

**ALLERTON BYWATER  
DESIGN CODES**

**... DESIGNING FOR A  
SUSTAINABLE FUTURE...**



**EDAW**



**English Partnerships**  
For Shared Prosperity and Growth

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# 01:

## ALLERTON BYWATER DESIGN CODES

### 1.1 THE PURPOSE OF THE DESIGN CODES

The Deputy Prime Minister is currently promoting the use of Design Codes in order to achieve both improved quality of development and greater speed in the delivery of new housing. The latter will be accomplished by ensuring certainty for both developers and the Local Planning Authority. The Design Codes provide English Partnerships and Leeds City Council with the following:

- confidence in a consistently high level of design quality over the entire development;
- a structure for a range of design parameters, whilst also allowing for flexibility in the development;
- guidance for the determination of Reserved Matters Applications, and,
- focus the content of English Partnerships' Development Briefs.

These Design Codes set the context for detailed design development by setting out the rationale and providing clear design instruction and guidance for the unique new development at Allerton Bywater. This document provides developers and their designers with an understanding of English Partnerships and Leeds City Council aim to achieve; it inspires innovation; and it provides instructions that designers should look to new solutions for sustainable development. In addition, the codes both ensure co-ordination between sites and provide a level of certainty to developers as to the quality and character of adjacent development.

The code is based on established principles of Leeds City Council's 'Neighbourhood for Living' and ODPM and CABE national guidance.

### 1.2 THE DESIGN PROCESS

The design process for the Development Framework and for the Design Codes has been a collaborative process between English Partnerships and Leeds City Council and it is intended that the selected developer and their designers will continue this collaborative design process during the bidding process and pre-planning application phase.

The approach of participatory design workshops must be adopted from the earliest stage of the process involving the developers and their designers with Leeds City Council's Civic Architect, the urban and landscape design team and the planning services team. The Leeds Renaissance process with Yorkshire Forward has underlined this as an essential part of the 'tool kit' for successful urban design.

The requirements enshrined in the Design Codes will require a multi-disciplinary approach to achieve a high quality design for Allerton Bywater. It is therefore a mandatory requirement that the developer team must include design professionals with the accredited qualifications and core skills set out below.

**Urban Design** – integrative design skills that bring together buildings, streets, squares and opens spaces together as a cohesive environment;

**Architecture** – in particular, experience in designing and integrating environmental technologies with housing development;

**Landscape Architecture** – design of the public realm and open space integrating high quality design principles with ecological principles, in conjunction with an **Ecologist**, to include a response to the wider landscape context;

**BREEAM Assessment** – assessments should be undertaken by licensed assessors who are trained and monitored by Building Research Establishment (BRE);

**Planning** - to ensure compliance with planning policy, adopted planning guidance and the Design Codes;

**Transport Engineering** – expert advice on highway issues coupled with best practice in sustainable movement systems;

**Utilities Engineering** – in particular, experience in designing and integrating environmental technologies with housing development; and

**Planning Supervisor** – duty holder created under the CDM Regulations charged with the responsibility in preparing and updating the Health and Safety file and plan from design stage through to construction stage.

### 1.3 HOW THE DESIGN CODES FIT INTO THE DEVELOPMENT PROCESS

Figure 1.1 indicates where the Design Codes fit into the process that Developers and their Design Teams must follow in preparing and submitting a submission to the Implementation Team (the Implementation Team refers to English Partnerships, Leeds City Council and their consultants). The use of the Design Codes is important throughout the process as a tool that will be utilised to inform discussions and shape proposals through what is seen as an interactive and collaborative process.

#### Development Briefs

English Partnerships, will use the Codes as a basis for drawing up Development Briefs when preparing sites for development. Development Briefs will accompany these Design Codes for specific development phases as they are released for development.

#### Preparing a Submission

The Design Codes, which are mandatory, set out English Partnerships' standards to developers. The Design Codes should be seen as the starting point for a dialogue between developers and their design teams with English Partnerships and Leeds City Council (the Implementation Team) in advance of any submission being made. We will establish cooperative and creative partnerships with bidders who are keen and able to work with the Implementation Team through a series of design workshops.

#### Assessing a Submission

Assessment of proposals will be made at various stages. The Design Codes will be used by English Partnerships to assess the proposals and bids made by developers in order to select the preferred developer. The Design Codes will be used by the Implementation Team to assess the developer proposals prior to their submission for detailed planning permission. Leeds City Council will utilise the Design Codes to review and evaluate the planning application proposals.

#### Design Workshops

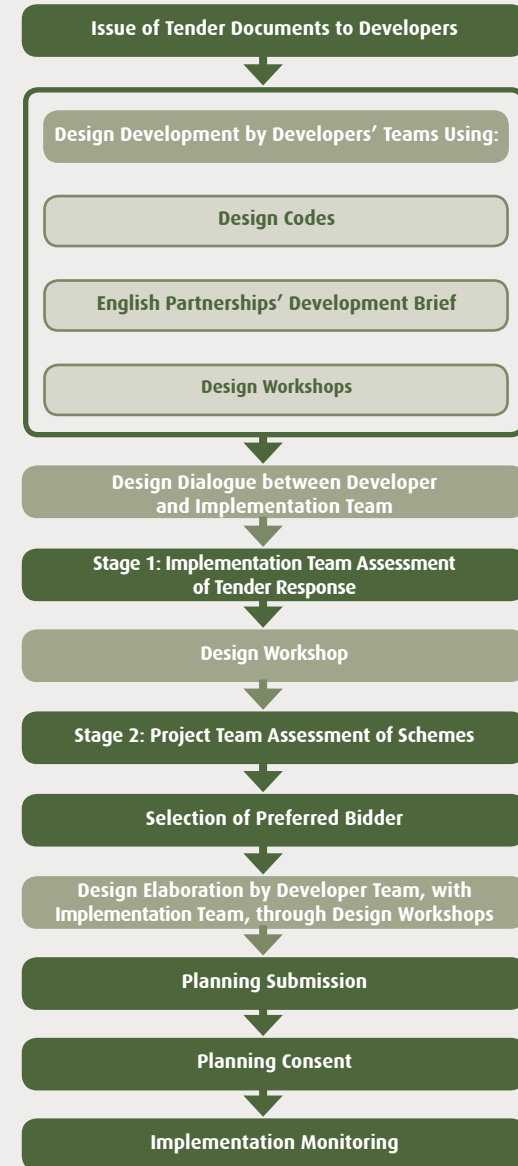
The Developers and their Design Teams will work with English Partnerships and Leeds City Council through a process of collaborative Design Workshops. These will be set up by English Partnerships and attendance by Developers and their Design Teams will be mandatory. The workshops will allow a free exchange of design ideas leading towards a high quality design solution.

### 1.4 ORGANISATION AND NAVIGATION OF THE DESIGN CODES

The key elements for explaining the urban design of the Development Framework plan follow the structure of the Urban Design Compendium (English Partnerships August 2000) as indicated below:

- Appreciating the Context – physical context and local context.
- Creating the Urban Structure – character, spatial structure, land use and flexible building space, building types, density, building heights and landmarks, corners and edges, blocks, open space and play, spatial and landscape structure.
- Making the Connections – including: main street, boulevard and home zones, pedestrian and cycle movement, parking, servicing and public transport.
- Detailing the Place - boundary treatments, surface materials, planting, building materials and features, street furniture, rubbish and utilities.

In order to provide an understanding of the guidance, a description is made of the 'rationale' behind each element. This rationale is then followed up by the specific codes or 'instructions'.



• Figure 1.1 Where the Design Codes fit in the developer team process.

# 02:

## APPRECIATING THE CONTEXT

### 2.1 MILLENNIUM COMMUNITIES

The Millennium Communities Programme was initiated in 1997 with the launch of the development competition for Greenwich Millennium Village. One of the main objectives of the Programme is to influence the house-building industry and to encourage higher standards of innovation and energy efficiency. A range of different types of site have been chosen to demonstrate that energy-efficient, environmentally responsible development is achievable regardless of geographic location.

All Millennium Communities will aim to meet the following objectives:

- Minimise resource consumption
- Protect and enhance local environment capital
- Maximise design quality
- Improve construction quality and efficiency
- Increase social inclusion and participation
- Maximise quality of life
- Achieve long-term economic viability

Each Millennium Community project will need to meet environmental performance standards for its dwellings which are more exacting than current building regulations. For example, the aim is to reduce the domestic energy consumption by 50%, the amount of water consumed in them by 20% and waste disposed in them by 50%. The house builders involved will be encouraged to use innovative and energy efficient construction methods and materials, so that the programme can deliver viable innovations which could be adopted by volume house builders in the mainstream housing market.

### Background

Within the village of Allerton Bywater, close to Leeds is a 24 ha site identified by English Partnerships as the Second Millennium Community. The £60m Allerton Bywater Millennium Community will provide 520 homes and 25,000 sq m of commercial and community space. The project will be completed in four residential phases and three commercial phases over five years with both residential and commercial space being developed in parallel by a range of developers.

### Current Status

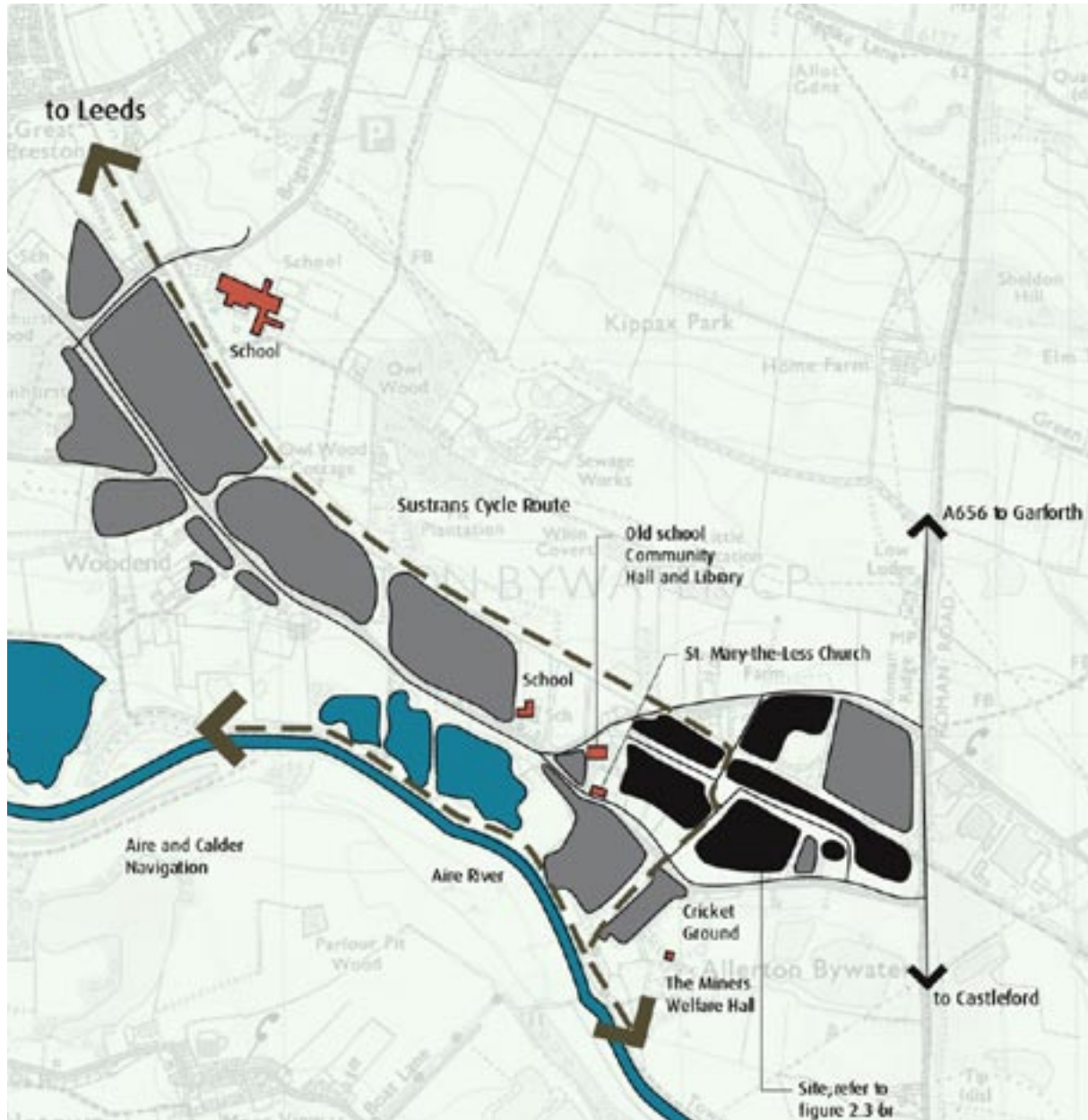
English Partnerships started working on a range of social and community facilities in 2002. The work included the creation of a skate park at the existing community centre, a disabled access ramp to the church and landscape for the disused petrol station in the centre of the village. The former infant school in the village was refurbished as a community facility and included the Leeds City Council Library which moved from the current primary school to allow for the provision of five new classrooms which will be required following completion of the new development. The Miner's Welfare Hall has also been refurbished for community use and a "village company" the Allerton Bywater Community Partnership has been established to manage both buildings and to provide new social facilities for all age groups in both the existing and new communities. Early provision of community facilities is a key aspect of English Partnerships' approach to Millennium Communities to ensure that they are an integral part of the whole development. English Partnerships are also encouraging developers to use modern methods of construction in accordance with the current English Partnerships policy.

Infrastructure work for the residential and commercial development started in September 2003. This includes the

construction of the new spine roads and associated public realm works involving substantial semi-mature trees, a Sustainable Urban Drainage surface water scheme (SUDS), SUDS basins, further geotechnical remediation and site preparation, key elements of the landscape framework, including Allerton Bywater Square, the railway embankment, wildlife refuge in the north, the parks associated with SUDS basins and the completion of engineering works to the former mineshafts and mine entries. The first phase design has run in parallel with the formulation of the Design Code and the construction of new homes will start in Spring 2005. The current scheme will provide 197 houses and flats 20% of which will be for shared ownership being provided through a residential social landlord. All of the units will be designed to meet the BRE's EcoHomes "excellent" rating and will comply with Millennium Community Standards.

Leeds City Council has granted planning permission for NetworkSpace, a joint venture between Langtree Group plc and English Partnerships, to construct sixteen workspace units at the eastern commercial site. The new units will provide more than 100 full-time jobs for the area. Work started on site on the 4th October 2004. The units will be the first NetworkSpace development to meet the BREEAM "excellent" standard. The units will provide high-quality, sustainable space - suitable for a variety of occupiers and available on flexible lease terms. The total size of the scheme is 42,194 sq ft, with four offices ranging from 1975 sq ft to 3,875 sq ft. and twelve light industrial/workspace units which will range from 1,935 sq ft to 3,875 sq ft.

Figure 2.1 illustrates the context of the Millennium Community to the village of Allerton Bywater.



• Figure 2.1 Village Context



• Photographs of Allerton Bywater

## 2.2 PLANNING CONTEXT

These Design Codes support planning guidance provided at national, regional and local levels and promote a high quality and sustainable development.

### National and Regional Level

The following Planning Policy Statements (PPS's), Planning Policy Guidance Notes (PPGs) and Regional Spatial Strategy (RSS) provide general and specific guidance and should be referred to when drawing up proposals for development at Allerton Bywater:

- PPS1: Delivering Sustainable Development
- PPG3: Housing
- PPG4: Industrial, Commercial Development & small firms
- PPG13: Transport
- PPG17: Planning for Open Space, Sport & Recreation
- PPG25: Development & Flood Risk
- Revised RSS for Yorkshire and the Humber to 2016 (2004)

### Local Level

The local planning context is provided by Leeds City Council's Unitary Development Plan (UDP). The UDP was adopted in August 2001 and forms the statutory planning framework. A review of this plan is underway and is currently in its latter stages with the Inspector's report anticipated late 2005. The Design Codes have been developed within this framework and any proposals for development at Allerton Bywater should conform with the policies and proposals contained in Leeds City Council's UDP.

The adopted UDP (2001) allocates the land north of Station Road for new housing development. It is to be developed in conjunction with the employment sites at Station Road and is to include greenspace and local facilities subject to:

- Provision of satisfactory access from Station Road.
- An agreed contribution towards off-site highway improvements.
- An agreed planning framework which will determine the location of housing, employment, local facilities, greenspace and landscape.
- The replacement of existing cultivated allotments within the site to an agreed location within the village.
- Submission of a satisfactory flood risk assessment incorporating an appropriate drainage strategy.

