page 27 National Design Guide

27

What do we need



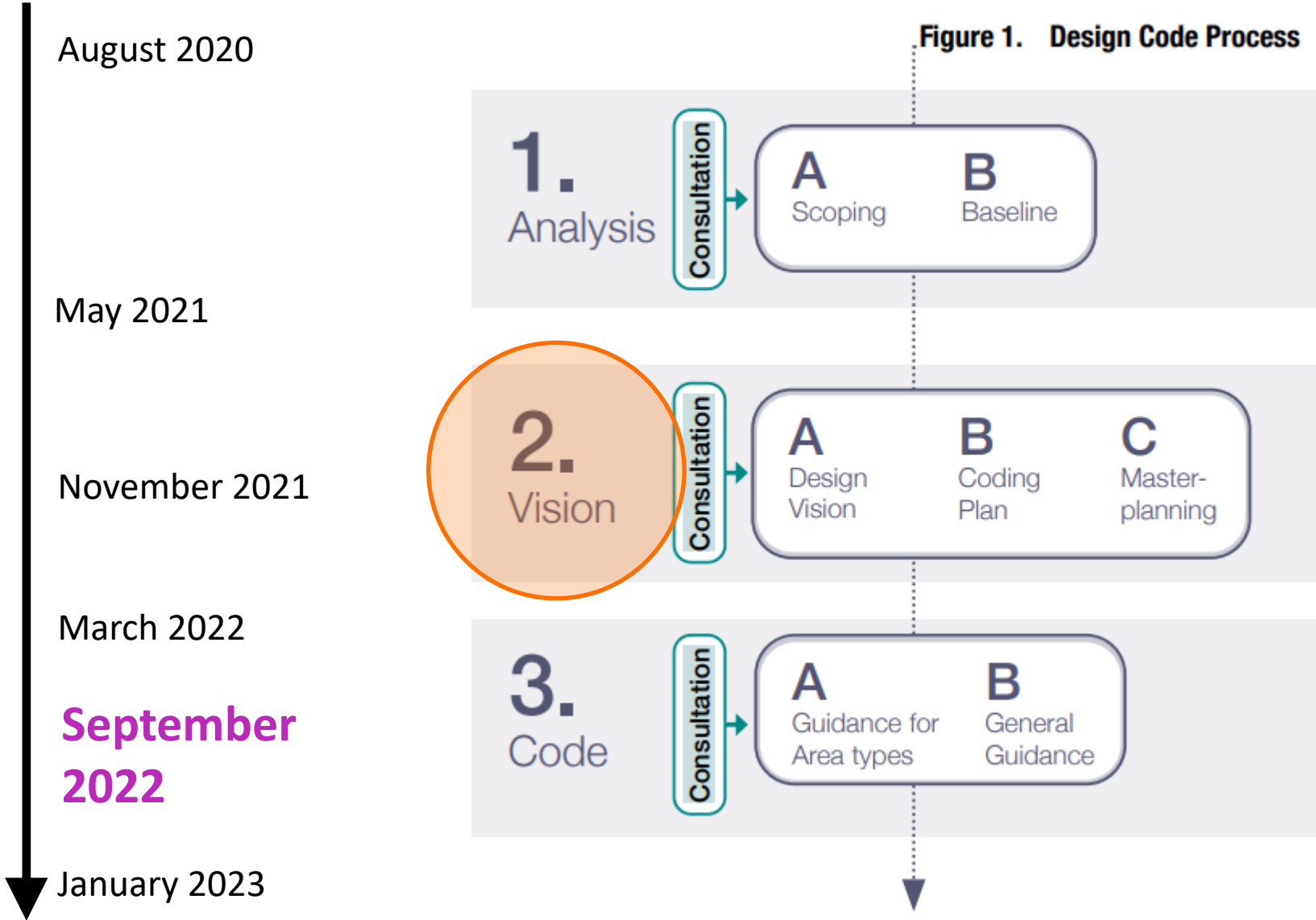
Movement- connectivity
and active travel priority

