

Report to: Place Panel

Date: 14 October 2020

Subject: **Urban Design Support**

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1. Purpose of this report

- 1.1 To update the Panel on the urban design support programme being delivered by the Combined Authority.

2. Information

Urban Design Support Programme – progress to date

- 2.1 The urban design support programme, funded using an allocation of £180,000 from MHCLG, has achieved the following over the last 18 months:

- 2.1.2 Through surveys, workshops and meetings, carried out an assessment of design capacity across the region’s planning authorities, producing a report in January 2020 which was sent to panel members in February. Some of the key findings are illustrated in the graphics below.

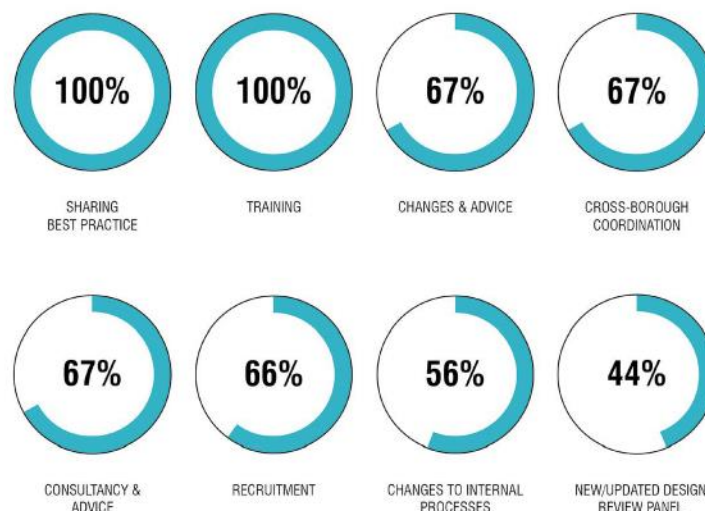


Fig. 1 – Preferred urban design support areas (survey May 2019)

	BARNSELY	BRADFORD	CALDERDALE	CRAVEN	HARROGATE	KIRKLEES	SELBY	WAKEFIELD	YORK	DoDs	TOTAL
MASTERPLAN REVIEW	7	10	10	10	10	10	10	5	9	10	91
DESIGN TRAINING	6	10	7	8	8	7	7	10	10	8	81
RECRUITMENT	5	10	5	4	6	2	7	3	0	7	49
DESIGN NETWORK	9	7	4	8	7	5	7	3	7	6	63
WEB FORUM/ LIBRARY	9	7	6	6	7	5	9	5	6	6	66
PRE-APPLICATION	5	7	9	6	4	2	5	8	0	2	48
ACCREDITATION	3	7	6	4	4	2	5	4	0	2	37
DESIGN CHARTER	3	7	7	4	6	2	10	7	8	2	56

Fig. 2 – Preferred urban design support routes (from discussions with Directors of Development and Heads of Planning, late 2019)

2.1.3 Provided significant urban design input to Harrogate’s urban extension at West Harrogate through meetings with LPA and site promoters, to improve the environment for pedestrians and cyclists to create a sustainable urban extension



Fig. 3 – West Harrogate – blue/green infrastructure and connectivity

2.1.4 Provided support to Calderdale on Garden Suburbs and Halifax Eastern Gateway, Bradford on City Village, Southern Gateway and Neighbourhoods Design Guide, Craven on Skipton Station masterplan, and Wakefield on the Pontefract masterplan and Streets for People project.



Fig. 4 – Urban design support - example of changes to residential layout to reduce car dominance, improve access to green space and pedestrian/cycle connectivity – the submitted layout (above) and the revised layout (below) which was recently awarded planning permission

- 2.1.5 Established a Leeds City Region network of design and planning professionals, launched at an event at Wellington House on 6th March and attended by 34 representatives of LPAs from all 10 authorities. The event focussed on design review and design guidance, with speakers from Bradford, Wakefield, Barnsley, Hull and Essex. Feedback scores for the sessions averaged just above 8/10.
- 2.1.6 Hosted an urban design group on LinkedIn which has grown to over 100 members from 18 LPAs in the region.
- 2.1.7 Hosted Sustrans training on designing for active travel in February for senior staff and executive members.
- 2.1.8 Delivered 4 training webinars – on street trees, design, viability and blue/green infrastructure – attended by an average of 73 delegates, with an average of 23 delegates viewing each recording since on the Combined Authority Youtube channel. The feedback has been good. For instance, 89% of all attendees who responded said that the trainer had an excellent knowledge of the subject.
- 2.1.9 Co-led (with Selby District Council) a programme of design training for officers across the NY LEP. The first session was attended by over 100 delegates.
- 2.1.10 Provided internal support to colleagues including on Streets for People, Mass Transit and Place Narrative.

Urban Design Support Programme – forward plan

- 2.2 MHCLG funding will allow the programme to continue in its current form until May 2022. Proposals for its evolution to reflect the changes brought by devolution and to take on board feedback from colleagues are being developed, including more focus on the 5 West Yorkshire authorities, greater collaboration with Homes England under the Strategic Place Partnership and design guidance on public realm aspects of the Transforming Cities Fund, Mass Transit and Active Travel programmes.

3. Clean Growth Implications

- 3.1 Improving urban design aligns in many ways with clean growth – a better quality public realm encourages active travel and provides green and blue infrastructure which impacts on carbon emissions, biodiversity and climate change adaptation.

4. Financial Implications

- 4.1 There are no financial implications directly arising from this report.

5. Legal Implications

- 5.1 There are no legal implications directly arising from this report.

6. Staffing Implications

6.1 There are no staffing implications directly arising from this report.

7. External Consultees

7.1 No external consultations have been undertaken.

8. Recommendations

8.1 That the Panel notes and comments on the content of the report.

9. Background Documents

None.

10. Appendices

None.