Leeds UDP Review Revised Deposit 2004 identifies Allerton Bywater as a strategic housing site to reflect and support the Millennium Community Proposals.

General strategic urban design guidance is provided within the adopted UDP with further supplementary guidance on urban and landscape design. The general guidance states:

- Spaces between buildings are of the utmost importance. Development should create a series of linked and varied spaces defined by buildings and landscape elements.
- New development should respect the existing grain of an area.

- Pedestrian and cycle movement should be encouraged.
- Developments should assist people to find their way around with ease.
- Developments should be adaptable to change.
- Design and inclusion of facilities should reflect the needs of elderly people and of people with disabilities and restricted mobility.
- Visual interest should be encouraged throughout.
- All new buildings should be designed so as to have an attractive appearance, a contemporary character and be appropriate to their location.

### Supplementary Planning Guidance

Supplementary Planning Guidance (SPG) has been prepared to compliment UDP policies and provide additional information on specific themes. Principles contained within the SPGs should be considered when drawing up development proposals for Allerton Bywater and incorporated into schemes as SPG is material to the consideration of planning applications. The following are of particular relevance and should be referred to:

- No. 3 and 3a: Affordable Housing Policy Guidance Note (February 2003)
- No. 4: Greenspace relating to new Housing Development (July 1998)
- No. 11: Section 106 Contributions for School Provision from New Housing Development (February 2001)



- No. 13: Neighbourhoods for Living (2003)
- No. 10: Sustainable Development Design Guide (1998)
- No. 22: Sustainable Drainage (July 2004)

### Additional Design Guidance

A quality approach to residential design is being pursued at both national and local level and a number of design guides have been prepared. Developers and their designers are encouraged to respond to key documents including:

- Urban Design Compendium (2000) by English Partnerships
- By Design: Better Places to Live (2001) by DTLR/CABE
- By Design: Urban Design in the Planning System (2000) by DETR/CABE
- Places, Streets & Movement (1998) by DETR
- Sustainable Communities Plan (2003) by ODPM

### Neighbourhoods for Living

Leeds City Council's 'Neighbourhoods for Living': A Guide for Residential Design in Leeds (2003) is a key document which developers will use to inform the design response to residential design. Figure 2.2 and Appendix 1 summarise key objectives of this document.

USE	SPACE
<p><b>creating neighbourhoods</b> - to create neighbourhoods that respect the local context, offer a choice of housing and provide good access to complementary local facilities within walking distance.</p> <p><b>density and mixed uses</b> - to create vitality, with increased development densities supporting a range of services, mixed uses and public transport.</p>	<p><b>making attractive spaces that work</b> - to create people-friendly places that allow for necessary vehicular access.</p> <p><b>safer places</b> - to create safe and secure places with effective natural surveillance.</p> <p><b>private spaces</b> - to provide well designed private and semi-private open space for all dwellings, appropriate to the design character of the area.</p> <p><b>publicly accessible spaces</b> - to provide a varied network of attractive, usable and safe publicly accessible spaces as part of a hierarchy of places.</p> <p><b>designing for parking</b> - to provide appropriate parking at discreet but safe locations within the development.</p> <p><b>wildlife</b> - to retain existing important species and habitats and maximise opportunities for habitat enhancement, creation and management.</p>
MOVEMENT	FORM
<p><b>making connections</b> - to create connected layouts that provide choice, and improve access to facilities and public transport.</p> <p><b>developing the movement network</b> - to develop a framework of connected spaces that respect all users by offering a safe attractive environment for all.</p>	<p><b>local character</b> - to ensure that proposals respect the local character by enhancing the positive attributes whilst mitigating negative aspects.</p> <p><b>scale and massing</b> - to provide built forms that contribute positively to the townscape whilst respecting the scale of adjacent spaces.</p> <p><b>landmarks, views and focal points</b> - to take every opportunity to create good design that respects key views, landmarks, and focal points.</p> <p><b>quality buildings</b> - to create high quality building design with appropriately designed elements.</p> <p><b>homes for the future</b> - to develop wherever possible on brownfield sites with efficient energy use, minimising waste production and pollution.</p> <p><b>privacy and intrusion</b> - to safeguard privacy and amenity.</p>

• Figure 2.2 Neighbourhoods for Living - Key objectives

## 2.3 VILLAGE CONTEXT

It is important that the development site is not seen as an entity in itself but rather as an integral part of the existing village. Allerton Bywater has developed into a linear village but lacks an active centre and, despite its proximity to the River Aire there is a perception that the village is remote from the water. Allerton Bywater has a particular character like that of any long established village, including clusters of housing, a concentration of historic buildings in the village centre, the open views to rolling countryside and floodplains, well tended gardens and allotments, playing fields and a few scattered shops.

In addition the site features a number of opportunities and constraints and site specific context issues as illustrated in Figure 2.3. The following summarises a few key issues that have informed the Development Framework however the developer and their designers must undertake to ensure they use the most up-to-date information.

### Movement

The main highway through the village is Station Road and Leeds Road which effectively form the backbone of the present community. It accommodates most vehicular, bus, cycle and pedestrian movement through the village although it is a route that has evolved to put vehicles first. Similarly Park Lane, the second main route into the village from the east, is a 'car first' route. Both Station Road and Park Lane connect into the A656 to Castleford and further east are road connections to the A1. To the west Station Road and Leeds Road connect to Great Preston, Little Preston and onto Leeds. Within the site the main street and boulevard layouts were designed as part of the winning Allerton Bywater Millennium Community masterplan by Aire Regeneration Partnership and these streets have been implemented according to this design.

### Site Topography and Drainage

The site is relatively flat with a gradual fall southwards towards the River Aire and Calder Navigation. As the site is a former colliery there are shafts on the site which have been capped which restrict development in their vicinity.

English Partnerships has utilised sustainable urban drainage systems (SUDS) in the development that will limit the peak flows of surface water from the site to below that of the previous colliery for equivalent storm conditions. Due to the prevailing contaminated nature of the former colliery site and the nature of the final engineered and remediated ground conditions the method of achieving an acceptable SUDS solution at Allerton Bywater has been achieved through the use of attenuation basins. The construction of balancing or attenuation basin areas in four locations on the site assist in the reduction of flooding in the village and in the River Aire.

The Environment Agency's new floodplain maps show that the Millennium Community site will not flood as it is above the 100 year flood level of 13.30m AOD.

### Ecology and Vegetation

There are a number of existing trees to be retained on the site which must be incorporated in to the development proposals. Findings of ecological mapping will also be incorporated into the design.



Figure 2.3 Context Plan

## 2.4 LOCAL STUDY

The surrounding area to Allerton Bywater contains many towns, market towns and local villages, which provide inspiration for high quality urban design that reflects the history and traditions of the local context. Particular design elements for consideration include:

- Layout of the urban area (urban structure and grain);
- Relationship between buildings and street;
- Scale of open spaces and built form; and
- Use of materials and architectural detail.

The towns and villages that were considered by the Design Codes team include not only Allerton Bywater itself but also Aberford, Barwick-in-Elmet, Ledsham, Ledston, Saxton and Kippax as well as Castleford, Pontefract and Wakefield. Other towns and villages in the local area will be equally worthy of examination. Developers must demonstrate through their submitted schemes a clear understanding of what is required for the respective neighbourhoods' character areas through the definition of such elements as genus loci, indigenous form, spaces of settlements, linkages, street pattern, building design and the relationship between building and topography. Developers' design teams are directed to specific local examples in the following photographs.



- **The street section in Ledston has a wide public realm featuring soft landscape.**



- **A small deflection in alignment of buildings rhythmical formation along the street in Barwick-in-Elmet.**



- **A mix of materials along a street in Barwick-in-Elmet.**



- **This building in Castleford works as a legible marker and presents 'frontage' to both streets on the corners.**



- A limited palette of material has been used in the building and wall in Ledsham creating an integrated landscape in the streetscape.



- Dwellings fronting public space in Aberford form a close relationship similar to the north side of the boulevard at Allerton Bywater.



- Entrance to either rear parking courts or rear parking spaces ensure that the public realm is for people and not the car in Aberford.



- The Corn Market at Pontefract is essentially a hard paved public space in the heart of the settlement.



- The wide avenue in Wakefield features three storey dwellings and local legible markers. Street trees are significant and provide a strong structure, as well as shade, to the street environment.



- Dwellings and mixed use front public open space in Aberford

# 03:

## SUSTAINABILITY

### 3.1 COMPONENTS OF SUSTAINABILITY

Sustainable development is at the core of UK government policy in delivering high environmental standards within a context that develops our economic strengths and widens the availability of the good things in life to all social groups. Sustainable development principles are at work throughout society, proving through practical experience that high environmental standards improve economic performance and social inclusivity. Allerton Bywater Millennium Community provides a platform for innovation particularly where it relates to more sustainable approaches to development.

It is English Partnerships objective to set a range of targets that the Millennium Community scheme will be expected to meet. They will relate to the areas of energy efficiency, building technology, waste disposal and use of other technologies as well as layout, bulk and massing. The objectives for the Millennium Community at Allerton Bywater will therefore include:

- Innovation in building design and construction appropriate to 21st Century living;
- Sustainable development;
- New standards in energy efficiency, water and waste recycling;
- Variety of uses such as shopping, leisure and community facilities alongside housing;
- A choice of tenures, both residential and commercial;

- A density of development which can help encourage the use of non-housing activities;
- A strong sense of place with basic amenities within easy walking distance;
- Benefits for the whole village;
- A high level of involvement by local residents in the planning and onward management of the Millennium Community.

Refer to Leeds City Councils 'Neighbourhoods for Living' and 'Sustainable Development Design Guide' for further information.

The range of components which together ensure a sustainable masterplan include the following:

#### Economic Sustainability

- Ensure access to a variety of work opportunities for a range of people – the development will feature a mix of uses to provide a range of appropriate work opportunities within easy public transport or walking access.
- Strengthen the local economy with local employment opportunities.
- Meet the needs of the current population and future generations; ensure flexibility for change of land use within the layout and the built form.

#### Movement Framework

- Ensure a walkable neighbourhood with good pedestrian and cycle routes.
- Community and recreation facilities will be positioned within walking distance.
- The network of interconnected streets for pedestrians, cyclists and cars will provide linkages within and between neighbourhoods as well as to the existing residential areas.
- Bus stops will be within walking distance, serving all neighbourhoods.
- Ensure streets are designed to promote their use by pedestrians and cyclists.

### **Crime and Safety**

- Design out crime with encouraging natural surveillance and human presence.
- Natural surveillance will be achieved with 'eyes on streets' generated in two ways;
  - i. Buildings fronting onto streets and open spaces.
  - ii. Human presence day and evening.
- Human presence (walking, cycling or slow cars) day and evening will be generated by providing the appropriate mix of uses and density to generate activity on the streets.
- Ensure community involvement in planning and maintenance of open spaces.
- Provide secure parking or parking in view of windows.

### **Health**

- Provide an accessible network of open spaces both of the strategic level and the local level with a range of play, sport and relaxation.
- Ensure access to green space as 'green lungs'.
- Provide good homes and facilities – happy people are healthy people.
- Ensure good access to health care resources.

### **Physical Environment**

- Create an attractive and safe physical environment with a high quality public realm (streets and open spaces).
- Ensure a 'Sense of Place' expressed through local distinctiveness and local heritage expressed at all levels of urban form from building to street relationship, building type, materials and details.
- Retain important areas of vegetation and ecology as well as creating opportunities for nature conservation, habitat creation and increasing Biodiversity.

### **Social Inclusion**

- Ensure an appropriate mix of community and retail facilities within easy walking and cycling distance.
- Provide a range of good quality homes and a mix of tenure; pepper potted throughout and physically indistinguishable.
- Undertake community consultation through the planning and design process.

### 3.2 ENVIRONMENTAL SUSTAINABILITY

Since the Allerton Bywater and Greenwich Millennium Communities were conceived the programme has sought to identify a range of standards aimed at improving the environmental performance, build quality and design of new housing. These are summarised below and may be revised and amended to relate specifically to each proposed development.

All of the units at Allerton Bywater are to be built to achieve the BRE's EcoHomes "Excellent" rating; the developer will be able to meet the standard in a number of ways including but not limited to the following:

- Utilisation of brownfield site
- Energy efficient buildings
- Green transport plans
- Use of materials and resources from sustainable sources
- Careful use of natural resources
- Protection of water resources.
- Nature conservation.
- Reduction of emissions
- Minimisation of waste

The developer will demonstrate in detail how the development proposals will meet BRE Eco-homes standard 'Excellent'.

Summary Table for Millennium Community Standards Benchmarks and Verification

	Current Practice (2002/2003)	Performance Target	Monitoring Arrangement	Verification Process
1.Reduce energy consumption by 20%	Flats: 125 kWh/m <sup>2</sup> /yr Terraced Houses:140 kWh/m <sup>2</sup> /yr Detached Houses:160 kWh/m <sup>2</sup> /yr	Flats: 100 kWh/m <sup>2</sup> /year Terraced Houses: 112 kWh/m <sup>2</sup> /yr Detached Houses: 128 kWh/m <sup>2</sup> /yr	NHER design checks	Show performance through NHER / SAP calculations.
2.Encourage the use of materials of low embodied energy	Wide range of materials specified many not "A" rated	Use "A" rated materials for all materials unless justified Use BRE Green Guide to select materials	Report on materials used with "A" rated exceptions identified	Close out report.
3. Reduce water consumption by 20%	165 litres per person per day	132 litres per person per day	EcoHomes water use calculations	Certified EcoHomes calculations.
4.Reduce Domestic Waste in the home by 50%	No internal sorting of waste. Total waste 25 kg per household per week (average).	Provide facilities to sort 50% (12,5 kg) waste per household per week.	Capacity of internal bins for separation and monitor collections.	Survey of collections to show 50% recycled
5. Reduce defects on handover by 70%	150 defects per home	45 defects per home	Design and construction quality management reports	Handover defect sheets



6a. Improve daylight levels by 10%	1.5% average in living areas 2 % kitchen	1.65% average in living areas 2.2% kitchen	BS 8206 Design Checks	Daylight calculations to show 10% improvement.
6b. Improve noise proofing standards by 10%	Defined Building Regulations Part E	Build to Robust Standard Details or for site testing 10% above Part E standards (impact and airborne)	Compliance with Robust Standard Details or site test performance levels	Sample in-situ acoustic tests to show 10% gain.
7. Reduce construction waste by 50%	50 cubic metres per home	Maximum 25 cubic metres per home	BRE Smart Waste	Waste return tickets to show 50% saving.
8. Reduce reportable accidents by 50%	11 incidents per 1000 employees	5.5 incidents per 1000 employees	Monitored through monthly accident returns	Summary of labour and HSE returns
9. Provide IT data cabling to each dwelling	None	2 double sockets in main habitable rooms. CAT 5 data points in main habitable rooms	Design assessments	Faceplate locations and cabling surveyed in homes.
10. EcoHome + BREEAM	Achieve an EcoHomes 'Pass' rating for all residential units, BREEAM 'Pass' for all non-residential.	Achieve an EcoHomes 'Excellent' rating for all residential units, BREEAM 'Excellent' for all non-residential.	EcoHomes and BREEAM Prediction monitoring from early design stage	EcoHomes and BREEAM Excellent certificates.

# 04: CREATING THE URBAN STRUCTURE

## 4.1 PLACE MAKING AT ALLERTON BYWATER

The making of a new Millennium Community at Allerton Bywater focuses attention on techniques required to create a place which has a distinct sense of character and identity based on its innate qualities. The protection and enhancement of authenticity, meaning, and a sense of belonging are the key challenges facing every new community in Britain. If we are to avoid building a 'new England, 100% England free' we need to revisit and plan for the creation of decent places to live and we must avoid...

**'An England where no one will remember Adlestrop, much less Granchester or Little Gidding. A nation of mass housing with as much poetry as an infinite-sub-clause of a particularly turgid and much delayed government report. A land stupefying bland and irredeemably boring'.**

*(Jonathan Glancey, 'Home Truths 2020' The Guardian 25.09.04)*

With this in mind, Allerton Bywater offers a unique and important opportunity to establish a sense of change and raise ambition. The concept behind the new community promotes a number of simple ideas. It employs conventional town building and place-making techniques shaped by distinct key visual and spatial requirements to create a real sense of place and locality. The Design Codes recognise the current procurement methods employed by house builders whilst also responding to the requirement for a higher more vital engagement with the challenge of not simply delivering houses, but building a place which will contain and shape lives.