What do we need

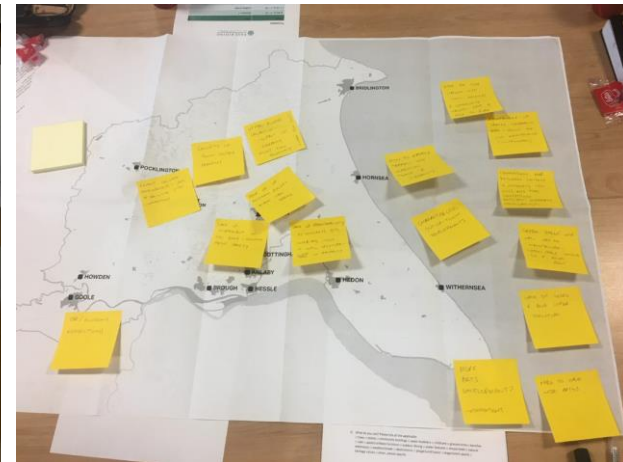
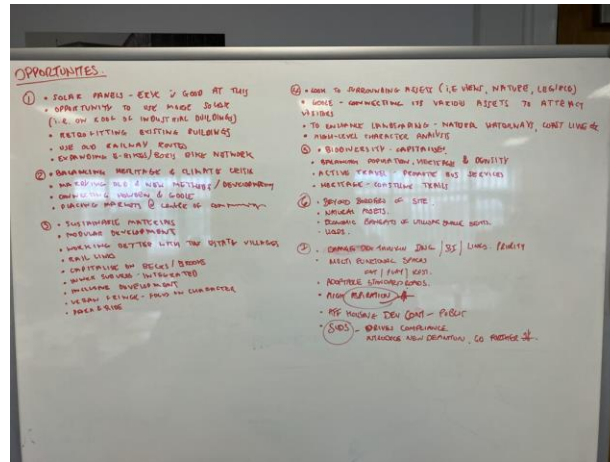
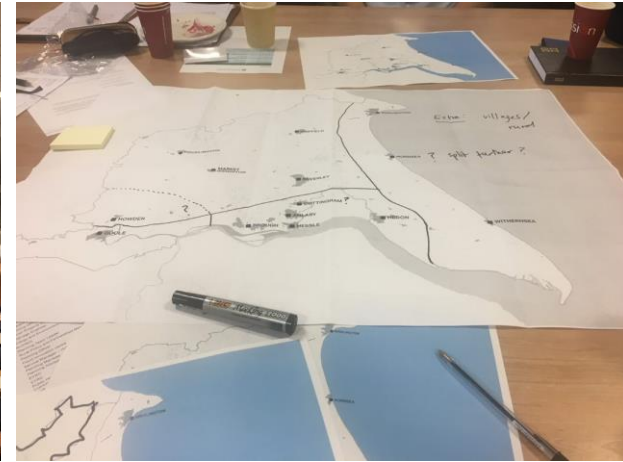


Nature - Landscaping and surface water drainage

Figure 1. Design Code Process



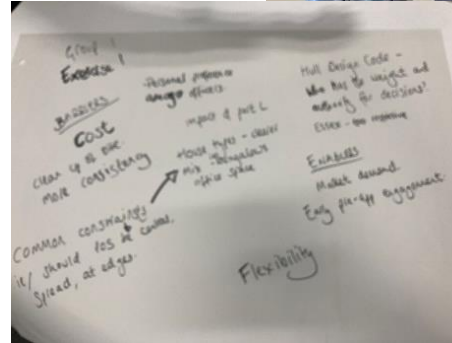
Stakeholder workshop



Workshops

Developers'/Agents'

Councillors

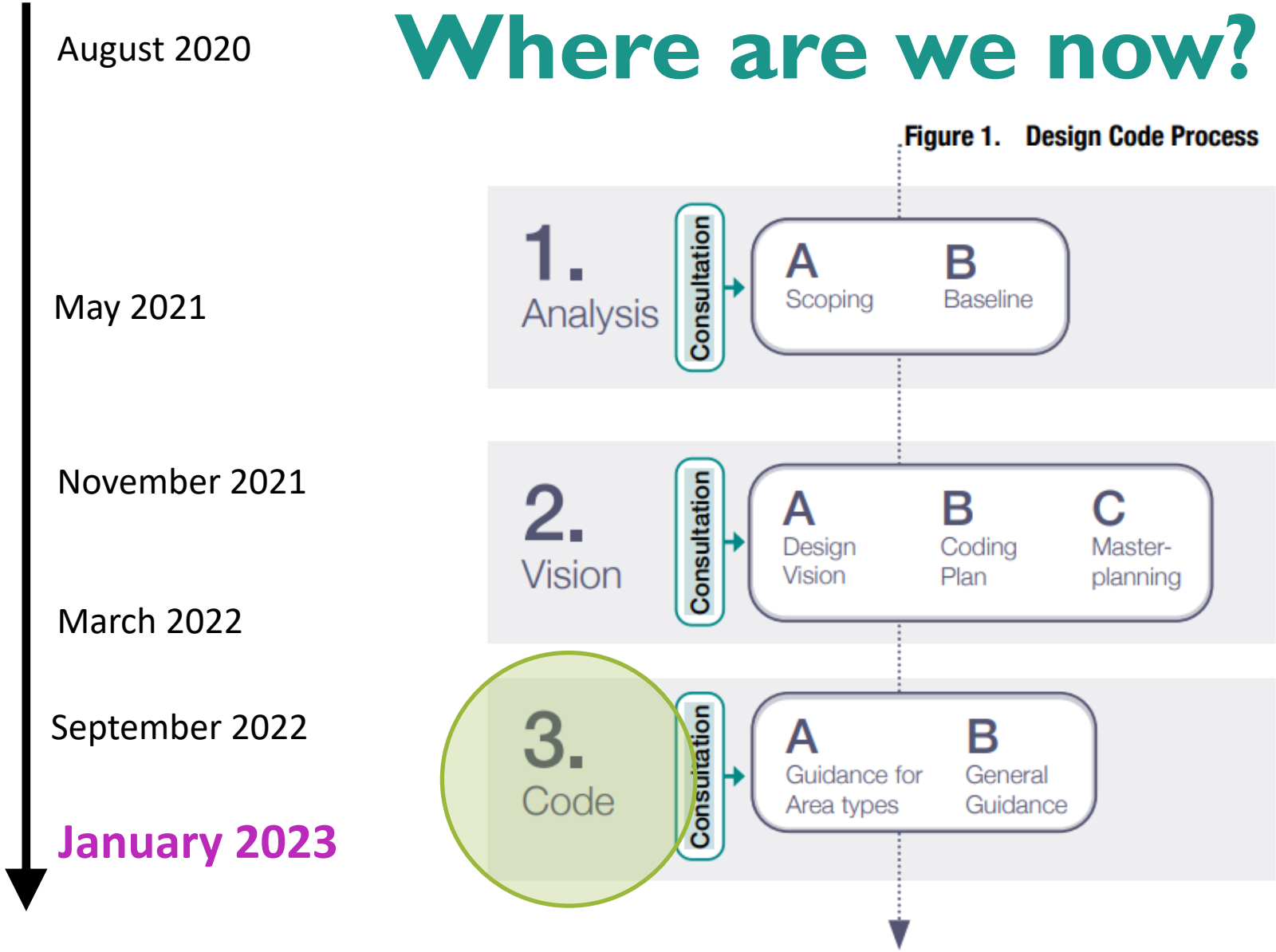


	AREA TYPE	COMMENTS
202 Dwellings 1400	Outer neighbourhood	All agree
51 Dwellings 1000	Outer neighbourhood	- No descriptive area types (i.e. relating back housing type & the main design) - more clear on what manner we make it - should be based on distances/ accessibility from key services - distance between roads & number - distance to measure (what is the line drawn?)
16 Dwellings 1000	Town centre	All agree
6 Dwellings 1000	Village	All agree

Officers' testing

Where are we now?

Figure 1. Design Code Process



Code: Authority Wide

Volume I: Understanding the requirements



Volume II: Vision and principles

-  Connected + Integrated
-  Sustainable + Cohesive
-  Innovative + Productive
-  Inclusive + Diverse
-  Flexible + Adaptable
-  Respectful + Characterful



1. Bringing people together

2. Prioritising the environment

3. Embedding energy, heat & power

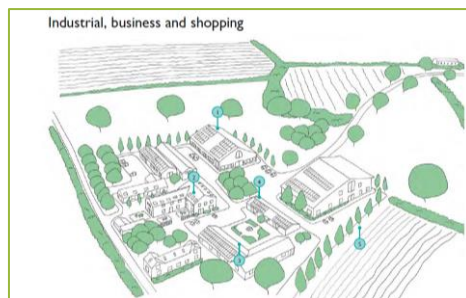
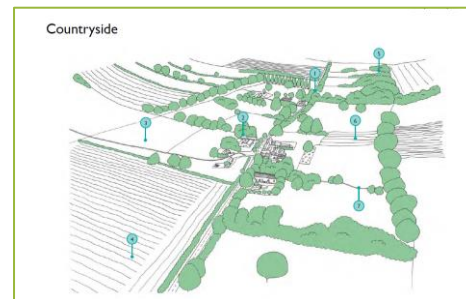
4. Creating safe and inclusive places