A key principle has already been established by the recently built infrastructure comprising a main street and boulevard with the new village square at the crossing point. This structure provides a series of quadrants for development setting out a clear and distinct hierarchy. Within the quadrants the key response has been to establish a secondary, more organic, incidental set of interconnected spaces and links within each quadrant in order to produce a more complex visual and spatial hierarchy in contrast to the main spaces. Thus these Design Codes invite imagination and ingenuity from designers to realize the difference between inside and outside, the variety of scales and the range of experiences needed to establish character and sense of place. The ambition has been to utilize 'home zone' principles to make a series of closely linked distinct places inside the larger masterplan. The approach taken by these codes is underpinned by five key design concept themes. These are:

- **Recognition:** Where buildings and space work together in a carefully composed way to create a series of key recognisable events and places as one navigates through the community.
- **Movement:** So that easy navigation is achieved when a purposeful and safe movement patterns form place-to-place links between recognisable events.
- **Hierarchy:** Enabling clear communication between the village and its inhabitants and visitors, allowing them to make distinctions between different aspects of the village functions.

- **Enclosure:** This provides a sense of belonging, containment and ownership.
- **Image:** So that we can see that there is a distinct identity, which makes Allerton Bywater different from other places.

## 4.2 STRUCTURING ALLERTON BYWATER

The advent of the Millennium Community brings a new space and place giving structure to Allerton Bywater. Emphasis is on orchestrating and composing an authentic experience and identity not only defined by the existing village, but also by adding something new. It is important then that the new community contributes to a series of distinctive well considered 'events' or 'moments' as one moves through the village. These moments are evident at a variety of simultaneous scales from the whole village structure, its buildings and spaces, down to the subtle scale via the design of a single window or front door. Emphasis is on visual recognition, containment, and movement to bring a sense of unique memory as illustrated in Figure 4.1.



- **The Church of St Mary the Less.**



#### 'Moments' at the village scale

- 1 On arrival to Allerton Bywater Millennium Community the first south facing continuous terrace peels away to reveal the new village green and the St Mary-the-Less church beyond.
- 2 Robinson Street leads to the River Aire and the Calder Navigation creating Allerton Bywater's link.
- 3 The south facing terraces and the Miner's Memorial mark and contain the village green (southern park).
- 4 The entrance to the main street brings a sense of place and location with a glimpsed view to the Allerton Bywater square beyond.
- 5 The north side of the main boulevard emphasizes the linear nature of the village, provides a backdrop to the new square and an important sense of enclosure and boundary edge to the north side of the village.
- 6 The Church of St Mary-the-Less acts both as a long range landmark and a defining moment to the historic centre of the village.
- 7 Like the church the existing "old school", brought back into use as a community building adds to the historic sense of centre.
- 8 Vicars Terrace, Park Lane and Station Road is memorable as the only complete block in the village.
- 9 From the east the first entrance to be encountered is framed by a key frontage.
- 10 Development along Park Lane marks the edge of built form with the countryside and therefore forms key frontage.

· Figure 4.1 Moments of Allerton Bywater

## 'Moments' at the quadrant scale

The purpose of the proposed design approach for the new development is to form an experience of space and building which 'communicates' a meaningful sense of place and distinctiveness. A range of complimentary spatial experiences are proposed to the existing main street and boulevard, which are distinct public spaces with important roles in the community. New space ranges from Allerton Bywater Square, which is intended to feel at the centre of village life; to increasingly smaller, more finely articulated intimate spaces which reinforce a sense of close community and security and privacy. This is an important aspect to the design in terms of conveying and delivering a sense of recognizable village life.

**Partially defined, glimpsed views and routes, a strong sense of outside and inside, ownership, boundaries and thresholds, variety and distinctiveness all play a part in place making at Allerton Bywater.**

Given the scale and nature of the main street and boulevard it is important that the new spaces within the development quadrants bring a sense of contrast and difference which is clearly articulated and recognizable as one moves around the community. Pieter de Hooch's painting 'A Courtyard in Delft with a Woman and Child' 1658 acts as a visual primer for this approach, where domestic life is defined simply by creating a series of spaces, buildings and routes changing from the larger 'outside' scale to the smaller 'inside' scale.

Framing and enclosing space, deflecting and terminating views in a deliberate composed manner brings a level of distinctness and sense of place to Allerton Bywater Millennium Community as illustrated in Figure 4.2 with views arranged as follows:



• Peter de Hooch 'A courtyard in Delft with woman and child'

- 1 Arriving at the Miner's Memorial ...
- 2 turning into the main street ...
- 3 turning off the main street ...
- 4 moving towards the local square ...
- 5 turning into a local home-zone ...
- 6 arriving at a smaller court ...
- 7 moving into the Boulevard ... and ...
- 8 arriving into the Allerton Bywater square ...
- 9 arriving into the Boulevard... and...
- 10 arriving into the Allerton Bywater square.



1



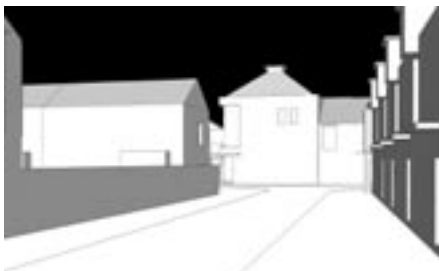
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3



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5



6



7



8



9



10

· Figure 4.2 Serial vision in Allerton Bywater Millennium Community.

### 4.3 THE DEVELOPMENT FRAMEWORK

**The Development Framework sets up a guiding structure for Allerton Bywater that comprises a range of block typologies, a series of vistas, over a hierarchy of streets, and a network of open space.**

The system of streets and blocks is the primary structure, and within this the main street and the boulevard are the primary structuring component. Instead of being one continuous linear element, the main street and boulevard are made up of a series of intersecting elements, which reflects the traditional evolution of town or village centres, which often grew up at a crossroads.

The structure of the main street and boulevard proposed at Allerton Bywater also respond to local conditions, including proposed entries to the site, proposed accesses from the main street and boulevard and the proposed central

square. The main street and boulevard provide three quadrants for predominantly residential as well as some mixed use development. The block structure is described in more detail in Section 4.8. Spatial structure based on the hierarchy of spaces and movement, namely main street, boulevard and homezones as described in more detail in Section 5.1.

**The design strategies are intended to provide a sense of place to the site drawing together the loose urban fabric into a more cohesive whole. The key tactic is to structure the massing and spaces with a range of experiences – a series of visual and spatial impressions that enable it to retain a sense of place and purpose.**

The illustrative elevations in Figure 4.3 and the Development Framework in Figure 4.4 illustrates the combined elements of the urban structure applied across Allerton Bywater; in addition a series of illustrative views in

Figures 4.5 to 4.6 articulate the character and sense of place aimed for at Allerton Bywater Millennium Community. The key features of Allerton Bywater include the following:

- The project introduces higher densities, averaging 40 dwellings per hectare, than have previously been adopted in the fringes of Leeds.
- It is a flagship development with good access to Leeds and located on the strategic highway network.
- The mixed use development provides a range of facilities within walking distance of new and existing local communities.
- A significant housing opportunity for new homes is coupled with employment space, retail facilities, leisure facilities as well as an additional open space network.



• Figure 4.3 Illustrative elevations



· Figure 4.4 The Indicative Development Framework

· Figure 4.5 Illustrative view of main street.







· Figure 4.6 Illustrative view of boulevard towards Allerton Bywater square.

#### 4.4 LAND USES

Allerton Bywater will be a mixed use community presenting residents with the opportunity to meet many day-to-day needs within walking distance of their homes with the aim of reducing the use of the car. The land uses that are permitted and their disposition within Allerton Bywater are indicated in Figure 4.7.

- A range of dwelling types and a range of tenures will ensure a mixed population and a diverse range of households in terms of age, income level and family size.
- Commercial land uses will range from workshop/starter units, medium scale offices and live-work units, to contribute to the vitality and sustainability of the development by allowing people to live and work in the same area.
- The new square combined with the village green will be the focus of activity in the new development, effected by aggregating the commercial, community and possibly retail facilities as well as residential development in this location at the heart of the development.
- The ground floor of the mixed use building will have active frontage which may contain shops and local amenities whilst residential or commercial space will be located above these.
- The main street and boulevard is designated as a pedestrian friendly place with a mix of uses through all floors of the buildings.

#### Flexible Space

The ground floor of buildings facing Allerton Bywater Square and along the main street will be built as flexible space to allow conversion from residential to retail, office, workspace or community uses as required to meet future needs and respond to market opportunities as Allerton Bywater grows and the demand for services increases. To minimise the work required to change use, flexibility can be achieved at the outset by incorporating the following key design features to buildings;

- Ground floor heights will be provided with a minimum floor to ceiling height of 3.5 metres.
- Buildings will have 'flexible frontages', so that facades at the ground floor can be easily dismantled and replaced, without affecting upper stories.
- Construction methods will allow easy modifications to the internal layout of the building at the ground floor, including the removal of ground floor partitions, to allow flexibility in size and configuration of floors.
- Large windows will be provided.
- Future emergency exit arrangements will be considered.
- Ground floor toilets/washrooms will be provided.
- Buildings will accommodate the potential for the independent use of upper floors, with scope to extend into adjoining buildings at ground floor level.
- Material changes of use will, however, be subject to local authority planning approval.

- Parking allocations may need to reflect all potential uses.
- A long span edge beam may be provided to the ground floor facade and cross wall construction for internal space to achieve flexibility.



- Residential
- Commercial
- Community/ Mixed Use
- Public Square

· Figure 4.7 Land Uses

#### 4.5 BUILDING HEIGHTS

A variety of building heights coupled with the range of dwelling types and densities ensures that a rich urban form will be created at Allerton Bywater. Buildings vary in height from two storeys to a maximum of five storeys and by varying height at key locations, particularly at landmarks and facing towards open spaces, a legible urban form will be created. Figure 4.8 illustrates the building height ranges across Allerton Bywater. There are a number of principles which govern building height across the development:

- In general, residential buildings will be two to three storeys in height.
- The preferred height along the northern side of the boulevard and the south facing buildings facing the southern park will be three storeys to strongly define the space.
- Four and five storey buildings will be permitted only on the square and at locations identified as landmark buildings.
- In general, where taller buildings are included, these should be located to respond to topography and long distance views, and be used to identify important buildings / locations within the development, such as gateways and the central mixed use area and will be of the highest design excellence.

#### 4.6 DENSITY

There will be a strong correlation between density and intensity of use; continuous frontage and 'gateways' correlate to the highest densities.

- Densities will range from 30 to 50 dwellings per hectare and the average density across the site is in keeping with current guidance presented in PPG3 'Housing'.



• An example of contemporary three storey houses.



• An example of simple terrace and semi-detached houses



· Figure 4.8 Building Heights

## 4.7 LANDMARKS, CORNERS AND EDGES

The urban structure is carefully composed utilising landmarks, gateways, focus points (legible markers), corners and frontages or edges and which provide primary reference points to emphasise the hierarchy aiding the understanding of the place for all users. The locations of landmarks, legible markers and key frontage are illustrated in Figure 4.9 and the codes are identified on the illustrations in Figures 4.9 to 4.18 for the following landmarks and frontages:

- Landmark 1 - Station Road entrance
- Landmark 2 - village square landmark
- Landmark 3 - Park Lane entrance
- Frontage 4 - southern frontage
- Frontage 5 -main street frontage
- Frontage 6 - boulevard frontage
- Corners
- Legible markers

## Frontage Opportunities

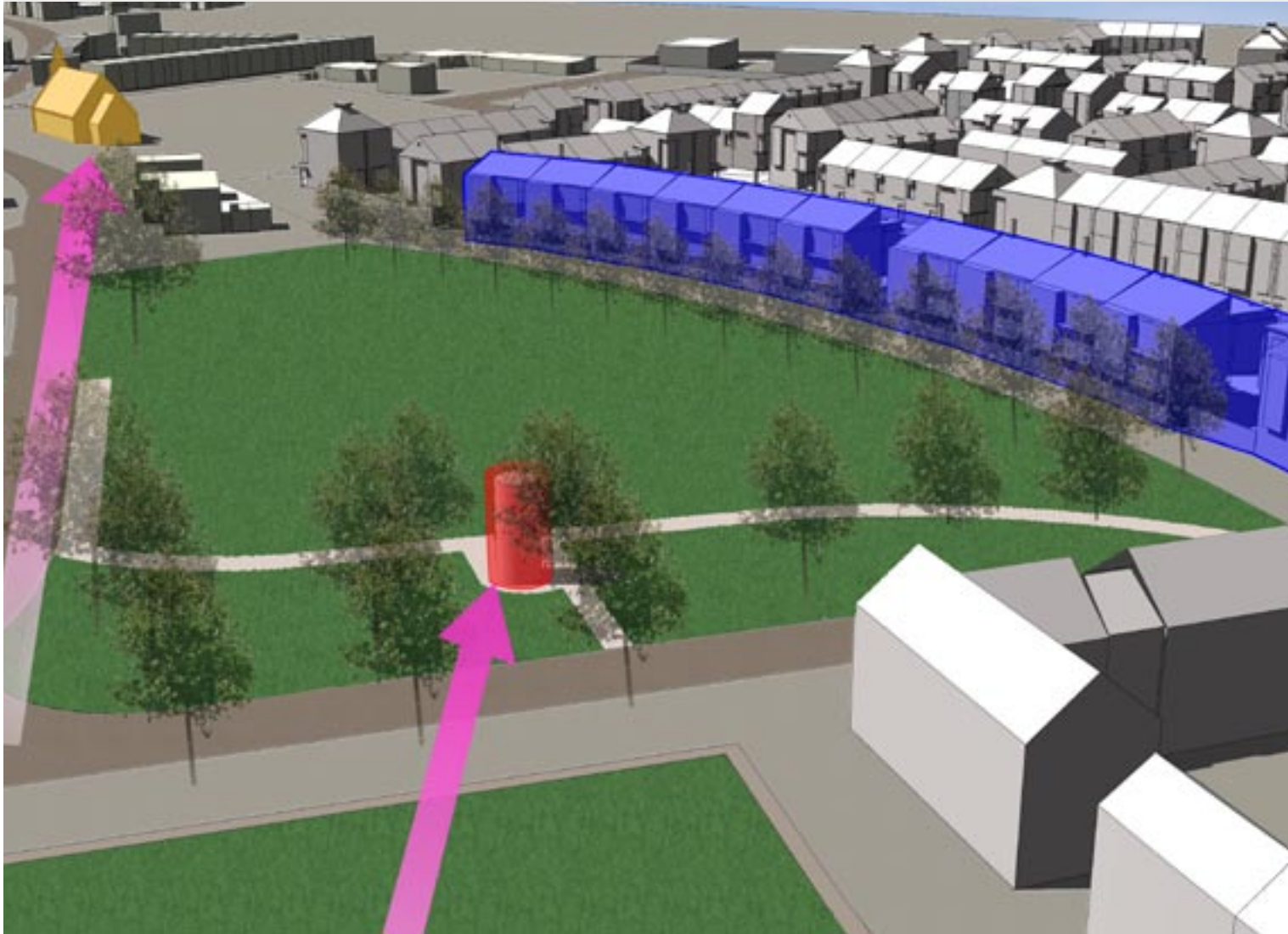
- Specific codes for specific frontages are illustrated in Figures 4.13 to 4.16.
- Frontage to public spaces, including central heart spaces, will be continuous and will face the space.
- Linear lengths of one dwelling type will be terminated with a highlight, for example by a localised increase in building height, architectural detail or a punctuated roofline.
- Dynamic rhythm will be created along the main street and boulevard with articulation of the corners of every block, for example by a localised increase in building height, architectural detail, a punctuated roofline, material changes or use of colour.
- On home zones the property line will respond to the creation of parking areas and lane tracking.
- Entrances to public buildings will be clearly defined. Definition will include use of canopies, increased scale of doors and doorways (both vertically and horizontally), and the use of special paving treatments.



• An example of simple terrace and semi-detached houses



· Figure 4.9 Landmarks & vistas



#### Landmark 1 - Station Road entrance

- A landmark will form the main entrance to the site from Station Road.
- The landmark will be a landscape/art feature.
- The landmark will form part of a series of vistas which will engage the existing St. Mary the Less church into the urban structure.
- The landmark building will stand proud of and be framed by the southern frontage.