5. Integrating development

6. Encouraging activity and uses

7. Embracing heritage and character

Place Types

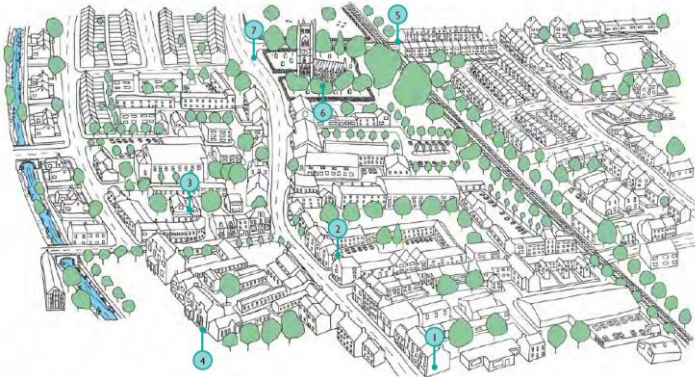


Place Types

First Draft – changes expected

East Riding of Yorkshire Design Code

Town Centres



12

12020

East Riding of Yorkshire Design Code

Town Centres are places with a rich culture, history and significance. They can be in coastal locations, in market towns or the countryside, each sharing some common placemaking elements. The elements described here are the features for our Town Centres and guide future development.

Aspiration for Town Centres

- Reinforce a strong building line and sense of enclosure along high streets and public spaces, providing a degree of natural surveillance.
- Create high-quality, hard landscaped spaces supported by tree-lined streets and street furniture.
- Public spaces will include soft landscaping (where possible), limit the use of cars, and integrate water and drainage management systems.
- Promote a mix of uses to create a vibrant and active public realm.
- Allow for development that increases building height up to three, four and five storeys (where appropriate).
- Ensure easy and quick access to different public transport modes for all ages and abilities.
- Create clear connections to wider neighbourhoods, through the orientation of buildings and framed views, and via pedestrian, cycle and vehicular links.
- Where the town centre is located close to the sea or a river, capitalise on views and enhance access from the town centre to a waterfront.

1 Linear heritage

Town Centres are concentrated along a primary street where people go to work or to visit shops and services. Secondary streets typically run parallel to the primary street. This creates a defined spine within the historic core of most of our towns. Other features include market squares/streets, railways, docks, and retail fronts. Each has historic origins, having helped shape development over time.

2 Snickets and Carriage entrances

Networks of alleyways/snickets and carriage entrances lead from primary streets and public spaces to secondary streets. Snickets are often short paths while carriage entrances are typically private, leading to residential courtyards and/or car parks. Both features create openings in the building line.

3 Compact blocks

Compact blocks often have back-to-back and terraced development based around a stable or working yard typology where, carriages, horses, and craftsmen would have been present. Central spaces are normally accessed via alleyways or gaps between buildings.

4 Large building footprints

Building footprints are comparative in scale to the width of the compact blocks. Larger building footprints are typically found in Town Centres. They are often civic, institutional or municipal buildings.

5 Connecting routes

Network of narrow, straight, lower-grade streets shared by both pedestrians and vehicles weave through the town centres. These streets provide connections between the core primary and secondary streets.

6 Prominent built heritage and civic buildings

Historic and civic buildings, such as churches, banks, town halls, and market halls are prominent features. Churches aside, most are of Georgian and Victorian style. They are typically landmarks in key areas along key streets, junctions, and public spaces. Churches or Minsters remain the focal point of places due to the prominence of the spire and tower.

7 Historic gateways

Entrance points, or gateways, to the core are defined by public spaces (i.e. market squares) or voids. Such spaces are prominent at key junctions between primary and secondary streets.

The following place-specific codes encourage development in-keeping with the key features elements in existing Town Centres. They should be read with the Principles.

Applicants should refer to relevant Identity & Context documents or Neighbourhood Plan Design Codes where these exist.

13

Design code content

First Draft – changes expected

Principle 5 Integrating Development

Inner Neighbourhoods



S.IN.2 - Building line

Allow only limited variation of the building line and to be no more than 4m in total the predominant building setback.

A street will have 85-90% of buildings abutting the building line.

EXCEPTION: On secondary and tertiary streets, this can drop to between 70-80%.

S.IN.4 - Blocks

New development will essentially respond to the typical block dimensions:

- Blocks with the Medieval-Georgian character context are typically a mix of perimeter and terrace blocks, often straight edged and well defined to the street edges. Blocks should be no more than 240m (width) x 160m (depth) and no less than 100m (width) x 120m (depth).
- Blocks with the Victorian character context are typically larger and more irregular with well-defined edges. Blocks should be no more than 320m (width) x 90m (depth) and no less than 120m (width) x 60m (depth).

Internal courtyards should include private parking and communal gardens and should be no more than 30% the total area of the associated perimeter block.



S.IN.1 - Back-to-back distances and arrangements

A building's rear facade can include non-habitable windows, use of blank gables (where appropriate) to enable an increase in density and to reduce back-to-back distances. Blank gables should be avoided as they prevent overlooking into windows of public spaces.

On primary streets, back-to-back distances will be 1m. Achieving the distances will require rear facades to successfully plan their internal spaces so that non-habitable windows are located on the building's rear facade.

On secondary and tertiary streets, back-to-back distances may increase to reduce a slightly lower density environment. Back-to-back distances should be no more than 2m.

S.IN.3 - Marking corners

Emphasise and articulate on corners streets legible inner Neighbourhoods, and interest on the streetscape. Development on corners will:

- Be of a scale that is higher than adjacent buildings (no more than half a storey).
- Articulate bay corners to improve legibility between primary and secondary streets.
- Articulate corners with strong architectural features, detailing, roof type and materiality.
- Provide soft landscaping and shared surfacing which interact with the corner and the street.
- Establish uses that encourage higher levels of activity and social interaction such as shops and cafes.

Establish uses that encourage higher levels of activity and social interaction such as shops and cafes.

Principle 5 Integrating Development

Principle 5 Integrating Development

S.IN.5 - Massing and open space

Typical open spaces within the inner Neighbourhood will include small pockets of hard landscaping, which integrate with surrounding uses allowing for the built form to spill directly onto the public realm.

Spaces should include:

- A high-quality hard landscaped environment supported by mature street planting.
- Shared surfacing that integrates the building line with the public realm with an additional benefit of naturally slowing traffic speeds.

The following examples of typical public spaces found in our inner Neighbourhoods and represent a starting point:

- Larnagh Square, Ballymore (1.33 apts)
- Spike Square, Healea (94 apts)
- Average 1.22 apts

S.IN.6 - Neighbourhood grain

New development must sit within the street pattern of our inner Neighbourhoods.

On primary and high streets:

- Terrace properties will represent both forms of 30m and 60m in length.
- Plot lines will be more commensurate with adjacent plots. Variety in plot size and depth on primary streets will be acceptable to provide variety on the streetscape.

Secondary and tertiary streets:

- A mix of adjoining terraced properties, and corner terraces to provide variety on the streetscape.
- Typical plot dimensions range between 4-10m (width) x 10-40m (depth). Corner ranges are more typical plot sizes of terrace and townhouse housing typologies whereas the higher range reflect the post-Victorian terrace housing typologies found in some inner Neighbourhoods.

S.IN.7 - Integrating links and intersections

Development in inner Neighbourhood at visual links must incorporate:

- Short runs of ground floor commercial and retail units that spill directly onto the street.
- Pockets of public space, complemented by a high-quality hard and soft landscape scheme.
- Articulation at the corner whether through scale or through variety in fenestration, roof type, detailing and materiality (refer to 7.9.4).
- Shared surfacing at the ground level that integrates the street and the roads.



ANNOTATIONS TO BE ADDED.

S.IN.8 - Incorporating transitions

Transitions and approaches to distinct places in the inner Neighbourhoods, must be properly considered. Typical responses include:

- Quality of public realm: Mature tree planting within high quality landscaped environments.
- Building use: residential use should aim to incorporate between 70-80% of the land use. Some mixed use development predominantly comprising G1 and G2 use occupying ground floor spaces with residential uses occupying first and second floors.
- Visually stimulating, streetscape complexity will be limited to a largely residential building use, leading to a simple streetscape characterised by housing typologies (i.e. large and identical blocks of terrace and townhouses).
- Scale: transitional scale between outer neighbourhoods and town centres with size and scale of the built form generally ranging between 2 and 3.5 stories.