· Figure 4.10 Landmark 1 - Station Road entrance

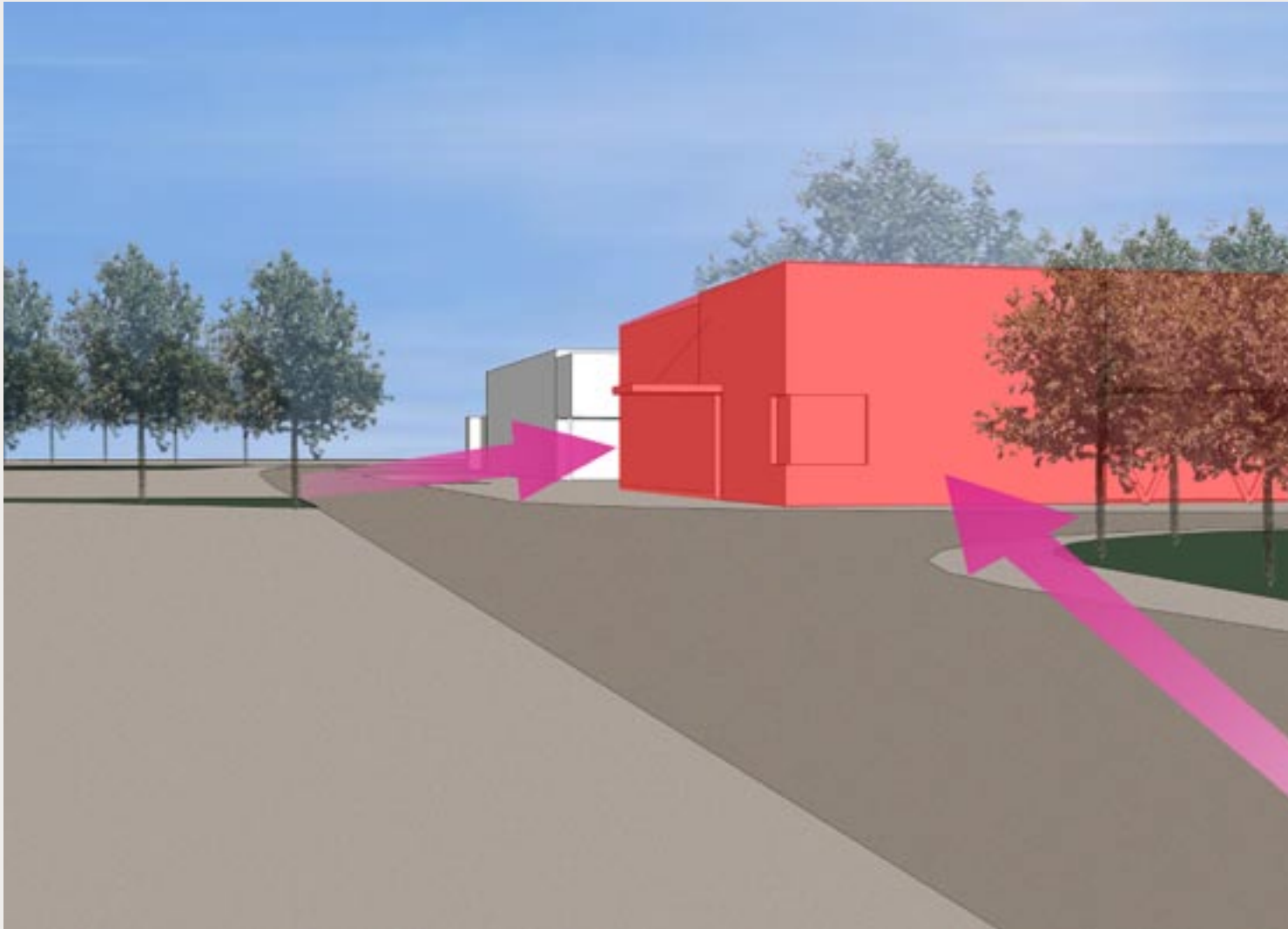




**Landmark 2 –  
Village square landmark building**

- The vista from Station Road entrance will be terminated by the landmark building of the high design quality.
- The landmark building, of a minimum of four storeys height, will feature a mix of uses from community, retail and residential, and the architecture will respond to this designation.
- Urban edges, formed by main street, frame the landmark.
- The viewer will be visually drawn into the village square at the heart of the development.
- The buildings on the south side of the village square will form a continuous urban frontage of three storey buildings with greater variation in building form and architectural language.

· Figure 4.11 Landmark 2 - Village Square landmark building



**Landmark and Frontage 3 –  
Park Lane entrance and frontage**

- The landmark will be a landscape/  
art feature which ‘holds’ the two  
open spaces, located either side of  
the main street, together.
- The landmark at this point will  
identify the entrance to the  
development from the Park Lane.
- The frontage defines the  
edge between built form and  
countryside.

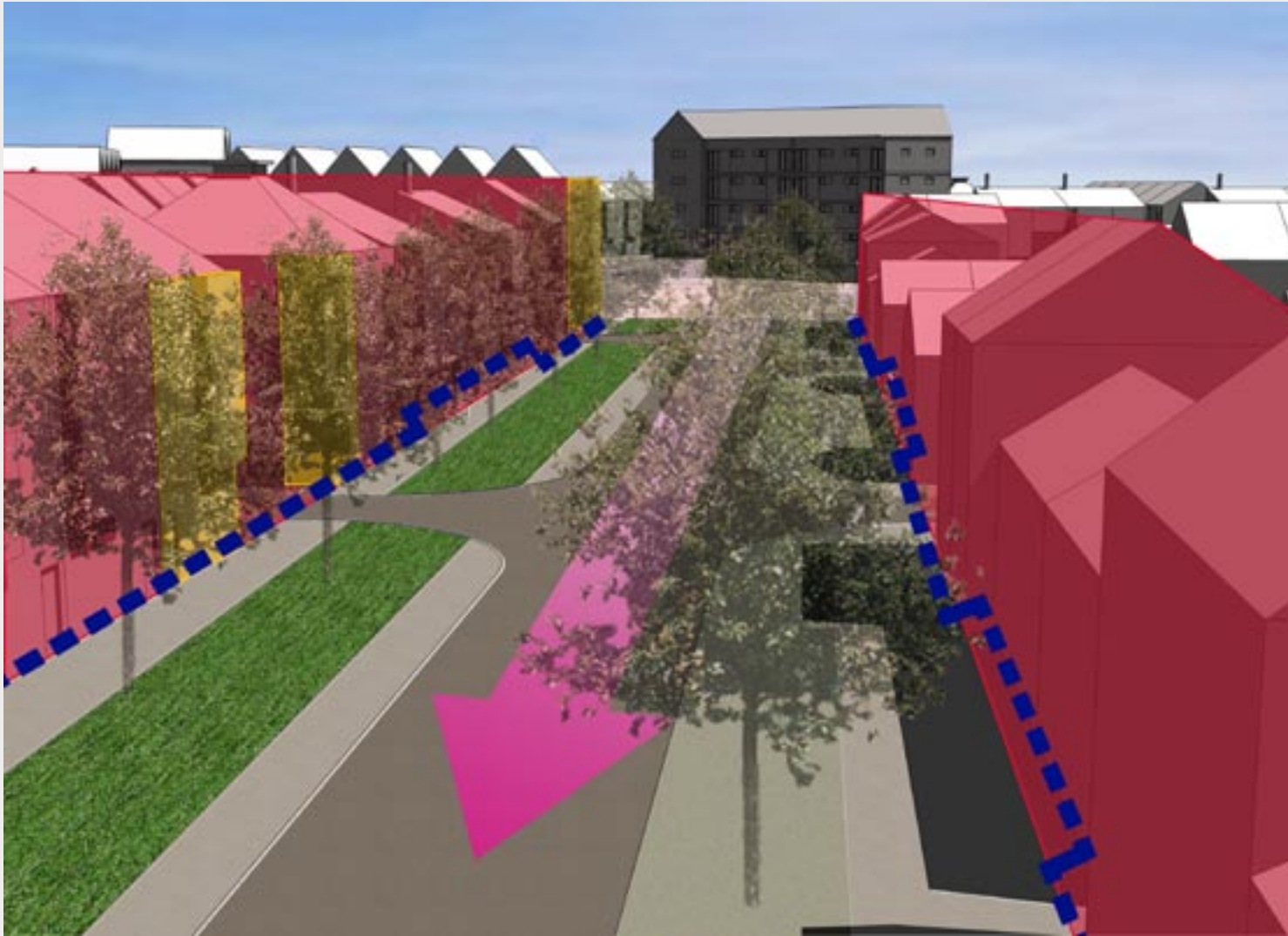
• Figure 4.12 Landmark and Frontage 3 - Park Lane entrance and frontage



#### Frontage 4 – southern frontage

- Strong curved continuous frontages will define the public open space.
- Buildings will be three storeys high.
- South facing frontages maximise solar gain contributing to environmental sustainability.
- The southern edge of the development allows for a series of vistas which gradually open out to focus on the Church of St Mary-the-Less.
- In particular the corners will be articulated with projecting elements such as bays or balconies and differentiated materials.

· Figure 4.13 Frontage 4 - Southern frontage



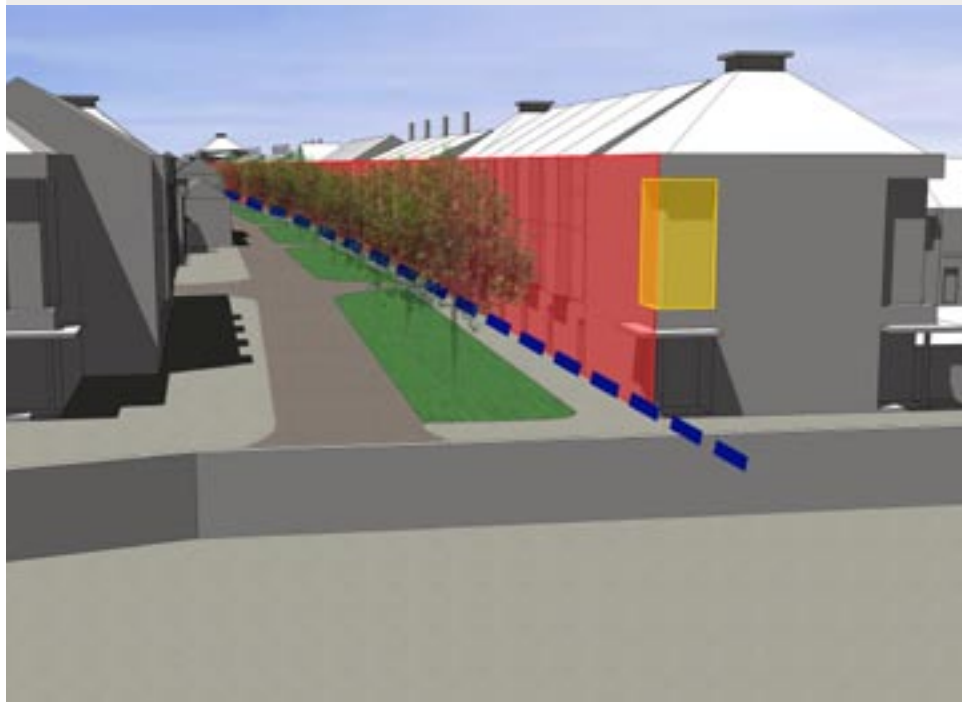
#### Frontage 5 – main street frontage

- Main street will be framed by urban edges of buildings ranging from two to three storeys high.
- Variety will be provided not only with building height but with articulation of the elevation.
- Soft landscape elements create variety and visual points of interest.
- Main street will lead the eye to connect with the existing village.
- Corners will be articulated with projecting elements such as bays or balconies and differentiated materials.
- Properties will not have the same build-to line along main street.

· Figure 4.14 Frontage 5 - Main street frontage

**Frontage 6 – boulevard frontage**

- The buildings will be three storeys high and will form a strong continuous urban frontage.
- Corners will be articulated with projecting elements such as bays or balconies and differentiated materials.
- Properties will have the same build-to line along the key boulevard frontage.



· Figure 4.15 Frontage 6 - Boulevard frontage looking west



· Figure 4.16 Frontage 6 - Boulevard frontage looking east

### Legible markers and corners

- These corners will be further emphasised with projecting elements, and a change of colours and/or materials.
- At key corners buildings will be three storeys high.
- An additional storey or other architectural features may be added to create a legible marker, for example, to mark the terminus of a view corridor for greater visual interest, as illustrated in Figure 4.17.
- Corners may protrude to punctuate the meeting of two streets.
- Corners will be highlighted on blocks facing the public space and termination of visual vistas will be highlighted, for example by a localised increase in building height, architectural detail, a punctuated roofline, or use of colour.
- A building will 'turn the corner' of streets, ie present articulated facades (windows, entries, and/or balconies) to both streets, as illustrated in Figure 4.18.
- Key public realm will also form landmarks in which high quality treatment will be provided.
- Key built frontage will define public space and the range of possible features that will be used to create key frontage will include: special architectural treatment, distinct architectural styling, special corner treatments, use of materials, use of colour and use of architectural lighting.
- Significant trees will be used to form markers and landmarks within built areas.



• Figure 4.17 Legible Marker



• Figure 4.18 Corners



· Figure 4.19 Illustrative view within the residential development.

## 4.8 BLOCK PRINCIPLES

Allerton Bywater is based upon a perimeter block structure where there is a close relationship between buildings and the street to define street frontages and clearly define public and private spaces.

In addition, active street frontage is a key element to the design of blocks to provide animation and informal surveillance on all street frontages in keeping with *Neighbourhoods for Living; a Guide for Residential Design in Leeds*, Leeds City Council 2003. Issues which determine the block principles which meet the aspiration to create a distinctive and attractive place include the following:

- Scale and size of blocks;
- Pattern and arrangement of blocks;
- Range of dwellings within a block;
- Rhythm of dwellings and features along a block façade;
- The range of parking available within a block;
- Ground level treatment to each block including the privacy strip and boundary treatment;
- The block structure will be based on the analysis of the local study;
- Maximisation of 'active frontage'; and
- Minimisation of 'exposed rears'.

The layout of blocks set out on the Development Framework is an illustrative interpretation and the general form must be respected; however, there is room for flexibility with respect

to the precise dimensions of blocks, and the dwelling types they accommodate, within the context of the codes. The designer is directed back to their analysis of their local study (section 2.3) and the aspiration to create a distinctive and attractive place. Three block typologies, illustrated in Figures 4.20 to 4.22, with associated codes include:

- Perimeter Block
- Homezone 2 Blocks
- Town House and Atelier Block

### Block Codes

The key considerations with regard to block design are:

- 'Active frontage', with front doors and windows, facing the public realm, including side and end elevations, will be maximised.
- 'Dead' zones such as rear and side gardens presented to the public realm will be minimised.
- All the spatial needs of the dwellings will be accommodated within the block, including right-to-light, private green space and car parking, bin storage and cycle storage;
- The need to provide safe and convenient pedestrian routes throughout.
- Continuous street frontages must be created by providing dwellings all around the perimeter of the block and gaps in the continuous frontage should be no more than the rear garden length of adjacent houses.

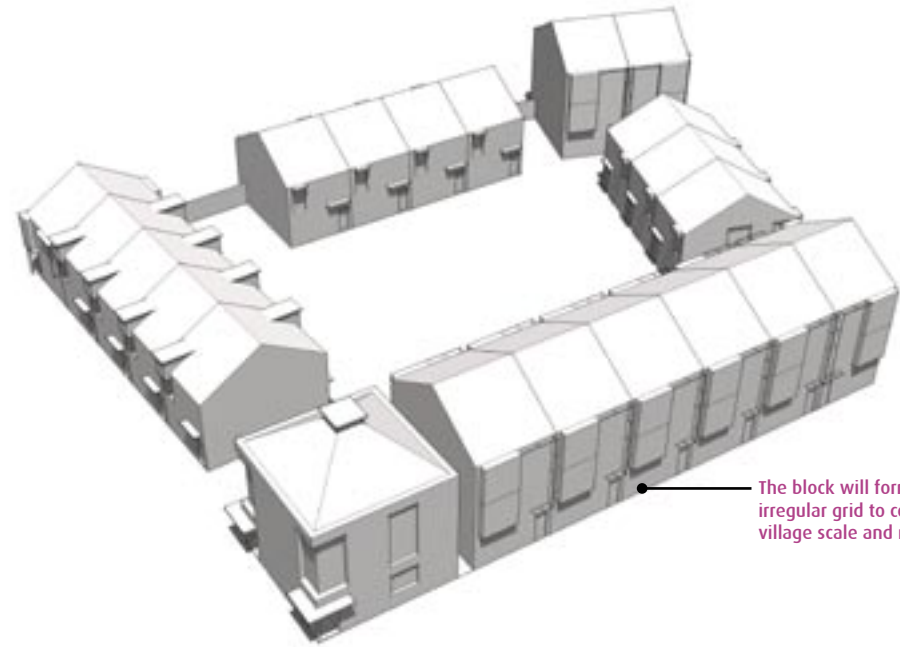
- The blocks will form an irregular grid which responds positively to massing aims and access points.
- Buildings must front the public realm and any changes of level or road 'embankments' must be graded out within the block.
- A variety of block sizes and scales must be provided
- The range of dwelling types will be provided within each block.
- Windows and front doors will be situated at ground level; blank walls and excessive garage doors will not be permitted.
- Rear access to private gardens will not be required.
- Rainwater disposal will be managed within plots.
- Each block will provide either most of or all of its parking needs within the perimeter of the block.
- The block layout and the arrangement of dwellings within the block will not leave left-over spaces.
- There will be flexibility in applying the distance between back-to-back dwelling whilst also taking care to minimise overlooking of dwellings and gardens. (refer to Leeds City Council 'Neighbourhoods for Living' pg 54-57 for further information)
- Orientation of dwellings will optimise day light and solar potential without compromising the perimeter block pattern.