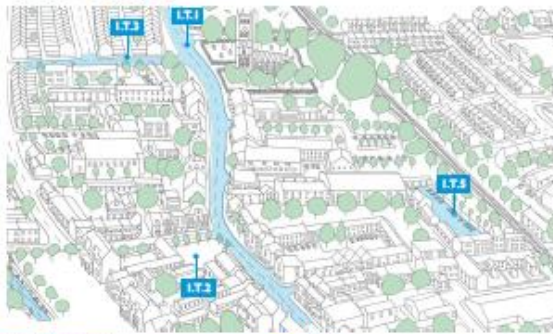
ANNOTATIONS TO BE ADDED.

Design code content

First Draft – changes expected

Principle 1: Bringing People Together

Town Centres



I.T.2 - Street sizes and enclosure ratios

High Streets often represent constrained spaces, with fixed building lines and enclosures. It is often difficult to reallocate space from vehicles given the primary role of high streets in movement. There is a high demand for parking often beyond the physical space available, with competing demands in a concentrated space. Solutions should be multidisciplinary in their nature.



Seek to consolidate street furniture and dedicate footways within the town centre. Additional street furniture should not obstruct pedestrian movement.

The historical character and traditional street network may create narrow streets in some of the towns of East Riding. This can make it difficult to reallocate space. Upholding the traditional character should be prioritised.



I.T.1 - Street design

Road markings need to reflect the heritage setting, yellow lines might not be appropriate. Adopt a paint colour which sensitively reflects the context.

Racetrack markings where these exist, both to support local heritage and for traffic calming benefits.

Busier routes around town centres must be easily crossed by pedestrians and cyclists, and not form a barrier (M52).

On high streets, wider footways help to cater for high pedestrian footfall.

Vehicle restrictions allow for a flexible use of space by only allowing access during certain hours. Outside of these times, the street can be used to accommodate different needs, such as wider footways or outdoor dining.



I.T.1

Principle 1: Bringing People Together

Bringing people together

I.T.3 - Street hierarchy

Primary streets in town centres are key transport corridors for those travelling by public transport. Public transport may require prioritisation, and effort should be made to reduce delays on these routes.

High Priority Routes (HPR) are streets which carry high levels of traffic and also have a mix of residential or commercial functions. They therefore have a mix of road users, as well as parking and deliveries. Movement and place functions need to be carefully balanced along these routes. Providing generous and better-quality pedestrian facilities can help to increase walking along HPRs.

Town centres should be the most walkable part of a route network, and should accommodate public transport services, cycle routes and cycle parking, while remaining accessible by private car (M52). Designers should refer to LTN 020 for appropriate guidance on designing for a space which might be shared by pedestrians and cyclists in town centres.



I.T.4 - Mobility hubs

Ensure clear routes and wayfinding between transport interchanges and the towns.



I.T.5 - Parking

Seek to reduce the presence of car parking on the primary town centre streets (while maintaining access for disability parking).

Where on-street parking exists within town centres (on primary streets, consider how the space could be reallocated for business or public activity with the adoption of a parklets. Built out and planted could help to soften the visual impact of on-street parking while providing benefits of shade, shelter and drainage.



A minimum buffer of 2.5m is recommended if a cycle track is adjacent to a parking bay (LTN 020) (see LTN 020 & 4.11 diagram below)



Park and Ride (or Park and Dribble) sites should be identified to accommodate fluctuations in seasonal demand. These sites should be well-sited and well-connected to the town.

I.T.4 - Alternative modes of parking

The adoption of new EV charging infrastructure should ideally be located on highway links, not in town centres.

Provision of car rental / car clubs for those visiting the areas to use as a short-term base (for visitors).

Consider locating these facilities close to transport interchanges (bus and rail) to encourage arrival by public mode.

High streets could be promoted within towns (but need to be well managed) to reduce cluttering, with clear demarcation of space for parking. These could be developed around tourist operations.

A strategic approach to their application either within an authority area or across the entire region is required.

Access restrictions may be appropriate in core areas of town centres. Street layout should therefore cater to various patterns of use. Long term adaptability should be a design principle for town centres (M52).

There are often high levels of desirable activity within Town Centres, especially along High Streets, generated by parking, loading and public transport.

This desirable activity needs to be carefully managed depending on need.

Summary

- Take the time to look at what you have and what you need early on.
- Set out key priorities which you can keep coming back to early on in the process.
- Talk to as many people as possible but keep going back to your priorities.
- You don't have to code for everything – make it manageable and think long term.



Any Questions?

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Or find me on Linked In