Continuous frontage will be created by providing dwellings around the perimeter of the block.

Gaps in continuous frontage should be no more than the rear garden length of adjacent houses.

Private gardens, private gated parking areas, and communal space serving apartments within the centre of the blocks.



The block will form an irregular grid to confer a village scale and massing.

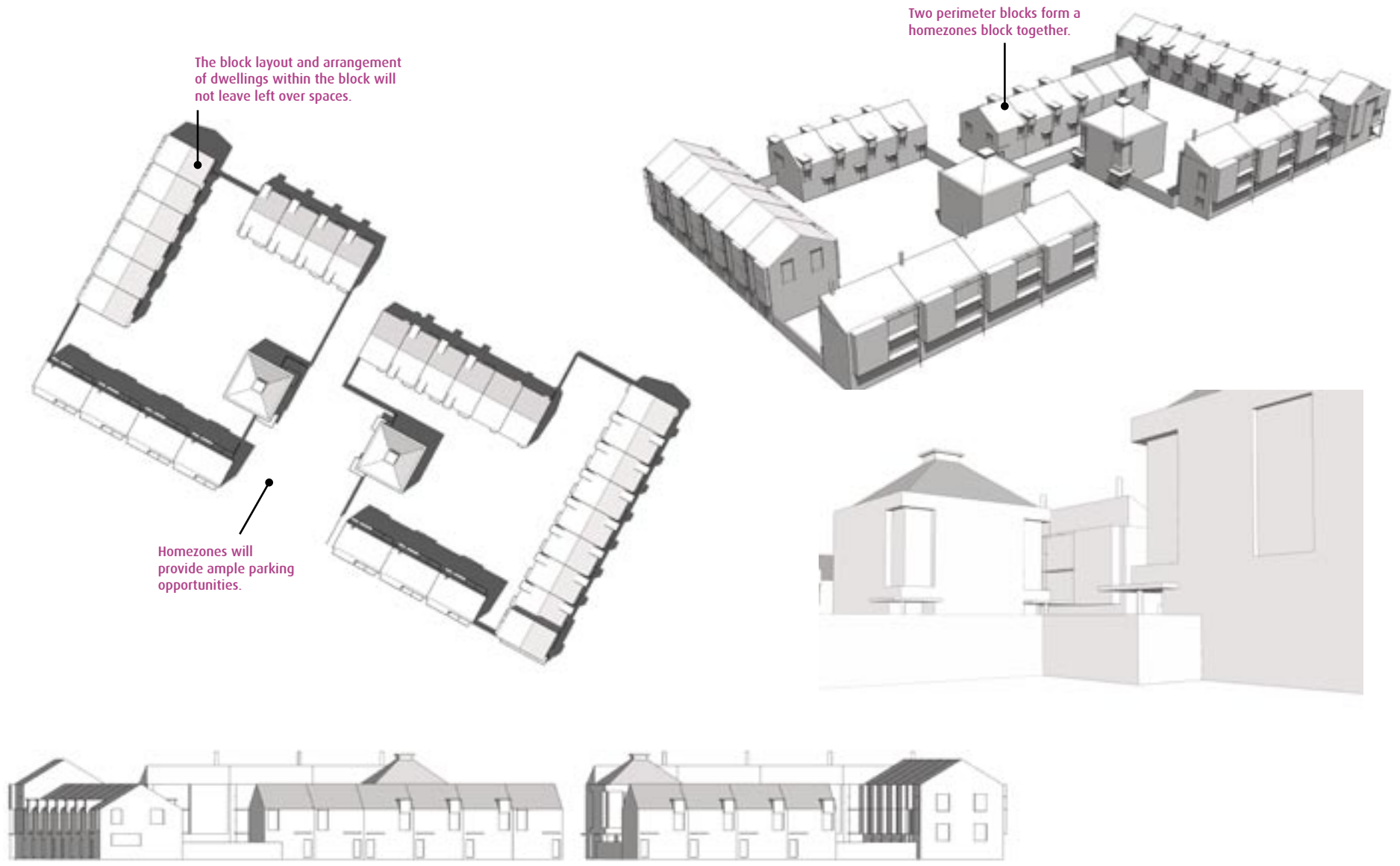
All gables which abut or front the public realm will be provided, with windows at all ground and upper levels.

All gables which are visible from the public realm will be provided with windows at ground and upper levels.

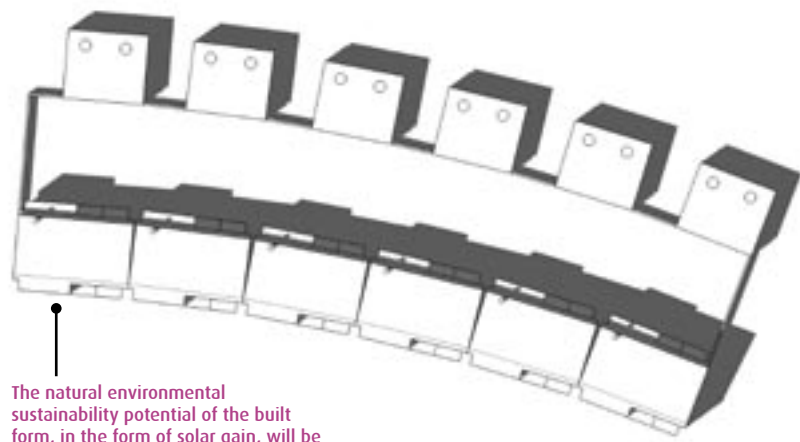
A range of dwelling types will be provided within each block.



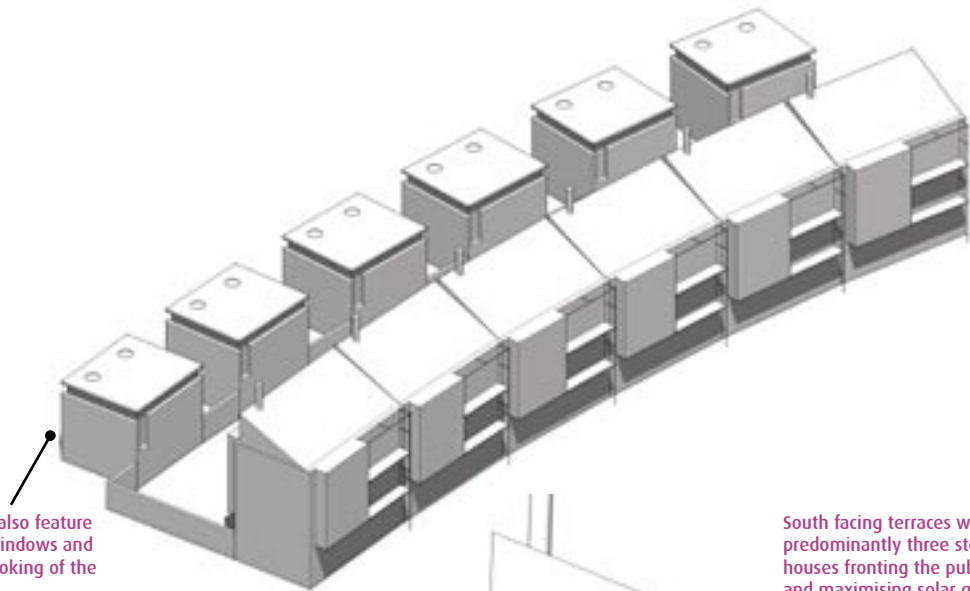
· Figure 4.20 Perimeter block typology



· Figure 4.21 Homezone 2 block typology



The natural environmental sustainability potential of the built form, in the form of solar gain, will be optimised.



Rear garage parking will also feature work space above with windows and doors to maximise overlooking of the public realm.

South facing terraces will feature predominantly three storey town houses fronting the public realm and maximising solar gain.



· Figure 4.22 Town house and atelier block typology

## 4.9 BUILDING TYPES

To establish the spatial character of development and to ensure a balanced community a differing blend of building types will be provided. The range of building types illustrated in Figure 4.23 will include the following:

### Semi-detached dwellings

These are permissible in order to facilitate the type of block and spatial articulation conveyed in this document. Generally there are two key conditions:

1. Semi-detached dwellings should be composed as a pair utilizing the same house type but not in a symmetrical arrangement. These will be used to help turn corners, form courtyards and command smaller public space.
2. Semi-detached dwellings should be composed to read as a complete villa type. This will be used to help mark gateways, command space and determine views. They must share a steeply hipped roof in order to accentuate their singularity in the village.

### Terraced dwellings and town houses

- A minimum of four terrace dwellings in a row will be provided along key frontage.
- A minimum of three terrace dwellings in a row, with wall connections, will be provided along home zones.

### Solar Terrace

- A continuous curved south facing terrace will be composed of three storey, double fronted house type designed to form a continuous curving façade.
- Depending on the dwelling design the ridge, parapet or eaves height must be continuous across the length of the terrace.

### Apartment blocks

Apartment buildings in Allerton Bywater are intended to assist with achieving densities, providing buildings of increased height and scale to act as legible markers, particularly at corners, and in achieving a mix and range of dwelling types. Although apartment buildings will therefore be higher than other residential buildings, they will generally have a similar scale and proportion to the residential houses of the development. In general:

- Apartments will have balconies that are integrated, generous and well designed.
- Purpose built apartments will have architectural details that provide distinctive treatments of corner sites or respond to the scale of the spaces they front.

### Mixed use block

- Mixed use buildings will be of a flexible form to accommodate either office or residential accommodation on upper floors, with ground floors able to accommodate retail, commercial or community uses.

### Commercial buildings

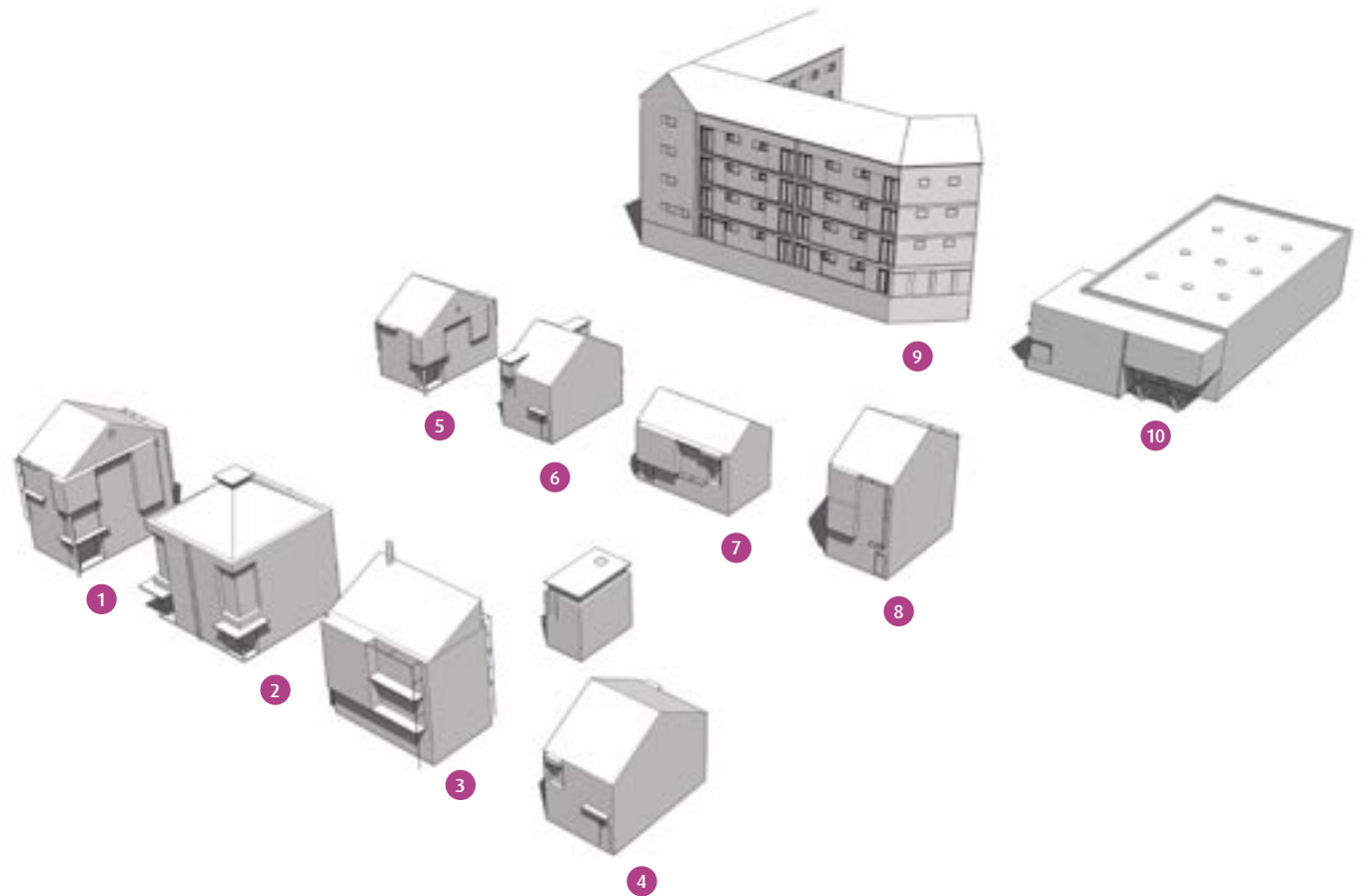
- Commercial and retail buildings will be located in the mixed use centre around the village square with additional employment business space in the north of the development facing Park Lane. These buildings will generally be located around the perimeter of their plots.
- Parking will be to the rear of buildings, and/or in internal courts, so as to be hidden from view from the street.
- Commercial buildings will be designed with facades facing the street, including windows and main

entries, and will be constructed using high quality materials. If required the 'shed' element of the building will be hidden at the rear of such frontages.

- Signage will be integrated with the building design and not stand alone.
- Commercial buildings will create a street frontage.
- Careful attention will be paid to the zone between the commercial development and the countryside to the north which is Green Belt; this will take the form of a key urban frontage (see Section 4.7) and Park Lane will be 'pedestrian friendly' with significant tree planting.
- Refer to 'Neighbourhoods for Living' pg 57.

### House Typologies:

1. Three storey end of terrace type. Emphasis on corner and side entrance and intended to minimize inactive block frontage.
2. Three storey semi-detached villa. Two units composed as a single form.
3. Three storey double fronted terrace type with work space and garage. Emphasis on maximizing solar orientation and views.
4. Two storey terrace type.
5. Two storey end of terrace type. See type 1.
6. Two to three storey terrace type.
7. Two storey double fronted terrace type. Emphasis on maximizing solar orientation.
8. Three storey terrace type.
9. Five storey mixed use building of a special design.
10. Commercial building



· Figure 4.23 House Typologies

#### 4.10 PUBLIC REALM

The strategy at Allerton Bywater will aim for a clear hierarchy of open spaces and public realm that embraces recreation and leisure provision, species diversity and nature conservation, within a high quality design aesthetic. Public realm at Allerton Bywater is the all encompassing term used to refer to all spaces between buildings and includes public open space, streets and private space both of a residential and commercial nature.

##### Public open space

The public open spaces at Allerton Bywater have been or will be provided by English Partnerships or others and this section briefly describes the function and content of the spaces in order for the developer to understand the context for the new development. The location of these open spaces is illustrated in Figure 4.24.

Open spaces contribute to and support a range of leisure and recreation activities available nearby, act as the venue for both active and passive pastimes to provide a healthy living environment and meet the needs of a healthy community. The design of these open spaces responds to surrounding landscapes, namely relic estate parkland, industrial settlements and river floodplain. The planting strategy used within the open spaces, as well as within elements of other public realm, aims to integrate Allerton Bywater with the surrounding landscape which is accomplished by retaining, enhancing and introducing appropriate new planting. In this way woodland and more densely planted, enclosed landscapes occur to the north of the site, whilst the vegetation typically associated with aquatic landscapes becomes more common to the south of the site. The informal enjoyment of the surrounding countryside is encouraged by the provision of a comprehensive footpath and cycle network that extends from the settlement into the surrounding

landscape, (although not in to ecologically sensitive areas such as Fairburn Ings) reconnecting severed links and creating new routes where appropriate.

The northern strategic public open spaces are naturalistic in character comprising retention of existing woodland supplemented with new woodland planting. Species composition is appropriate to the slightly higher ground and reflects species found within the surrounding area. The existing Sustrans cycle route is extended into the heart of the development area along the railway embankment.

The public open space in the south is simple and informal in nature comprising undulating grassland that accommodates part of the Sustainable Urban Drainage System. Trees line the street and front the south facing development. The boundary with Station Road is secured with a metal country estate railing to create a secure boundary whilst also maintaining visibility to and from the space. Entrances are provided at key points to ensure positive integration with the existing elements of the village. The Allerton Bywater Colliery Miner's Memorial is to be placed within this public open space, in close proximity to Main Street and forms a key landmark. This space is illustrated in Figure 4.25.

Allerton Bywater Square and associated green form a central focus to the development and will also be the setting for shops, community facilities, new homes and businesses. The square has been built with high quality materials such as Yorkstone and large new trees, as illustrated in Figure 2.26. An extensive lawn will function as an informal recreation area and will also feature a children's play area as well as the further extension of the Sustrans cycle route. The design of the interface between hard surfaces and lawn will include the use of ground modelling to ensure sensitive integration and three-dimensional

variety. The mine shaft caps are located within this space and have specific access and no-build requirements which feature in English Partnership's constraints plans.

Further public open spaces are provided in the north, south and east which predominantly accommodate part of the Sustainable Urban Drainage System as well as being provided with new planting in keeping with the strategy described above.



- **Passive recreation is as important as active recreation**



- Public Open Space provided by English Partnerships
- Boulevard provided by English Partnerships
- Main Street provided by English Partnerships
- Homezones
- Private Space
- Landscape in the commercial area

· Figure 4.24 Public Realm

## Streets

Key elements of the street hierarchy, namely Main Street and the Boulevard, have been designed and implemented by English Partnerships as follows: The landscape character of Main Street reflects an ordered space comprising large columnar street trees, *Pyrus halics*, which will provide structure and grace to the corridor whilst maintaining freedom of movement. In contrast to the north south axis, the east-west axis, the Boulevard, is more informal in nature. Street trees are arranged in clusters at the intersection with adjacent lanes, which together with areas of informal grass and community facilities create a more informal pedestrian dominated strategic route.

The remaining elements of the street hierarchy are described in detail in Chapter 5. The key elements of the hierarchy are the home zones which have an important role to play, not only in the spatial hierarchy, but also in the quality of the environment with the careful use of paving, street furniture, trees and planting. The concept of home zones aims to 'improve the quality of life' and 'put the needs of people before traffic'. Codes for home zones are as follows:

- Tree planting will form key local visual elements within the home zones.
- Street clutter will be minimised, for example, by combining street lighting with signage columns and creating dual function for elements, such as boundary definition and seat walls.
- Carefully located planting will also complement the character of the home zones with opportunities to 'soften' home zone 2 with shrub and climber planting in a composed manner in keeping with the landscape strategy provided by the developer.

- Detailed codes for home zones are provided in Chapter 5.
- Trees planted in homezones will be planted at a minimum semi-mature size, 30-35cm girth, and a minimum 2m clear stem.
- The ultimate form of tree in homezones will range between columnular to wider but light canopied; some flowering trees will be used.
- Refer to Leeds City Council 'Neighbourhoods for Living' pg 22-25.

## Private space

The private spaces within the residential development contribute to the overall character of development and therefore the developer will have a clear strategy for the allocation of planting particularly the use of trees within rear gardens. Codes for private residential space are as follows:

- Trees will be provided in rear gardens.
- Hedging will soften the private gardens and provide an important ecological habitat and therefore will be used in some front and some rear gardens.
- Boundary treatments will be in accordance with Chapter 6.
- Climbers will be used to soften boundary walls which face the public realm.
- Refer to Leeds City Council 'Neighbourhoods for Living' pg 30-31



• An example of a home zone within a new development





· Figure 4.25 Illustrative view of the southern park framing a new village area for Allerton Bywater

### Commercial space

The private spaces within the commercial development significantly contribute to the overall character of development and therefore the developer will have to demonstrate a clear strategy for the allocation of planting. Codes for private commercial space are as follows:

- Trees will be provided within the car parks of the commercial areas.
- Boundary treatments will be in accordance with Chapter 6.
- Climbers will be used to soften boundary walls which face the public realm.
- Indigenous woodland planting will be used to screen adjacent residential land uses within the commercial land use.
- Refer to Leeds City Council 'Neighbourhoods for Living' pg 57

### Landscape

There are a number of existing trees on the site which have been preserved as part of the specific character of the site. Existing vegetation is broadly identified in Figure 2.3 whilst the details of the specific trees are provided on a constraints plan held by English Partnerships.

The general codes for landscape at Allerton Bywater are as follows:

- Tree planting throughout the development will create visual focus, soften the built environment, relieve the density of the development and create subtle division of space between land uses.
- Respect for the indigenous ecology of the locality is also a key feature of the design of the landscape in which ecological principles will be adopted, with indigenous planting, biodiversity and habitat diversification.
- A landscape strategy will be submitted with the planning application detailing the overall approach, compliance with the Design Codes, design intent species list, and plant sizes.
- Leeds City Council guidelines will be adhered to regarding tree planting and proximity with buildings and trees within highways.
- Leeds City Council guidelines will be adhered to regarding Sustainable Urban Drainage systems.
- Refer to Leeds City Council 'Neighbourhoods for Living' pg 32-37.



- **An example of screen planting at the rear of a commercial building**



· Figure 4.26 Illustration of Allerton Bywater square facing westwards

# 05:

## MAKING THE CONNECTIONS

### 5.1 STREET HIERARCHY

The street hierarchy is illustrated in Figure 5.1 which also identifies all junctions with the existing highways. The hierarchy consists of the

- the main street;
- the boulevard;
- home zone 1; and
- home zone 2,

in which car movement and speed will be controlled by design. The design intent of the street hierarchy is to provide an integrated grid of streets for vehicles which are pedestrian friendly thus ensuring good connectivity and permeability. A high quality public realm, including good quality materials for paving, street furniture and street trees, will support the promotion of walking. Detailed codes for the main street, the boulevard and home zones are provided and summarised in figures and tables.



· Figure 5.1 Indicative Street hierarchy

## Main Street

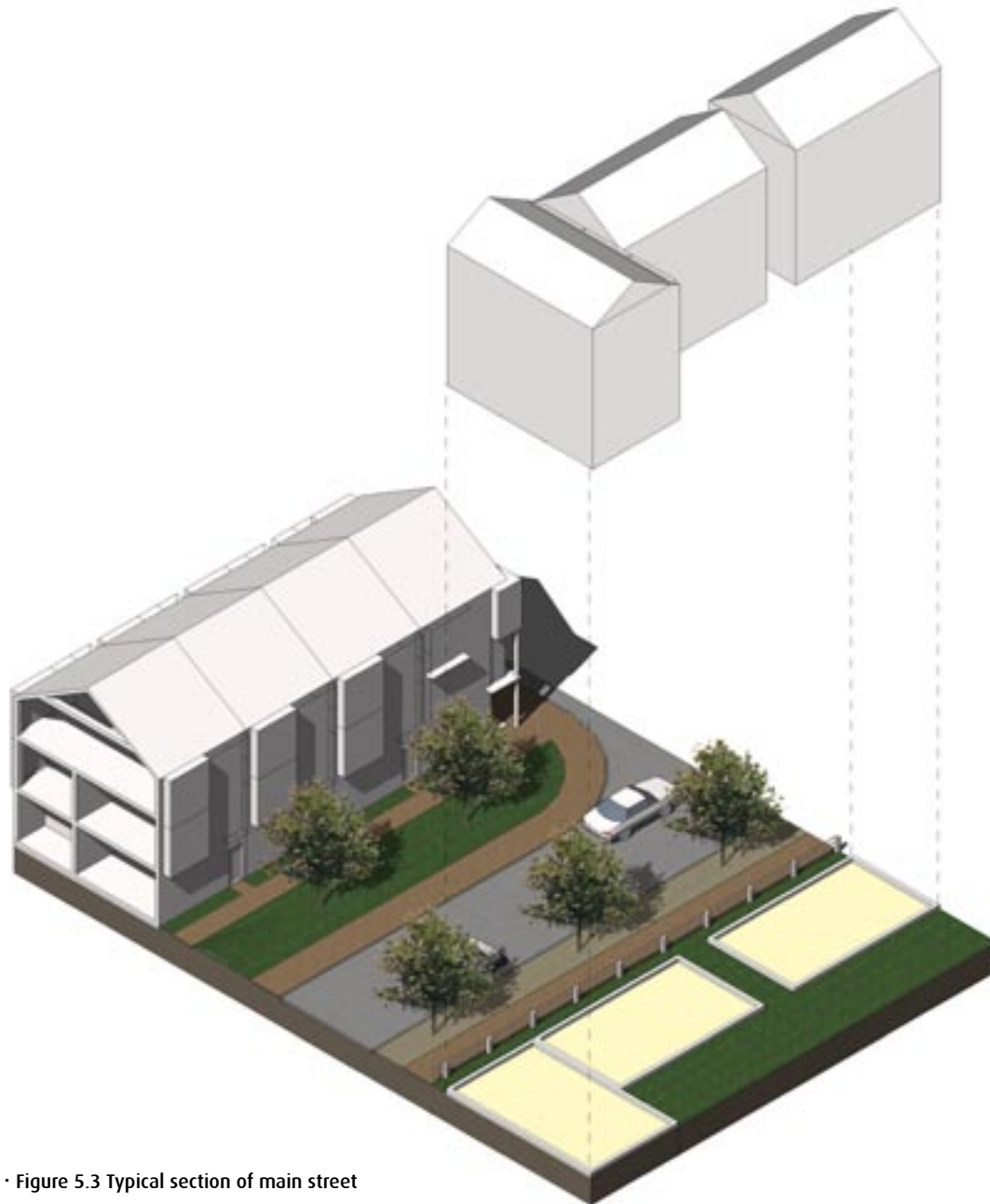
Essentially the main street has been constructed and it will be the focus for pedestrian and vehicular connections with Station Road and Park Lane to provide a fully accessible route for use by cars, buses, cycles and pedestrians. The codes for main street are illustrated in drawings and cross-sections in Figures 5.2 and 5.3 and described in Table 5(i) which aim to achieve a specific character.



· Figure 5.2 Typical perspective of the main street

TABLE 5(i) MAIN STREET

Criteria	Main Street Specification
Design Speeds	
Speed limit	20 mph
Design speed	20mph
Street dimensions	
Minimum carriageway width	As built
Footway	As built
Verge	As built
Public Transport	
Bus access	Yes
Bus stops	To be provided by the operator in accordance with section 6.3
Street design details	
Traffic calming	'Shared surface' approach and soft verge
Minimum forward visibility	As built
Junction radii	As built



· Figure 5.3 Typical section of main street

Parking	
On-street parking	None
Direct vehicular access to properties	No
Trees	
Layout and spacing	As built - formally paired across the street
Tree surround	In soft landscape
Tree support	As built
Tree species	As built
Materials	
Carriageway	As built - 40mm rolled asphalt with 20mm red chippings
Kerb	As built - Conservation kerb
Footpath	As built - PCC blockwork, 65mm depth

### The Boulevard

Essentially the boulevard has been constructed and includes road carriageway, pedestrian route and a wide planted verge. The boulevard forms a key pedestrian connection within the new development linking residential areas with the rest of Allerton Bywater and in particular to the primary school. The boulevard forms a cross-roads with the main street at which Allerton Bywater Square is located. The boulevard has been designed and constructed as a surface with no kerb upstand. The codes for the boulevard are illustrated in drawings and cross-sections in Figures 5.4 and 5.5 and described in Table 5(ii) which aim to achieve a specific character.

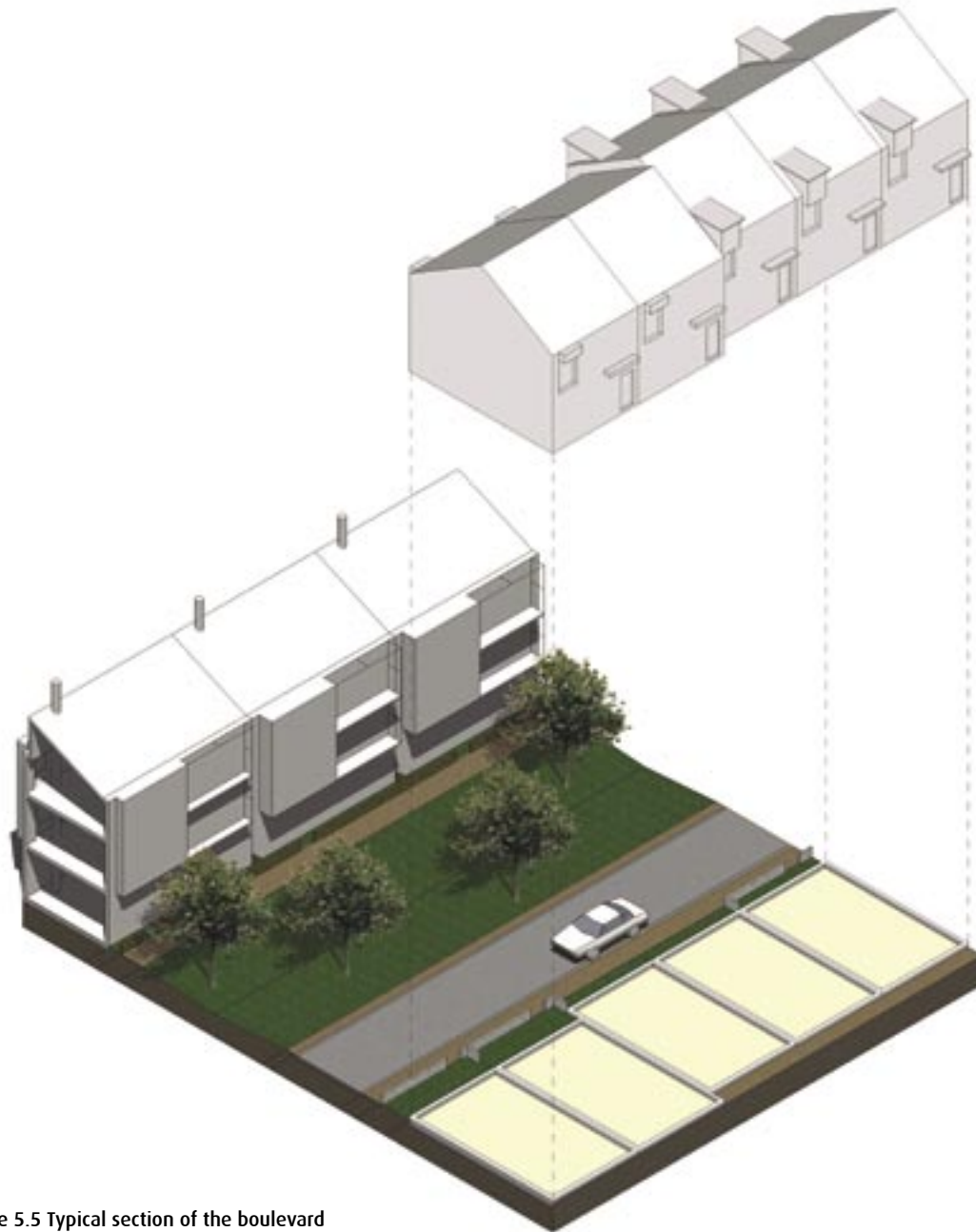


· Figure 5.4 Typical perspective of the boulevard

TABLE 5(ii) BOULEVARD

Criteria	Boulevard Specification
Design Speeds	
Speed limit	20mph
Design speed	20mph
Street dimensions	
Minimum carriageway width	As built
Footway	As built - north side 2.0m and on south side 0.6m margin
Verge	As built soft verge
Public transport	
Bus access	No
Bus stops	No
Street design details	
Traffic calming	'Shared surface' approach and planted verge
Minimum forward visibility	As built
Junction radii	As built





· Figure 5.5 Typical section of the boulevard

Parking	
On-street parking	None
Direct vehicular access to properties	Limited
Trees	
Layout and spacing	As built - informal
Tree surround	In soft landscape
Tree support	As built
Tree species	As built
Materials	
Carriageway	As built - 40mm buff coloured 'mastertint'
Kerb	As built - Conservation kerb
Footpath and Cycleway	As built - PCC blocks, 65mm depth

## Home Zones

Home Zones form the main form of circulation within the residential areas of Allerton Bywater Millennium Community creating a number of linkages to adjacent communities and a permeable street hierarchy within the residential quarters. The residential areas are to be designed according to the spirit and principles of home zones however signage is to be discrete and kept to a minimum and in particular certification is required. Home zones are residential streets in which the road space is shared between drivers of motor vehicles and other road users, with the wider needs of residents (including people who walk and cycle, and children) in mind. The aim is to change the way that streets are used and to improve the quality of life in residential streets by making them for people, not just for traffic. Changes to the layout of the street should emphasise this change of use, so that motorists perceive that they should give informal priority to other road users.

The key principles to be applied to the home zones include:

- Turning residential streets into valued public space, and not just a place for movement;
- Fostering a sense of community;
- Encouraging a greater diversity of activity and use of the street by residents;
- Reducing social isolation;
- Increasing opportunities for active and creative children's play;
- People friendly spaces;

- Increasing natural surveillance, deterring casual crime;
- Reducing traffic speeds significantly to no more than 10mph;
- Improving the safety of residential areas, and perhaps as importantly, residents' perceptions of safety;
- Enabling less mobile members of the community - children, older people and disabled people - to reclaim their local environment from the car;
- Encouraging people to walk and cycle within their local area, and to nearby destinations;
- Improving the environmental quality of urban streets; and
- Helping to increase the demand for urban living.

A high quality public realm, including well co-ordinated good quality materials for paving and street furniture, will support the promotion of walking. The codes for home zones are illustrated in drawings and cross-sections in Figures 5.6 and 5.7 and described in Tables 5(iii) and 5(iv). Additional codes are as follows:

- Car movement and speed will be controlled by design including route definition from built forms and building layout along the routes.
- Home zones will be visually simple and free of unnecessary clutter; in particular vertical elements such as lighting and signage will be minimised and combined whilst pedestrian guard rails will not be

used (a minimum clearance is required for street furniture, planting and lighting).

- The home zones will be designed with a shared surface where different areas within the home zones are marked by different materials and the route for vehicles will be less apparent so that car drivers will be more cautious.
- Tree planting, materials, street furniture and lighting arrangements will also reinforce the informality of the home zones.
- Street lighting will be provided.
- Seating area or children's play equipment will be located along these home zones.
- Parking bays will be sensitively defined.

Within the home zones are public spaces referred to as 'Central Heart Spaces'. There will be number of central 'heart' spaces within the neighbourhoods, both hard and soft landscape areas within residential areas, providing places to sit and play, as illustrated in Figure 5.8. The open spaces will be based on environmental principles with innovative landscape design and planting design.



· Figure 5.6 Illustrative perspective of a homezone 1

TABLE 5(iii) HOMEZONE 1

Criteria	Homezones Specification
Design Speeds	
Speed limit	20mph
Design speed	10mph
Street dimensions	
Minimum 'carriageway' in shared surface	5.5m 6m adjacent to perpendicular parking
'Footway' area of shared surface	Minimum 1.8m 2.5m on opposite side adjacent to parking
Verge	No
Public transport	
Bus access	No
Street design details	
Traffic calming	Homezones are traffic calmed by design and features include: change in the building line, minimum length of uninterrupted carriageway of 30m, entrances to courtyard parking, seating areas and trees
Vehicle swept path to be accommodated	Removals/refuse vehicles can enter and leave using both sides of road
Minimum forward visibility	15m (subject to highway authority being satisfied that vehicle speeds can be limited to 10mph)
Junction radii	min 4.0m



· Figure 5.7 Typical view of a homezone 1

Parking	
On-street parking	Defined parking bays within the home zones
Direct vehicular access to properties	Yes
Trees	
Layout	Locations to fulfill home zones principles
Tree surrounds, supports and species	Refer to Leeds City Council Planning and Highway specifications
Materials	
Shared surface 'carriageway'	Black-top with stone chippings at 'entrances' to the residential areas and a range of coloured PCC blocks laid in herringbone in other areas
Kerb	Conservation kerb 25mm elevation where block-top with stone chippings used
Defined parking areas	Defined with broad top-faced, smooth-faced, and in-filled with grey PCC concrete pavements, laid in herringbone, with permeable joints and bedding
Edgings	Broad top-faced, smooth-faced, PC stone
Services	Laid in a 1.8m services corridor at 'high' side, within each developer's land



· Figure 5.8 Typical view of a central heart space

## Homezone 2

The tertiary form of circulation within the residential areas of Allerton Bywater will be provided by homezones 2 creating a number of safe linkages within the neighbourhood and a permeable pedestrian pattern within a hierarchy. The residential areas are to be designed according to home zone principles however signage is to be discrete and kept to a minimum. Table 5(iv) summarises the elements, character and detailed codes of the mews and should be read in conjunction with the drawings and cross-sections in Figures 5.9 and 5.10.

- Homezones 2 will be visually simple and free of unnecessary clutter; in particular vertical elements such as lighting and signage will be minimised and combined whilst pedestrian guard rails will not be used.

- The homezone 2 will feature intimate spaces where pedestrians and cyclists have equal priority with vehicles but where the vehicular surface will be restricted in area.
- Car movement and speed will be controlled by design.
- Parking areas can be parallel or perpendicular.
- The homezone 2 will be designed with a shared surface where different areas within the homezone are marked by different materials and the route for vehicles will be less apparent so that car drivers will be more cautious.

TABLE 5(iv) HOMEZONE 2

Criteria	Mews Specification
Design Speed	
Speed limit	20mph
Design speed	10mph
Street dimensions and character	
Minimum 'carriageway' in shared surface	5m, 6m min adjacent to perpendicular parking
'Footway' area of shared surface	Minimum 1.5m 1.8-2.5m adjacent to parking
Verge	No
Public Transport	
Bus access	No
Street design details	
Junction radii	A minimum of 4m
Parking	
On-street parking	On carriage-way variable kerb with parking either side of the mews
Direct vehicular access to properties	Yes



Figure 5.9 Typical perspective of a homezone 2



· Figure 5.10 Typical view of a homezone 2

Trees	
Layout	Location to fulfil homezone principles
Tree surrounds, supports and species	Refer to Leeds City Council Planning and Highway specifications
Materials	
Shared surface 'carriageway' and 'footways'	PCC blocks
Kerb	Conservation kerb, 25mm elevation
Parking	PCC blocks
Edgings	Stone setts or clay blocks

## 5.2 PARKING

In this section, the principles for parking and servicing is considered. The general codes for residential parking are as follows:

- Parking will be provided in accordance with PPG13 and Leeds City Council's UDP with different parking provision for different types of dwelling.
- Garages will be large enough to allow general storage and cycle storage at the end to ensure that the garage can also easily accommodate a vehicle so that it may count as a full parking space.
- An appropriate level of visitor parking to be provided.

The general codes for commercial parking are as follows:

- Parking provision for the commercial areas will be provided in accordance with PPG13 and LCC's UDP.
- To minimise parking requirements, where possible, car parking will be shared between different uses, for example, the parking for the local shops can be shared with the multi-purpose community buildings and primary school.
- Refer to Leeds City Council Neighbourhoods for Living Pg 38-39.

The range of options for parking cars include: Courtyard Parking; On-plot Parking; and On-street Parking. The following are the general descriptions for each option of car parking.

### Homezone Parking

- Where parking courtyards are included as part of a homezone type arrangement, they should incorporate residential dwellings and garages, which will provide overlooking and natural surveillance of the homezone.
- Homezones will include lighting to enhance the quality of place within the homezones and may include tree planting to soften the view of the car park from the perimeter block.
- Planting proposals for the homezones will be in keeping with the landscape strategy for the whole of Allerton Bywater.
- Homezones will have a shared surface for both vehicular and pedestrian circulation, although, for safety, a carriageway may be delineated in certain locations by a change in materials.

### Garage Parking

On-plot parking includes garages only. Car parking on hard-standing will not be permitted. The on-plot parking options, which are urban design led rather than engineer led, are as follows:

- Garages, where provided, will be designed to accommodate a vehicle and cycle store for at least two cycles.
- Under no circumstances will hard standing, of a size capable of accommodating a car, be located in front of any garage.
- Under no circumstances will a garage form more than 35% of the front elevation to any house.

- Under no circumstances will a garage present a blank elevation to any street.
- Garages are not permitted fronting the main street and boulevard and are restricted fronting open spaces.
- A single garage per dwelling is permitted only.
- Gates will be setback 0.5 metre from the building line, will be double and will concertina in two. Where the garage abuts the street roll-up garages doors may be permitted.
- Freestanding garages may be provided to the rear of a dwelling only.
- Where garages are permitted they will be designed to accommodate one vehicle and additional storage space so that the garage is used to park the car.
- Generally garages will be sited sufficiently close to the street such that the distance between the garage door and the plot boundary is significantly less than one car length.



## Courtyard Parking

In order to ensure a lively street scene people will be encouraged to use their front door rather than rear accesses from courtyard car parking areas. In addition, to encourage movement by foot or by bicycle, the aim is to discourage use of the car for short journeys by making it a little less convenient to jump into the car. This will have a double benefit, on the one hand reducing the amount of greenhouse gas emissions, and on the other increasing the liveliness of the street, which will both add to neighbourhood safety and enhance the sense of local identity. By making it a little less convenient to jump into the car, its use will be discouraged for short journeys, so that more people will be using the pavements. People are encouraged to enter and exit their houses via their front door through appropriate design.

However, the parking courts should also be seen as places themselves, rather than as backyard areas. Wherever possible they should therefore be incorporated within home zones, so that there is some through movement, and activity within the courtyard. Attention to the quality of planting and paving materials is also essential so that the courtyards become attractive places. The codes for courtyard parking are as follows:

- The access to the courtyard will form an integral feature of the perimeter block and can include accommodation at the first floor above the opening.
- Courtyards will feature tree planting to soften the view of the car park from the perimeter block and lighting to assist security.
- Planting proposals for the courtyard will be in keeping with the landscape strategy for the whole of Allerton Bywater.
- Courtyards serving individual dwellings will accommodate up to 6 cars.
- Courtyards may have secure gated access for security.

- Courtyards will be surveyed from individual dwellings and accessible only to residents.
- Gates will be set back 1 metre from the building line.
- Width of straight access routes should be minimised.
- Courtyards will have a shared surface for both vehicular and pedestrian circulation, although, for safety in certain locations a carriageway may be delineated by a change in materials.
- Secure and sheltered cycle rack provision will be at one per dwelling but where possible provision should be within a building.
- Where parking courtyards do not form part of a home zone type arrangement, and have only one access, they will be designed to be clearly defined as private domain and for use of the residents only. In this condition, the courtyards should be overlooked by the residential buildings around them.
- Climbers will be used on boundary walls to soften and 'green' the environment.

## On-Street Parking

Refer to Section 5.1 for codes for on-street parking. Further codes for on-street parking include:

- Street parking will be provided in defined bays.



• A range of car parking arrangements

### 5.3 PEDESTRIAN AND CYCLE MOVEMENT

Walking and cycling are the most sustainable forms of transport and are therefore crucial to the aim of delivering a sustainable new community. Local facilities are therefore provided within walking and cycling distance to encourage their use. Pedestrian and cycle movements within Allerton Bywater are unrestricted within the public realm. Figure 5.11 illustrates the pedestrian and cycle realm.

A high quality public realm, including good quality materials for paving and street furniture, will support the promotion of walking within the residential areas, to the public transport nodes and facilities. Developers must ensure that their proposals will not prejudice the designated or strategic routes and will also contribute positively to the objective of good safe pedestrian connections as follows:

- Pedestrians and cyclists will be able to use all streets for movement in a high quality environment.
- Pedestrian connections directed along the rears of dwellings will not be permitted.
- Pedestrian and cycle routes will be designed as 'Safe Routes to School' on the approaches to the Allerton Bywater primary school in accordance to Leeds City Council requirements.
- Cycle parking facilities will be provided in Allerton Bywater Square and within the central heart spaces



• An example of a pedestrian and cycle route within residential development

### 5.4 SERVICING AND STORAGE

The general codes for servicing and storage areas are as follows:

- Delivery access should be directly to the dwelling from the street in the traditional manner.
- Similarly delivery access to mixed use buildings should be directly to the building from the street and where this occurs adequate parking, loading facilities and timing restrictions should be in place.
- Delivery to the sites dedicated to potential retail and to employment uses must be placed at the rear of the building and be screened by buildings.
- If there are any circumstances where service/ storage areas abut the public realm they must be screened from view with a high quality solid wall.

### 5.5 PUBLIC TRANSPORT

Good quality public transport is extremely important to a socially inclusive transport network providing for young people, the elderly and people who do not have access to a car. It also has an important role to play in reducing reliance on the car. It is proposed that a bus route will serve Allerton Bywater.

- The bus stops (not lay-bys) accommodated along Main Street will be well lit, accessible, attractive and safe.



· Figure 5.11 Illustrative view of the southern park.

# 06:

## DETAILING THE PLACE

### 6.1 BOUNDARY TREATMENTS

The treatment of plot boundaries will be fundamental to creating a safe and secure environment for occupiers of Allerton Bywater and also a unified and uncluttered streetscape. There are three boundary types for residential development as follows:

1. Front boundaries, where the blocks interface with the street;
2. Rear boundaries where properties have common boundaries or share access to secure rear courtyards; and
3. Side boundaries where two properties meet and where private properties edge the street.

#### Front Boundaries

The front boundaries are differentiated by the extent of setback from the street that is permitted between the plot boundary and the building line, as well as by the nature of the boundary. This area is referred to as the privacy strip and the dimension of the privacy boundary varies throughout Allerton Bywater. The privacy strip will not allow car parking at the front of the dwelling.

The principles applied to the width of the privacy strip relate to the following: the more formal and 'urban' the location the narrower the privacy strip. The materials permitted for boundary treatment are also described. Encroachment refers to the projection of elements from a building façade which include bay windows, door porches and balconies for example. The general codes are as follows:

- The minimum distance between the plot boundary and the extent of encroachment is 0.2metres so for example for a privacy strip of up to 0.6 metres the permitted encroachment will be up to 0.4 metres and for a privacy strip of 0.9 metres the permitted encroachment will be up to 0.7 metres.

#### Boulevard Boundary Treatment and Privacy Strip

Codes for the boundary treatment on the Boulevard are as follows:

- The privacy strip for commercial, mixed use, retail and public buildings on the Boulevard will be 0.3 to 0.6 metres.
- The privacy strip for residential buildings on Boulevard will be 0.9 metres on the north side and 0.5 to 1.5 metres on the south side.
- Permitted boundary materials to the Boulevard include render, stone or brick wall of a maximum height of 0.75 metres.
- Permitted boundary materials to Allerton Bywater Square includes hard paving.
- For non-residential uses, boundary treatments should be complementary with surrounding residential development but respond to the need of the proposed activity.
- Where front boundaries are not marked with a wall the ownership boundary will be marked by granite

setts, or similar, set in the paving in which the paving continues to the building frontage.

- Soft landscape should include shrubs which do not grow higher than 2 metres as their average mature height; individual specimen trees and climbing plants may be permitted.
- Grassed areas within the privacy strip are permitted along the southern side of the Boulevard.

#### Main Street Boundary Treatment and Privacy Strip

Codes for the boundary treatment on Main Street are as follows:

- The privacy strip for commercial, mixed use, retail and public buildings on Main Street will be 0.3 to 0.6 metres.
- The privacy strip for residential buildings on Main Street will be 0.8 to 1.1 metres.
- Permitted boundary materials to dwellings on Main Street include either railings with a horizontal emphasis of height 0.9m or no boundary.
- The privacy strip will be planted.
- Permitted boundary materials to Allerton Bywater Square includes hard paving.
- For non-residential uses, boundary treatments should be complementary with surrounding residential development but respond to the need of the proposed activity.

- Where front boundaries are not marked with a wall the ownership boundary will be marked by either granite setts, or similar, set in the paving in which the paving continues to the building frontage.
- Soft landscape should include shrubs which do not grow higher than 2 metres as their average mature height; individual specimen trees and climbing plants may be permitted.
- Grassed areas are not permitted on Main Street.

### Home Zone 1 Boundary Treatment and Privacy Strip

Codes for the boundary treatment in Home Zone are as follows:

- All residential dwellings will have a privacy strip of 0.6-1.5 metres width except where an upstand is required for drainage purposes.
- Permitted boundary materials include the following:
  1. Wrought iron or galvanised mild steel railings 0.9 to 1.1 metres height,
  2. Rendered, stone or brick wall to a maximum height of 0.6 metres, with wrought iron or galvanised mild steel railings taking the overall height to 0.9 to 1.1 metres, or
  3. Hard paving
- Where a railing or wall is employed, hard or soft landscape is appropriate. Soft landscape should include shrubs which do not grow higher than 1.2 metres as their average mature height; individual specimen trees and climbing plants may be permitted. Grassed areas are not permitted.

- Where front boundaries are not marked with a railing or wall the ownership boundary will be marked by granite setts, or similar, set in the paving in which the pavement paving continues to the building frontage.
- Planting should be carefully considered in the context of the street designs and if provided should include planting in soil pockets within the paving. If planting is provided shrubs which do not grow higher than 1.2 metres as their average mature height; individual specimen trees and climbing plants may be permitted however planting should not obscure views of the street.

### Home Zone 2 Boundary Treatment and Privacy Strip

These streets will be the least formally treated in terms of edge definition, with a single surface level from building front to building front. Codes for boundary treatments to these streets are:

- All residential dwellings on mews streets will have a privacy strip of 0.3-0.9 metres in width.
- Boundary screen walls or railings will not be permitted. Permitted boundary treatment definition is:
  - Privacy strips will be differentiated by a change of surface material and demarcation of the boundary with a line of granite setts or similar. The differentiated paving material must nevertheless provide a comfortable walking surface, and be flush with the paved surface of the pavement.
- Planting should be carefully considered in the context of the overall design of the street and where provided should be planted in soil pockets within the paving. This planting will include shrubs which do not grow higher than 1.2 metres as their average mature

height, so that planting does not obscure views of the street, individual specimen trees, and climbing plants.

- Grassed areas are not permitted.

### Rear Boundaries to Central Courtyards or Rear Access Parking

The codes for the treatment of rear boundaries to communal spaces, including car parking or community gardens, are as follows:

- The rear boundary of homes which share a secure central courtyard must allow surveillance of parking area from habitable rooms whilst maintaining privacy within the rear garden area.
- The boundary between the garden and the courtyard or access to rear parking will be no greater than 2.1 metres in height, the design of which is to be integral to the design of the buildings.
- The bottom 1.5 metres will be a brick or rendered wall of a minimum of 215mm thick which will be capped with a coping. The top 0.6 metres of the boundary must be of a visually permeable material such as timber trellis. Honeycomb brickwork or concrete blocks, palisade or chainlink fencing is not acceptable for the top 0.6 metres.
- Within the courtyard, the inclusion of evergreen hedges, self climbing climbers and climbers with trellis to green the walls and provide visual variety and contrast will be encouraged. Species will be agreed with the local authority.
- Where it is allowed that homes have direct pedestrian access to the central courtyard, the gates will be set in the back wall and could offer the option

of vehicular access to the garden to allow future conversion for on-plot garage or access.

- Where a gate is allowed between the courtyard and an individual property it will match the height of the boundary, will be no less than 0.45 metres wide, will feature piers and will be of high quality materials and design such as painted timber, mild steel or wrought iron.

### **Rear Boundaries Between Gardens**

- The boundary between two rear gardens will be a solid wall to provide security and to ensure maximum privacy within the gardens.

### **Side Boundaries Between Gardens**

The requirements for the treatment of side boundaries between gardens are as follows:

- Side boundaries between gardens will be a fence no greater than 1.8 metres in height.
- The fence will be solid adjacent to the house.
- The top 0.6 m of the fence at the back half of the garden may be visually permeable.
- Consideration is to be given to imaginatively designed timber fences.
- Wooden fences providing privacy between gardens may not be constructed of woven panels.
- Timber palisade fencing may only be used to separate adjacent domestic rear gardens.
- If masonry brick and rendered walls used, they will be capped with a coping.

### **Side Boundaries Fronting Streets**

As buildings must address the street corners by ensuring frontage on both streets a consistent boundary treatment on both faces of the corner. However, on the limited occasions where the rear garden fronts the street the codes are as follows:

- On corner plots and in any other situation where rear garden side boundaries may meet the street, the boundary treatment must be a 2.1m wall, whilst not compromising sight lines for forward visibility.
- The wall will only extend the length of the back garden and will not extend along the side of the house.
- The wall will be integral to the design of the building and of the same materials.
- The front and side of the house will have the same front boundary treatment.
- Windows must be situated on both floors of the front and side of the building.
- Street fronting garden walls will be at least 215 mm thick, or buttressed by piers at regular intervals where half brick walls are permitted.
- All materials used should be agreed with the council's adoption team

### **Boundaries to Commercial Buildings**

- Great attention must be paid to all boundaries which interface with public or semi-public spaces and visually permeable high quality treatments must be provided.

- Chainlink, palisade and timber boundary treatments will only be permitted in exceptional circumstances only.
- Street fronting walls will be at least 215 mm thick, or buttressed by piers at regular intervals where half brick walls are permitted.
- The boundary between commercial and residential uses will be formed with a 2.1 metre high brick wall.
- The boundaries between commercial uses and public streets will feature appropriate planting to compliment the vertical element.

## 6.2 BUILDING MATERIALS AND FEATURES

This section sets out the context and list of general codes with respect to the choice of materials and the approach to developing an appropriate architectural design vocabulary. Buildings, ground treatments and boundary treatments will respond to and be complimentary to local conditions and contextual materials. It will be required of the designers to acknowledge the regional and local context within which this development occurs, and it is expected that a coherent interpretation of this context will be delivered. For example, in reference to the regional vernacular, emphasis should be placed on simplicity in form, material and detail. Facades and building form must avoid over articulation and 'off the peg' superfluous decoration in favour of a more authentic place specific approach.

The design solution should be seen to arise out of the surrounding conditions and requirements and be unique to the location within the masterplan. In keeping with the simple approach this should be carefully developed and utilised across the village.

The design codes are underpinned by and aim to achieve authenticity and **design excellence**. General codes are as follows:

- Fenestration will account for no less than 25% of the facade of any residential dwelling, or 40% for a mixed use building, facing the public realm (street etc.) and open space.
- All gables which abut or front the public realm will be provided with windows at all ground and upper levels.
- All gables which are visible from the public realm will be provided with windows at ground floor and at upper levels.
- Windows to key rooms and facing the public realm will be generous in size to ensure natural surveillance.

- In general all windows will have a vertical and not horizontal articulation. Special attention should be paid to cill heights in terms of maximizing views and overlooking, solar orientation and the importance of the room behind.
- Other shaped windows such as portholes and squares are acceptable where they are used to add contrast and emphasis at entrance ways, corners, bays etc.
- All windows and doors will be recessed by a minimum of 100mm into the façade. This is to provide a feeling a solidity, articulation and depth to the building through cast shadows.
- Varnished wood doors, or moulded/pressed UPVC or metal doors, will not be permitted.
- UPVC window frames will not be permitted.
- Fibreglass or other simulated masonry elements will not be permitted.
- Where expansion joints are necessary these will be carefully considered and buildings designed either to express or to conceal them.
- Brick and light coloured render are the key façade materials should demonstrate authenticity.
- A mixture of different roof finishes is acceptable but emphasis should be on slate or its visual equivalent.
- Refer to Leeds City Council 'Neighbourhoods for Living' Pg 10-11.

### 6.3 STREET FURNITURE

Street furniture will form a 'family' of items which co-ordinate and work well together. Galvanised mild steel, stainless steel and timber will form the main materials used. Anti-vandalism measures will be incorporated.

Access for all will be addressed in all elements of design.

The design intent for the street furniture to be used at Allerton Bywater is illustrated in the photographs.





## 6.4 UTILITIES AND DRAINAGE

The design of utilities and drainage specific to dwellings must be integral to the development so as not to visually impact the environment and there is a series of principles that will be considered in the design of all blocks as follows:

- Utility boxes will be hidden within the entrances of individual houses depending upon the block and building type. Utilities boxes must not be visible from any public street elevation.
- Developers will provide comprehensive and integrated systems for telephones, radios and television. Television or radio antenna or aerials and satellite dishes will not be permitted on the roof or in other locations where they detract from the sense of proportion.
- Windows ventilators will be concealed.
- Burglar alarms will be located where they have minimal visual intrusion and where they are audible from the exterior of the building.
- A corridor within the highway will be provided to accommodate sewers and statutory undertakers within developers land.

## 6.5 RUBBISH

The storage and collection of rubbish and materials recycling must also be carefully considered in the design of blocks at Allerton Bywater. The general codes for the storage and collection of rubbish and materials recycling are as follows:

- The design of materials recycling and waste storage facilities as part of block design needs to be flexible to accommodate changing priorities, technologies and extent of the recycling programme.
- For apartments, provision will be made on the ground floor of the building to store refuse bins and maybe for recycling materials and waste in the future. The facility will be an integral part of the building, out of public view and accessible by refuse collectors from the street. In-home or on-plot storage will also be provided for small scale and temporary collection.
- For all homes with gardens, well designed refuse storage and materials recycling facilities will be provided in covered areas capable of accommodating refuse bins for general waste and for sorted materials for recycling collection. Moving the waste and recycling material to the public footpath will be the responsibility of the occupiers and this should be considered in design of the provision and access to the street.
- Requirements for commercial recycling facilities and those for community buildings will be determined in conjunction with Leeds City Council. Non-residential recycling of waste collection must not be mixed with residential collection.
- In all situations, refuse and materials recycling collection facilities, which might be provided (whether

residential or commercial) will be protected from the weather and be designed as an integral part of the built form of development proposals. There should be no adverse impact on the public realm from the recycling and refuse facilities. amended

- The use of materials and overall design of storage should be complimentary with that of the built development proposal.
- To be in line with Leeds City Council refuse collection and recycling strategy.

# 07: CONCLUSION

The strategy at Allerton Bywater will aim for a clear hierarchy of built form, streets and open spaces that embraces sustainable design, good urban design practice and, where appropriate, methods of modern construction. Ensuring clear identity and sense of place is paramount to the aims and objectives of English Partnerships and Leeds City Council and hence the use of Design Codes for this significant project. Figure 7.1 provides an Illustrative view of Allerton Bywater.



· Figure 7.1 Illustrative view of Allerton Bywater

## TEN URBAN DESIGN PRINCIPLES

*for use by Leeds City Council in its day to day development activities*

*"Good design provides the background to everybody's lives and can help bring communities together. It develops a sense of local pride and creates lasting confidence" (Vision 2 – high quality design is a cross-cutting issue, and thriving places is one of the eight strategic themes)*

These principles respond directly to Vision 2, LCC mission statement, core values and the themes in the Council Plan (creating better neighbourhoods and confident communities, making the most of people, competing in a global economy, integrated transport, and, looking after the environment).

All these principles should be used together to support and steer the work of all LCC Departments and be part of our commissioning, design, procurement, negotiation and other processes. These should also be advocated beyond the work of the Council – for use by our partners and all those influencing urban design quality throughout Leeds (including investors, developers, designers etc.)

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tel: 0113 247 8000 – email: urbandesign@leeds.gov.uk – website: www.leeds.gov.uk

Investing – working – involving – regenerating – delivering – creating – improving – connecting – managing – reviewing



### INVESTING effectively –

#### **Recognise that good design is good business [1]**

Good design provides longer lasting, sustainable solutions for us and future generations to use and enjoy. It increases value (economic, social and environmental).

*Checklist: life cycle costing; robust design accounts (flexible/robust for change); market considerations (short/medium/long term); delivery mechanisms (building access and processes); sustainable accounting; economic/social/environmental aspects together; CAE (value of good urban design)...*



### WORKING together –

#### **Get the team right [2]**

Good design requires many skills and built environment disciplines, including architects, urban designers, landscape architects, engineers (highways, civil, structural, services), town planners, developers, heritage consultants, access consultants, ecologists, surveyors, public art consultants, manufacturers, project managers and others. Good interdisciplinary working is fundamental to successful design and procurement.

*Checklist: identify broad range of team members (do not be too narrowly focused); identify team leader; encourage creative working; initiate a series of design workshops at the outset (including designers, planners and clients)...*



### INVOLVING the community –

#### **Make places for (and by) people [3]**

Good design processes include participation by the community to provide places and buildings which are better tailored to need, engender a sense of ownership and reduce crime. Design processes must cater for all including people of different age, gender, ethnic background and disabled people. This should create and retain people-friendly places that are well-used and well-loved.

*Checklist: identify stakeholders; consider appropriate participatory approach...*



### REGENERATING throughout Leeds –

#### **Close the gap and move forward [4]**

Good design of existing and new places is a fundamental need for sustainable regeneration of areas and communities – creating places to live, work, shop, play, rest, worship, care etc. Mixing uses, tenures, densities, forms to create lively, attractive places for all people. Quality design should improve and renew our neighbourhoods/villages/towns/city centre.

*Checklist: opportunities for real consultation for removal of community mixed use, active, new mixed spaces; design strategies/frameworks/action plans; themes of Renaissance Leeds/Vision 2/Neighbourhoods for Living; City Centre Urban Design Strategy...*



### DELIVERING sustainable environmental solutions –

#### **Provide for future generations [5]**

Good design is sensitive to the impact on the Earth's resources and the needs of future generations. Solutions should minimise energy use, waste production, and pollution (in construction and throughout the life of the development). Solutions should enhance and protect the natural environment/biodiversity and realize good opportunities for sustainable energy production. Local resources (materials and skills) should be encouraged.

*Checklist: consider sustainability at inception stage; do sustainable approach at key stages of the project; climate/micro-climate considerations for orientation, construction and natural energy production; energy/water/drainage strategies; travel plans (encouraging use of more sustainable transport: walking, cycling, public transport etc)...*



### CREATING excellent new places –

#### **Take a visionary approach [6]**

Good design looks forward to improve our quality of life, taking all opportunities for excellent new buildings, streets, spaces and landscape. Good design is a catalyst: initiating positive change in attitude, perception and use of a place. New places should be attractive, vibrant (appropriate to time of day) and safe.

*Checklist: take a broad view; take 'big' thinking with practical considerations too; COPM-CASE good practice guidance; research international best practice; inspired by design principles; Renaissance Leeds/Neighbourhoods for Living/City Centre Urban Design Strategy/Leeds Development Plan themes, principles and policies...*



### IMPROVING existing identity –

#### **Analyse and enhance the character [7]**

Good design responds to the distinctive qualities of existing places – the forms, movement patterns, spaces and uses provide a strong basis for design responses.

*Checklist: thorough asset analysis/evaluation/planning process – see NPS, CCDCP etc; consider context at different scale (region/town/neighborhood/street); themes (form/movement/space and amenability/principles of NPS, CCDCP, Renaissance Leeds, town centre strategies, heritage design/conservation/repatriation (listed buildings, conservation areas etc.); village/neighborhood design statements etc...*



### CONNECTING places –

#### **Create visual and physical links [8]**

Good design responds creatively to movement to and through a place – streets, buildings, landscape, boundaries, walls etc. – drawing people through, providing continuity, linkages, cohesive places, legible places and joining communities.

*Checklist: look beyond the project site; respond to adjoining places/neighborhoods; opportunities to connect; sustainable transport links (pedestrian/cycle, public transport then the private car); social vitality/important views/quality; landscape character analysis/consent...*



### MANAGING the investment –

#### **Look after the place [9]**

Good design must be sustained by management and maintenance of the place in a comprehensive way. Flexibility and robustness of design is an essential ingredient at the outset (see principle 1).

*Checklist: be equipped to provide/ensure management; budget; resources; personnel...*



### REVIEWING our work –

#### **Improve continuously [10]**

Good design and poor design have an impact – this must be audited and monitored to inform us to ensure continuous improvement and more effective work.

*Checklist: audit trail; spot checks – across a range of work...*

Investing – working – involving – regenerating – delivering – creating – improving – connecting – managing – reviewing



